

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

REGULAR BOARD MEETING

Friday, October 29, 2021

9:00 A.M.

28th Floor Boardroom, 4730 Kingsway, Burnaby, British Columbia

[Membership and Votes](#)

REVISED AGENDA¹

A. ADOPTION OF THE AGENDA

1. October 29, 2021 Regular Meeting Agenda

That the MVRD Board adopt the agenda for its regular meeting scheduled for October 29, 2021 as circulated.

B. ADOPTION OF THE MINUTES

1. September 24, 2021 Regular Meeting Minutes

That the MVRD Board adopt the minutes for its regular meeting held September 24, 2021 as circulated.

2. October 20, 2021 Regular Joint Board Meeting Minutes

That the MVRD Board adopt the minutes for the joint meeting of the MVRD, MVHC, GVWD and GVS&DD Boards held October 20, 2021 as circulated.

C. DELEGATIONS

- On-table**
- 1. Preet Heer, Manager, Community Planning, City of Surrey
Yonatan Yohannes, Manager, Utilities, City of Surrey
(Metro 2040 Applicant)**
Subject: Metro Vancouver 2040: Shaping Our Future Land Use Designation Amendment Request from the City of Surrey – South Campbell Heights
 - 2. Joshua Kuepfer, Mennonite Church British Columbia (Creation Care Task Group)**
Subject: Metro Vancouver 2040: Shaping Our Future Land Use Designation Amendment Request from the City of Surrey – South Campbell Heights

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

3. **Sofi Hindmarch, Wildlife Biologist**
Subject: Metro Vancouver 2040: Shaping Our Future Land Use Designation
Amendment Request from the City of Surrey – South Campbell Heights
4. **Raj Hundal**
Subject: Metro Vancouver 2040: Shaping Our Future Land Use Designation
Amendment Request from the City of Surrey – South Campbell Heights
5. **Peter Stepney**
Subject: Metro Vancouver 2040: Shaping Our Future Land Use Designation
Amendment Request from the City of Surrey – South Campbell Heights
6. **Kim Stepney**
Subject: Metro Vancouver 2040: Shaping Our Future Land Use Designation
Amendment Request from the City of Surrey – South Campbell Heights
7. **Greg D'Avignon, President and CEO, Business Council of B.C.**
Jock Finlayson, Senior Policy Advisor, Business Council of B.C.
Subject: Metro Vancouver 2040: Shaping Our Future Land Use Designation
Amendment Request from the City of Surrey – South Campbell Heights
8. **Chris Gardner, President, Independent Contractors and Businesses Association**
Subject: Metro Vancouver 2040: Shaping Our Future Land Use Designation
Amendment Request from the City of Surrey – South Campbell Heights
9. **Barry Smith**
Subject: Metro Vancouver 2040: Shaping Our Future Land Use Designation
Amendment Request from the City of Surrey – South Campbell Heights
10. **Jonathan Burke, President and CEO, Canadian Heating Products Inc.**
Subject: Metro Vancouver 2040: Shaping Our Future Land Use Designation
Amendment Request from the City of Surrey – South Campbell Heights
11. **Todd Yuen, President, Industrial, Beedie**
Subject: Metro Vancouver 2040: Shaping Our Future Land Use Designation
Amendment Request from the City of Surrey – South Campbell Heights
12. **Tom Parsons and Wendy Parsons**
Subject: Metro Vancouver 2040: Shaping Our Future Land Use Designation
Amendment Request from the City of Surrey – South Campbell Heights
13. **Scott Wheatley, Executive Director, Cloverdale District Chamber of Commerce**
Subject: Metro Vancouver 2040: Shaping Our Future Land Use Designation
Amendment Request from the City of Surrey – South Campbell Heights

- 14. Terry Holland, Managing Partner, Krystal Growth Partners**
Subject: Metro Vancouver 2040: Shaping Our Future Land Use Designation
Amendment Request from the City of Surrey – South Campbell Heights
- 15. Tegan Smith, Principal, Channel Consulting**
Subject: Metro Vancouver 2040: Shaping Our Future Land Use Designation
Amendment Request from the City of Surrey – South Campbell Heights
- 16. Ryan Bruce, BC Manager of Government Relations, CLAC Member Centre**
Subject: Metro Vancouver 2040: Shaping Our Future Land Use Designation
Amendment Request from the City of Surrey – South Campbell Heights
- 17. David Riley**
Subject: Metro Vancouver 2040: Shaping Our Future Land Use Designation
Amendment Request from the City of Surrey – South Campbell Heights
- 18. Andrew Schulz**
Subject: Metro Vancouver 2040: Shaping Our Future Land Use Designation
Amendment Request from the City of Surrey – South Campbell Heights
- 19. Harrison Rush**
Subject: Metro Vancouver 2040: Shaping Our Future Land Use Designation
Amendment Request from the City of Surrey – South Campbell Heights
- 20. Heidi Greco**
Subject: Metro Vancouver 2040: Shaping Our Future Land Use Designation
Amendment Request from the City of Surrey – South Campbell Heights
- 21. Myles Lamont, Principal Wildlife Biologist, TerraFauna Wildlife Consulting Inc.**
Subject: Metro Vancouver 2040: Shaping Our Future Land Use Designation
Amendment Request from the City of Surrey – South Campbell Heights
- 22. Mary Lynn Baker**
Subject: Metro Vancouver 2040: Shaping Our Future Land Use Designation
Amendment Request from the City of Surrey – South Campbell Heights
- 23. Christine Bishop, Director, Little Campbell Watershed Society**
Subject: Metro Vancouver 2040: Shaping Our Future Land Use Designation
Amendment Request from the City of Surrey – South Campbell Heights
- 24. Sarah Rush, Chair, Friends of Hazelmere Campbell Valley**
Subject: Metro Vancouver 2040: Shaping Our Future Land Use Designation
Amendment Request from the City of Surrey – South Campbell Heights
- 25. John Elliott, Director, Little Campbell Watershed Society**
Subject: Metro Vancouver 2040: Shaping Our Future Land Use Designation
Amendment Request from the City of Surrey – South Campbell Heights

- 26. Christy Juteau, Conservation Science Director, A Rocha Canada**
Subject: Metro Vancouver 2040: Shaping Our Future Land Use Designation
Amendment Request from the City of Surrey – South Campbell Heights
- 27. David Anderson, Brooksdale Environmental Centre Co-Director, A Rocha Canada**
Subject: Metro Vancouver 2040: Shaping Our Future Land Use Designation
Amendment Request from the City of Surrey – South Campbell Heights
- 28. Deb Jack, President, Surrey Environmental Partners**
Subject: Metro Vancouver 2040: Shaping Our Future Land Use Designation
Amendment Request from the City of Surrey – South Campbell Heights
- 29. Deborah Carlson, Staff Lawyer, West Coast Environmental Law**
Subject: Metro Vancouver 2040: Shaping Our Future Land Use Designation
Amendment Request from the City of Surrey – South Campbell Heights
- 30. Chief Harley Chappell, Semiahmoo First Nation**
Subject: Metro Vancouver 2040: Shaping Our Future Land Use Designation
Amendment Request from the City of Surrey – South Campbell Heights
- 31. Naty King**
Subject: Metro Vancouver 2040: Shaping Our Future Land Use Designation
Amendment Request from the City of Surrey – South Campbell Heights
- 32. Shawn Low, Manager Area Planning and Development (South), City of Surrey**
Luciana Moraes, Planner, City of Surrey
(Metro 2040 Applicant)
Subject: Metro Vancouver 2040: Shaping our Future Land Use Designation
Amendment Request from the City of Surrey – 228 175A Street
- 33. Chief Harley Chappell, Semiahmoo First Nation**
Subject: Metro Vancouver 2040: Shaping our Future Land Use Designation
Amendment Request from the City of Surrey – 228 175A Street
- 34. Christa Brown, Planner, City of Surrey**
(Metro 2040 Applicant)
Subject: Metro Vancouver 2040: Shaping our Future Land Use Designation
Amendment Request from the City of Surrey – Cloverdale Hospital Site
- 35. Chief Harley Chappell, Semiahmoo First Nation**
Subject: Metro Vancouver 2040: Shaping our Future Land Use Designation
Amendment Request from the City of Surrey – Cloverdale Hospital Site

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 Consideration of the City of Langley's Amended Regional Context Statement

That the MVRD Board accept the City of Langley's amended Regional Context Statement as submitted to Metro Vancouver on July 30, 2021.

1.2 Request for Sanitary Service Connection at 12745 Laity Street, Maple Ridge

That the MVRD Board resolve that the extension of GVS&DD sewerage services to a new micro-brewery at 12745 Laity Street in the City of Maple Ridge is consistent with the provisions of *Metro Vancouver 2040: Shaping Our Future*.

1.3 Request for Sanitary Service Connection at 12606 224 Street, Maple Ridge

That the MVRD Board resolve that the extension of GVS&DD sewerage services to an existing single-detached dwelling at 12606 224 Street in the City of Maple Ridge is consistent with the provisions of *Metro Vancouver 2040: Shaping Our Future*.

1.4 Metro 2050 Q2 / Q3 2021 Status Update

That the MVRD Board receive for information the report dated September 29, 2021, titled "*Metro 2050 Q2 / Q3 Status Update*".

2. CLIMATE ACTION COMMITTEE REPORTS

2.1 Race to Zero Initiative

That the MVRD Board:

- a) apply to join the *Race to Zero* initiative ahead of the 2021 Conference of the Parties (COP26) on behalf of Metro Vancouver Regional District; and
- b) forward the executive summary and presentation material from the October 15, 2021 delegation to the Climate Action Committee from Lia Cairone, C40 Cities Climate Leadership Group, to member jurisdictions for their consideration in joining the *Race to Zero* initiative.

3. CHIEF ADMINISTRATIVE OFFICER REPORTS

3.1 Metro Vancouver External Agency Activities Status Report – October 2021

That the MVRD Board receive for information reports from Metro Vancouver representatives to the following external organizations:

- a) Delta Heritage Airpark Management Committee;
- b) Fraser Valley Regional Library Board (FVRL);
- c) Katzie Treaty Negotiation Table;

- d) Lower Mainland Flood Management Strategy Leadership Committee;
 - e) Lower Mainland Local Government Association (LMLGA);
 - f) Municipal Finance Authority of BC;
 - g) Ocean Watch Action Committee;
 - h) Pacific Parklands Foundation;
 - i) Sasamat Volunteer Fire Department Board of Trustees;
 - j) Union of British Columbia Municipalities (UBCM);
 - k) Western Transportation Advisory Council,
- as provided in the report dated October 18, 2021, titled “Metro Vancouver External Agency Activities Status Report – October 2021”.

3.2 2022 Schedule of Regular Board Meetings

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

a) Meeting Dates

- Friday, January 28, 2022..... Electronic Meeting
- Friday, February 25, 2022..... Electronic Meeting
- Saturday, February 26, 2022 Electronic Meeting
- Friday, March 25, 2022..... Electronic Meeting
- Wednesday, April 27, 2027 Electronic Meeting
- Friday, April 29, 2022..... Electronic Meeting
- Friday, May 27, 2022 Electronic Meeting
- Friday, June 24, 2022..... Electronic Meeting
- Friday, July 29, 2022 Electronic Meeting
- Friday, September 23, 2022 Electronic Meeting
- Wednesday, October 19, 2022..... Electronic Meeting
- Friday, October 28, 2022 In-Person Meeting
- Friday, November 25, 2022 In-Person Meeting

b) Time

All meetings are scheduled for 9:00 a.m., unless otherwise specified on the meeting notice.

c) Place

All in-person meetings will take place in the Metro Vancouver boardroom on the 28th Floor, 4730 Kingsway, Burnaby BC, and all electronic meetings will take place using a hybrid model of simultaneous use of electronic facilities and the Metro Vancouver boardroom on 28th Floor, 4730 Kingsway, Burnaby BC., unless otherwise specified on the meeting notice.

F. ITEMS REMOVED FROM THE CONSENT AGENDA

G. REPORTS NOT INCLUDED IN CONSENT AGENDA

1. REGIONAL PLANNING COMMITTEE REPORTS

1.1 Metro Vancouver 2040: Shaping Our Future Land Use Designation Amendment Request from the City of Surrey – South Campbell Heights

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

That the MVRD Board:

- a) initiate the regional growth strategy amendment process for the City of Surrey's requested regional land use designation amendments for the South Campbell Heights area, including extension of the Urban Containment Boundary and removal of the Special Study Area overlay;
- b) give first, second, and third readings to "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1328, 2021";
- c) direct staff to notify and seek comment from affected local governments as per section 6.4.2 of *Metro Vancouver 2040: Shaping our Future*; and
- d) direct staff to notify and seek comment from local First Nations on the proposed Metro 2040 amendment.

1.2 Metro Vancouver 2040: Shaping our Future Land Use Designation Amendment Request from the City of Surrey – 228 175A Street

[Recommendation a), b) and c): simple weighted majority vote.]

That the MVRD Board:

- a) initiate the regional growth strategy amendment process for the City of Surrey's requested regional land use designation amendment from Mixed Employment to General Urban for the lands located at 228 175A Street;
- b) give first, second, and third readings to "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1326, 2021"; and
- c) direct staff to notify affected local governments as per section 6.4.2 of *Metro Vancouver 2040: Shaping our Future*.

1.3 Metro Vancouver 2040: Shaping our Future Land Use Designation Amendment Request from the City of Surrey – Cloverdale Hospital Site

[Recommendation a), b) and c): simple weighted majority vote.]

That the MVRD Board:

- a) initiate the regional growth strategy amendment process for the City of Surrey's requested regional land use designation amendment for the Cloverdale Hospital Site located at 5510 180 Street, amending approximately 9 hectares of land designated 'Industrial' to 'Mixed Employment';
- b) give first, second, and third readings to "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1327, 2021"; and
- c) direct staff to notify affected local governments as per section 6.4.2 of *Metro Vancouver 2040: Shaping our Future*.

2. CLIMATE ACTION COMMITTEE REPORTS

2.1 MVRD Air Quality Management Fees Regulation Bylaw No. 1330, 2021

[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 Air Quality Management Fees Regulation Bylaw No. 1330, 2021*; and
- b) pass and finally adopt *Metro Vancouver Regional District Air Quality Management Fees Regulation Bylaw No. 1330, 2021*.

2.2 MVRD Non-Road Diesel Engine Emission Regulation Bylaw No. 1329, 2021

[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 Non-Road Diesel Engine Emission Regulation Bylaw No. 1329, 2021*; and
- b) pass and finally adopt *Metro Vancouver Regional District Non-Road Diesel Engine Emission Regulation Bylaw No. 1329, 2021*.

3. CHIEF ADMINISTRATIVE OFFICER REPORTS

3.1 Election of the MVRD Representative on the 2021-2022 Union of British Columbia Municipalities Executive

[Election: simple unweighted majority vote.]

4. BUDGET REPORTS

4.1 MVRD 2022 Budget and 2022 – 2026 Financial Plan and Five Year Bylaw 1331

[Recommendation 1) and 3): simple weighted majority vote.]

[Recommendation 2): simple weighted majority vote (only Anmore and Belcarra may vote).]

[Recommendation 4a): simple weighted majority vote.] and

[Recommendation 4b): 2/3 weighted majority vote.]

1. That the MVRD Board approve the 2022 Annual Budget and endorse the 2022 2026 Financial Plan as shown in Attachment 1 of the report dated October 20, 2021, titled "MVRD 2022 Budget and 2022 – 2026 Financial Plan and Five Year Bylaw 1331", in the following schedules:
 - Revenue and Expenditure Summary
 - Air Quality
 - E911 Emergency Telephone Service
 - Electoral Area Service
 - General Government Administration
 - General Government Zero Waste Collaboration Initiatives
 - Housing Planning and Policy

- Regional Economic Prosperity
- Regional Emergency Management
- Regional Employer Services
- Regional Global Positioning System
- Regional Parks
- Capital Portfolio - Regional Parks
- Regional Planning

2. That the MVRD Board approve the 2022 Annual Budget and endorse the 2022 – 2026 Financial Plan as shown in Attachment 1 as presented for the Sasamat Fire Protection Service, and shown in the following schedules:
 - Revenue and Expenditure Summary
 - Sasamat Fire Protection Service*(Only Anmore and Belcarra may vote)*
3. That the MVRD Board approve the 2022 Reserve Applications as shown in Attachment 2 of the report dated October 20, 2021, titled “MVRD 2022 Budget and 2022 – 2026 Financial Plan and Five Year Bylaw 1331”.
4. That the MVRD Board:
 - a) give first, second and third reading to *Metro Vancouver Regional District 2022 to 2026 Financial Plan Bylaw No. 1331, 2021*; and
 - b) pass and finally adopt *Metro Vancouver Regional District 2022 to 2026 Financial Plan Bylaw No. 1331, 2021*.

H. MOTIONS FOR WHICH NOTICE HAS BEEN GIVEN

I. OTHER BUSINESS

1. MVRD Board Committee Information Items and Delegation Summaries

J. BUSINESS ARISING FROM DELEGATIONS

K. RESOLUTION TO CLOSE MEETING

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

That the MVRD Board close its regular meeting scheduled for October 29, 2021 pursuant to the *Community Charter* provisions, Section 90 (1) (a), (g), and (m) 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;
 - (g) litigation or potential litigation affecting the regional district; and

- (m) a matter that, under another enactment, is such that the public may be excluded from the meeting.”

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

M. ADJOURNMENT/CONCLUSION

That the MVRD Board adjourn/conclude its regular meeting of October 29, 2021.

**METRO VANCOUVER REGIONAL DISTRICT
BOARD OF DIRECTORS**

Minutes of the Regular Meeting of the Metro Vancouver Regional District (MVRD) Board of Directors held at 9:01 a.m. on Friday, September 24, 2021 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*
Belcarra, Director Jamie Ross*
Bowen Island, Director David Hocking*
Burnaby, Director Pietro Calendino*
Burnaby, Director Mike Hurley*
(arrived at 9:21 a.m.)

Coquitlam, Director Craig Hodge*
Coquitlam, Director Richard Stewart*
Delta, Director George Harvie*
Delta, Director Dylan Kruger*
Electoral Area A, Director Jen McCutcheon*
Langley City, Director Gayle Martin*
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*
(departed at 9:29 a.m.)
North Vancouver District, Director Lisa Muri*
Pitt Meadows, Director Bill Dingwall*
Port Coquitlam, Director Brad West*
(arrived at 9:07 a.m.)

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, Director Doug McCallum*
Surrey, Director Mandeep Nagra*
Surrey, Director Allison Patton*
Tsawwassen, Director Ken Baird*
Vancouver, Director Christine Boyle*
Vancouver, Director Adriane Carr*
Vancouver, Director Melissa De Genova*
(arrived at 9:03 a.m.)
Vancouver, Director Lisa Dominato*
(arrived at 9:25 a.m.)
Vancouver, Alternate Director Pete Fry* for
Kennedy Stewart
Vancouver, Director Colleen Hardwick*
Vancouver, Director Michael Wiebe*
(arrived at 9:21 a.m.)
West Vancouver, Director Mary-Ann Booth*
(arrived at 9:03 a.m.)
White Rock, Director Darryl Walker*

MEMBERS ABSENT:

None

STAFF PRESENT:

Jerry W. Dobrovolsky, Chief Administrative Officer
Chris Plagnol, Corporate Officer
Amelia White, Legislative Services Supervisor, Board and Information Services

*denotes electronic meeting participation as authorized by Section 3.6.2 of the *Procedure Bylaw*

A. ADOPTION OF THE AGENDA

1. September 24, 2021 Regular Meeting Agenda

It was MOVED and SECONDED

That the MVRD Board:

- a) amend the agenda for its regular meeting scheduled for September 24, 2021 by withdrawing Item E2.2 Campbell Valley Regional Park – Grant Funding Application, Active Transportation Infrastructure Grant; and
- b) adopt the agenda as amended.

CARRIED

9:03 a.m. Director Booth and Director De Genova arrived at the meeting.

B. ADOPTION OF THE MINUTES

1. July 30, 2021 Regular Meeting Minutes

It was MOVED and SECONDED

That the MVRD Board adopt the minutes for its regular meeting held July 30, 2021 as circulated.

CARRIED

C. DELEGATIONS

No items presented.

D. INVITED PRESENTATIONS

No items presented.

E. CONSENT AGENDA

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

- 3.1 Metro Vancouver's Clean Air Plan
- 1.1 Regional Economic Prosperity Service 2021 Deliverables Highlights

It was MOVED and SECONDED

That the MVRD Board adopt the recommendations presented in the following items as presented in the September 24, 2021 MVRD Board Consent Agenda:

- 1.2 B.C. Economic Plan: Metro Vancouver Regional Economic Prosperity Service Recommendations
- 2.1 Tsleil-Waututh Nation Pilot Guardian Program Report

CARRIED

The items and recommendations referred to above are as follows:

1.2 B.C. Economic Plan: Metro Vancouver Regional Economic Prosperity Service Recommendations

Report dated August 20, 2021 from Megan Gerryts, Senior Advisor, Regional Economic Prosperity Service, informing the MVRD Board of the input provided by Regional Economic Prosperity Service (REPS) staff to the B.C. Government regarding their forthcoming B.C. Economic Plan.

Recommendation:

That the MVRD Board receive for information the report dated August 20, 2021, titled "B.C. Economic Plan: Metro Vancouver Regional Economic Prosperity Service Recommendations".

Adopted on Consent

2.1 Tsleil-Waututh Nation Pilot Guardian Program Report

Report dated July 21, 2021 from Steven Schaffrick, Division Manager, Central Area, Regional Parks, informing the MVRD Board of the current status of the Tsleil-Waututh Nation Pilot Guardian Program in Belcarra Regional Park.

Recommendation:

That the MVRD Board receive for information the report dated July 21, 2021, titled "Tsleil-Waututh Nation Pilot Guardian Program Report".

Adopted on Consent

9:07 a.m. Director West arrived at the meeting.

F. ITEMS REMOVED FROM THE CONSENT AGENDA

Items removed from the Consent Agenda for consideration under Section F were considered in numerical order.

1.1 Regional Economic Prosperity Service 2021 Deliverables Highlights

Report dated August 23, 2021 from Jacquie Griffiths, Executive Vice President, Regional Economic Prosperity Service, providing the MVRD Board with information on the Regional Economic Prosperity Service 2021 deliverables to date and outlining the potential priorities going into 2022 and beyond.

A member noted the timeline delays that currently exist in Provincial Government approving major industrial projects.

It was MOVED and SECONDED

That the MVRD Board receive for information the report dated August 23, 2021, titled "Regional Economic Prosperity Service 2021 Deliverables Highlights".

CARRIED

3.1 Metro Vancouver's Clean Air Plan

Report dated July 21, 2021 from John Lindner, Air Quality Planner, and Derek Jennejohn, Lead Senior Engineer, Parks and Environment Department, seeking the MVRD Board's approval of the report titled "Metro Vancouver's *Clean Air Plan*".

Members were provided a presentation on the *Clean Air Plan*, highlighting the key engagement methods, 2030 targets and the urgency for action.

Presentation material titled "Metro Vancouver's *Clean Air Plan*" is retained with the September 24, 2021 MVRD Board agenda.

9:21 a.m. Director Hurley and Director Wiebe arrived at the meeting.

Discussion ensued regarding the need for support from all levels of government, the impact of climate change on agriculture and the need to liaise with stakeholders to engage them in the *Clean Air Plan*.

9:25 a.m. Director Dominato arrived at the meeting.

It was MOVED and SECONDED

That the MVRD Board:

- a) approve Metro Vancouver's *Clean Air Plan* as attached to the report dated July 21, 2021, titled "Metro Vancouver's *Clean Air Plan*";
- b) forward the Plan to member jurisdictions, the Provincial Minister of Environment and Climate Change Strategy, Federal Minister of Environment and Climate Change, the region's Chief Medical Health Officers, local First Nations, TransLink, the Vancouver Fraser Port Authority, the Fraser Valley Regional District, and other key partners indicating the Board's continuing interest in working with them to reduce regional greenhouse gas emissions and continuously improve air quality in the Lower Fraser Valley airshed; and
- c) direct staff to continue working with member jurisdictions and other partners to implement the actions in the *Clean Air Plan*.

CARRIED

G. REPORTS NOT INCLUDED IN CONSENT AGENDA

1.1 MVRD Banking Authority Bylaw 1324, 2021

Report dated August 20, 2021 from Joe Sass, Deputy Chief Financial Officer/Director of Financial Planning and Operations, seeking the MVRD Board's adoption of the updated Banking Authority Bylaw that will allow routine banking and financial documents to be executed in a more efficient and timely manner by delegating the authority to the Financial Services management group.

It was MOVED and SECONDED

That the MVRD Board give first, second and third reading to *Metro Vancouver Regional District Banking Authority Bylaw No. 1324, 2021*.

CARRIED

It was MOVED and SECONDED

That the MVRD Board pass and finally adopt *Metro Vancouver Regional District Banking Authority Bylaw No. 1324, 2021*.

CARRIED

1.2 MVRD Procedure Amending Bylaw Number 1325, 2021

Report dated August 31, 2021 from Chris Plagnol, Corporate Officer, seeking the MVRD Board's approval of the *Metro Vancouver Regional District Procedure Amending Bylaw Number 1325, 2021*, to permit electronic participation by members at Board and Committee meetings.

It was MOVED and SECONDED

That the MVRD Board give first, second and third reading to *Metro Vancouver Regional District Procedure Amending Bylaw Number 1325, 2021*.

CARRIED

It was MOVED and SECONDED

That the MVRD Board:

- a) pass and finally adopt *Metro Vancouver Regional District Procedure Amending Bylaw Number 1325, 2021*; and
- b) direct staff to bring forward a policy regarding electronic participation at Board and Committee meetings.

CARRIED

9:29 a.m. Director Coté departed the meeting.

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 September 24, 2021.

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 September 24, 2021 pursuant to the *Community Charter* provisions, Section 90 (1) (a), (e), (i), and (k) as follows:

- “90 (1) A part of a board meeting may be closed to the public if the subject matter being considered relates to or is one or more of the following:
- (a) personal information about an identifiable individual who holds or is being considered for a position as an officer, employee or agent of the regional district or another position appointed by the regional district;
 - (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;
 - (i) the receipt of advice that is subject to solicitor-client privilege, including communications necessary for that purpose; and
 - (k) negotiations and related discussions respecting the proposed provision of a regional district service that are at their preliminary stages and that, in the view of the board or committee, could reasonably be expected to harm the interests of the regional district if they were held in public.”

CARRIED

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

No items presented.

M. ADJOURNMENT/CONCLUSION

It was MOVED and SECONDED

That the MVRD Board adjourn its regular meeting of September 24, 2021.

CARRIED

(Time: 9:38 a.m.)

CERTIFIED CORRECT

Chris Plagnol, Corporate Officer

Sav Dhaliwal, Chair

47915585 FINAL

METRO VANCOUVER REGULAR JOINT BOARD MEETING OF THE MVRD, GVS&DD, GVWD AND MVHC BOARDS

Minutes of the Regular Joint Meeting of the Metro Vancouver Regional District (MVRD), the Greater Vancouver Water District (GVWD), the Greater Vancouver Sewerage and Drainage District (GVS&DD), and the Metro Vancouver Housing Corporation (MVHC) Board of Directors held at 9:02 a.m. on Wednesday, October 20, 2021 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*
 Belcarra, Director Jamie Ross*
 Bowen Island, Director David Hocking*
 Burnaby, Director Pietro Calendino*
 Burnaby, Director Mike Hurley*
 Coquitlam, Director Craig Hodge*
 Coquitlam, Director Richard Stewart*
 Delta, Director George Harvie*
 Delta, Director Dylan Kruger*
 Electoral Area A, Director Jen McCutcheon*
 Langley City, Director Gayle Martin*
 Langley Township, Director Jack Froese*
 Langley Township, Director Kim Richter*
 Lions Bay, Director Ron McLaughlin* (arrived at
 9:03 a.m.)
 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* (arrived
 at 9:04 a.m.)

Richmond, Director Malcolm Brodie*
 Richmond, Director Harold Steves*
 Surrey, Director Linda Annis*
 Surrey, Director Doug Elford*
 Surrey, Director Laurie Guerra*
 Surrey, Director Doug McCallum*
 Surrey, Director Mandeep Nagra*
 Surrey, Director Allison Patton*
 Tsawwassen, Director Ken Baird*
 Vancouver, Director Christine Boyle*
 Vancouver, Director Adriane Carr
 Vancouver, Director Melissa De Genova*
 (arrived at 9:18 a.m.)
 Vancouver, Director Lisa Dominato* (left at
 11:03 a.m.; returned at 11:28 a.m.)
 Vancouver, Alternate Director Pete Fry* for
 Kennedy Stewart
 Vancouver, Director Colleen Hardwick*
 Vancouver, Director Michael Wiebe* (arrived
 at 9:03 a.m.)
 West Vancouver, Director Mary-Ann Booth*
 White Rock, Director Darryl Walker*

MEMBERS ABSENT:

None

STAFF PRESENT:

Jerry W. Dobrovolsky, Chief Administrative Officer
 Katie Karn, Deputy Corporate Officer
 Manveer Atwal, Legislative Services Coordinator, Board and Information Services

*denotes electronic meeting participation as authorized by Section 3.6.2 of the *Procedure Bylaw*

A. ADOPTION OF THE AGENDA

1. October 20, 2021 Regular Joint Board Meeting Agenda

It was MOVED and SECONDED

That the MVRD, GVS&DD, GVWD and MVHC Board adopt the agenda for its regular joint meeting scheduled for October 20, 2021 as circulated.

CARRIED

9:03 a.m. Directors McLaughlin and Wiebe arrived at the meeting.

9:04 a.m. Director Vagramov arrived at the meeting.

B. ADOPTION OF THE MINUTES

No items presented.

C. DELEGATIONS

No items presented.

D. INVITED PRESENTATIONS

No items presented.

E. CONSENT AGENDA

No items presented.

F. ITEMS REMOVED FROM THE CONSENT AGENDA

No items presented.

G. REPORTS NOT INCLUDED IN CONSENT AGENDA

1. 2022 – 2026 Financial Plan – Metro Vancouver Districts and Housing Corporation

Report dated October 14, 2021 from Jerry Dobrovolsky, Commissioner/Chief Administrative Officer and Dean Rear, General Manager, Financial Services/Chief Financial Officer, presenting the 2022 Budget and 2022 – 2026 Financial Plan for the MVRD, GVS&DD, GVWD and MVHC Boards' consideration.

9:18 a.m. Director De Genova arrived at the meeting.

Presentation material titled "2022 - 2026 Budget Presentation: Board Budget Workshop" is retained with the October 20, 2021 Board Budget Workshop agenda.

Liquid Waste Services

Members were provided an overview of the 2022 Liquid Waste Services Budget and 2022-2026 Financial Plan highlighting performance metrics, continuous improvement, operating and capital expenditures, 2022 - 2026 major projects and financial plan summaries.

In response to questions regarding the Liquid Waste Services Budget, members were informed that:

- a separate rate formula will be considered for member jurisdictions with combined sewer systems;
- the wet weather levy acts as an incentive to member jurisdictions to ensure their systems are running efficiently
- an update will be provided to the Liquid Waste Committee regarding the Iona Wastewater Treatment Plant project timeline;
- staff will continue to liaise with the Province of British Columbia regarding the timeline to implement Development Cost Charges (DCCs) for parks and water;
- the budget allocation is reflective of each department's workload and not necessarily proportionate to its size; and
- staff will continue to work with member jurisdictions on ensuring transparency regarding projected cost estimates.

Request of Staff

Staff were requested to provide a breakdown related to the \$450 million deferred in the current 2021 budget cycle.

Water Services

Members were provided with an overview of the 2022 Water Services Budget and 2022-2026 Financial Plan highlighting performance metrics, continuous improvement, 2022 – 2026 major projects, 2022-2026 financial plan summary, and proposed adjusted pricing approach.

11:03 a.m. Director Dominato left the meeting.

In response to questions regarding the Water Services Budget members were informed that water meter use has increased in member jurisdictions over the past several years. Staff will continue media education campaigns on water conservation.

Request of Staff

Staff were requested to provide statistics on water metering usage among the member jurisdictions.

Solid Waste Services

Members were provided with an overview of the 2022 Solid Waste Services Budget and 2022 - 2026 Financial Plan highlighting performance metrics, continuous improvement, tipping fees, and capital program highlights.

In response to questions regarding the 2022 Solid Waste Services Budget, members were informed that:

- the 2022 capital cash flow budget is allocated to allow for the completion of two recycling and waste centres as well as the acquisition of land for the North Surrey Recycling and Waste Centre; and
- operating cost debt will continue to increase as more capital infrastructure is added to the system.

Metro Vancouver Housing Corporation

Members were provided an overview of the 2022 MVHC Budget and 2022 - 2026 Financial Plan outlining performance metrics, and operating and capital highlights.

11:28 a.m. Director Dominato returned to the meeting.

In response to questions regarding the 2022 Metro Vancouver Housing Corporation budget members were informed that amortization periods for housing projects are based on the funding source.

Metro Vancouver Regional District Services

Members were provided an overview of the MVRD 2022 Budget, highlighting MVRD functions and the financial plan summary.

The budget recommendations were before the Boards at this point:

It was MOVED and SECONDED

That the GVS&DD Board:

- endorse the 2022 Budget and 2022 - 2026 Financial Plan for Liquid Waste Services, as presented, and direct staff to prepare the necessary budget information to be presented at the October 29, 2021 Metro Vancouver Districts and Housing Corporation Board meetings for consideration; and
- endorse a 30-year amortization term for the North Shore Sewerage Areas share of the debt related to North Shore Wastewater Treatment Plant Project as requested by the three north shore municipal Councils; and
- endorse amendments to the Cost Apportionment Bylaw to enable the division of the GVS&DD levy into separate dry and wet weather components and issue a separate requisition for each component.

CARRIED

It was MOVED and SECONDED

That the GVWD Board:

- endorse the 2022 Budget and 2022 - 2026 Financial Plan for Water Services, as presented, and direct staff to prepare the necessary budget information to be presented at the October 29, 2021 Metro Vancouver Districts and Housing Corporation Board meetings for consideration; and
- direct staff to calculate the water rates applying the 2022 increase wholly to the peak rate.

CARRIED

It was MOVED and SECONDED

That the GVS&DD Board endorse the 2022 Budget and 2022 - 2026 Financial Plan for Solid Waste Services, as presented, and direct staff to prepare the necessary budget information to be presented at the October 29, 2021 Metro Vancouver Districts and Housing Corporation Board meetings for consideration.

CARRIED

It was MOVED and SECONDED

That the MVHC Board endorse the 2022 Budget and 2022 - 2026 Financial Plan for the Metro Vancouver Housing Corporation, as presented, and direct staff to prepare the necessary budget information to be presented at the October 29, 2021 Metro Vancouver Districts and Housing Corporation Board meetings for consideration.

CARRIED

It was MOVED and SECONDED

That the MVRD Board endorse the 2022 Budget and 2022 - 2026 Financial Plan for the Regional District Service Areas and direct staff to prepare the necessary budget information to be presented at the October 29, 2021 Metro Vancouver Regional District Board meeting for consideration.

CARRIED

2. Reference Materials

2.1 2022 – 2026 Financial Plan – Standing Committee Reports

3. Questions and Answers, Comments from the Public

The Deputy Corporate Officer confirmed that no correspondence was received from the public, and no members of the public were present at the meeting to address the Boards regarding the proposed Financial Plan.

H. MOTIONS FOR WHICH NOTICE HAS BEEN GIVEN

No items presented.

I. OTHER BUSINESS

No items presented.

J. BUSINESS ARISING FROM DELEGATIONS

No items presented.

K. RESOLUTION TO CLOSE MEETING

No items presented.

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

No items presented.

M. ADJOURNMENT/CONCLUSION

It was MOVED and SECONDED

That the MVRD/GVS&DD/GVWD/MVHC Board conclude its regular joint meeting of October 20, 2021.

CARRIED

(Time: 11:54 a.m.)

CERTIFIED CORRECT

Katie Karn, Deputy Corporate Officer

Sav Dhaliwal, Chair

48601440 FINAL

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

REGULAR BOARD MEETING

Friday, October 29, 2021

9:00 A.M.

28th Floor Boardroom, 4730 Kingsway, Burnaby, British Columbia

[Membership and Votes](#)

On Table Package

C. DELEGATIONS

- 1. Preet Heer, Manager, Community Planning, City of Surrey
Yonatan Yohannes, Manager, Utilities, City of Surrey**
(Metro 2040 Applicant)
Subject: Metro Vancouver 2040: Shaping Our Future Land Use Designation
Amendment Request from the City of Surrey – South Campbell Heights
- 2. Joshua Kuepfer, Mennonite Church British Columbia (Creation Care Task Group)**
Subject: Metro Vancouver 2040: Shaping Our Future Land Use Designation
Amendment Request from the City of Surrey – South Campbell Heights
- 3. Sofi Hindmarch, Wildlife Biologist**
Subject: Metro Vancouver 2040: Shaping Our Future Land Use Designation
Amendment Request from the City of Surrey – South Campbell Heights
- 4. Raj Hundal**
Subject: Metro Vancouver 2040: Shaping Our Future Land Use Designation
Amendment Request from the City of Surrey – South Campbell Heights
- 5. Peter Stepney**
Subject: Metro Vancouver 2040: Shaping Our Future Land Use Designation
Amendment Request from the City of Surrey – South Campbell Heights
- 6. Kim Stepney**
Subject: Metro Vancouver 2040: Shaping Our Future Land Use Designation
Amendment Request from the City of Surrey – South Campbell Heights
- 7. Greg D'Avignon, President and CEO, Business Council of B.C.
Jock Finlayson, Senior Policy Advisor, Business Council of B.C.**

Subject: Metro Vancouver 2040: Shaping Our Future Land Use Designation
Amendment Request from the City of Surrey – South Campbell Heights

8. Chris Gardner, President, Independent Contractors and Businesses Association

Subject: Metro Vancouver 2040: Shaping Our Future Land Use Designation
Amendment Request from the City of Surrey – South Campbell Heights

9. Barry Smith

Subject: Metro Vancouver 2040: Shaping Our Future Land Use Designation
Amendment Request from the City of Surrey – South Campbell Heights

10. Jonathan Burke, President and CEO, Canadian Heating Products Inc.

Subject: Metro Vancouver 2040: Shaping Our Future Land Use Designation
Amendment Request from the City of Surrey – South Campbell Heights

11. Todd Yuen, President, Industrial, Beedie

Subject: Metro Vancouver 2040: Shaping Our Future Land Use Designation
Amendment Request from the City of Surrey – South Campbell Heights

12. Tom Parsons and Wendy Parsons

Subject: Metro Vancouver 2040: Shaping Our Future Land Use Designation
Amendment Request from the City of Surrey – South Campbell Heights

13. Scott Wheatley, Executive Director, Cloverdale District Chamber of Commerce

Subject: Metro Vancouver 2040: Shaping Our Future Land Use Designation
Amendment Request from the City of Surrey – South Campbell Heights

14. Terry Holland, Managing Partner, Krystal Growth Partners

Subject: Metro Vancouver 2040: Shaping Our Future Land Use Designation
Amendment Request from the City of Surrey – South Campbell Heights

15. Tegan Smith, Principal, Channel Consulting

Subject: Metro Vancouver 2040: Shaping Our Future Land Use Designation
Amendment Request from the City of Surrey – South Campbell Heights

16. Ryan Bruce, BC Manager of Government Relations, CLAC Member Centre

Subject: Metro Vancouver 2040: Shaping Our Future Land Use Designation
Amendment Request from the City of Surrey – South Campbell Heights

17. David Riley

Subject: Metro Vancouver 2040: Shaping Our Future Land Use Designation
Amendment Request from the City of Surrey – South Campbell Heights

18. Andrew Schulz

Subject: Metro Vancouver 2040: Shaping Our Future Land Use Designation
Amendment Request from the City of Surrey – South Campbell Heights

- 19. Harrison Rush**
Subject: Metro Vancouver 2040: Shaping Our Future Land Use Designation
Amendment Request from the City of Surrey – South Campbell Heights
- 20. Heidi Greco**
Subject: Metro Vancouver 2040: Shaping Our Future Land Use Designation
Amendment Request from the City of Surrey – South Campbell Heights
- 21. Myles Lamont, Principal Wildlife Biologist, TerraFauna Wildlife Consulting Inc.**
Subject: Metro Vancouver 2040: Shaping Our Future Land Use Designation
Amendment Request from the City of Surrey – South Campbell Heights
- 22. Mary Lynn Baker**
Subject: Metro Vancouver 2040: Shaping Our Future Land Use Designation
Amendment Request from the City of Surrey – South Campbell Heights
- 23. Christine Bishop, Director, Little Campbell Watershed Society**
Subject: Metro Vancouver 2040: Shaping Our Future Land Use Designation
Amendment Request from the City of Surrey – South Campbell Heights
- 24. Sarah Rush, Chair, Friends of Hazelmere Campbell Valley**
Subject: Metro Vancouver 2040: Shaping Our Future Land Use Designation
Amendment Request from the City of Surrey – South Campbell Heights
- 25. John Elliott, Director, Little Campbell Watershed Society**
Subject: Metro Vancouver 2040: Shaping Our Future Land Use Designation
Amendment Request from the City of Surrey – South Campbell Heights
- 26. Christy Juteau, Conservation Science Director, A Rocha Canada**
Subject: Metro Vancouver 2040: Shaping Our Future Land Use Designation
Amendment Request from the City of Surrey – South Campbell Heights
- 27. David Anderson, Brooksdale Environmental Centre Co-Director, A Rocha Canada**
Subject: Metro Vancouver 2040: Shaping Our Future Land Use Designation
Amendment Request from the City of Surrey – South Campbell Heights
- 28. Deb Jack, President, Surrey Environmental Partners**
Subject: Metro Vancouver 2040: Shaping Our Future Land Use Designation
Amendment Request from the City of Surrey – South Campbell Heights
- 29. Deborah Carlson, Staff Lawyer, West Coast Environmental Law**
Subject: Metro Vancouver 2040: Shaping Our Future Land Use Designation
Amendment Request from the City of Surrey – South Campbell Heights

30. Chief Harley Chappell, Semiahmoo First Nation

Subject: Metro Vancouver 2040: Shaping Our Future Land Use Designation
Amendment Request from the City of Surrey – South Campbell Heights

31. Naty King

Subject: Metro Vancouver 2040: Shaping Our Future Land Use Designation
Amendment Request from the City of Surrey – South Campbell Heights

**32. Shawn Low, Manager Area Planning and Development (South), City of Surrey
Luciana Moraes, Planner, City of Surrey**

(Metro 2040 Applicant)

Subject: Metro Vancouver 2040: Shaping our Future Land Use Designation
Amendment Request from the City of Surrey – 228 175A Street

33. Chief Harley Chappell, Semiahmoo First Nation

Subject: Metro Vancouver 2040: Shaping our Future Land Use Designation
Amendment Request from the City of Surrey – 228 175A Street

34. Christa Brown, Planner, City of Surrey

(Metro 2040 Applicant)

Subject: Metro Vancouver 2040: Shaping our Future Land Use Designation
Amendment Request from the City of Surrey – Cloverdale Hospital Site

35. Chief Harley Chappell, Semiahmoo First Nation

Subject: Metro Vancouver 2040: Shaping our Future Land Use Designation
Amendment Request from the City of Surrey – Cloverdale Hospital Site

**36. Ken Carrusca, Vice President, Environment and Marketing, Cement Association of
Canada**

Subject: MVRD Air Quality Management Fees Regulation Bylaw No. 1330, 2021

Metro Vancouver 2040: Shaping Our Future Land Use Designation Amendment Request from the City of Surrey – South Campbell Heights

Current Proposal

The City of Surrey has submitted a request for a Metro 2040 Type 3 Minor Amendment corresponding with a revised land use plan for the South Campbell Heights area in Surrey. This is an update to a proposed amendment for the area considered by the MVRD Board in 2018, which was referred back to Surrey citing that, although some elements of the proposal were aligned with Metro 2040, other elements were not.

The revised South Campbell Heights Plan requires the redesignation of 228.39 hectares of Rural designated lands outside the Urban Containment Boundary (within a Special Study Area) to Mixed Employment (160.77 ha), Conservation and Recreation (55.52 ha). It also includes the redesignation of 13.38 ha of Mixed Employment lands, within the Urban Containment Boundary, to Conservation and Recreation.

In a separate process from the preparation of the South Campbell Heights Local Area Plan, an application to include land into the Agricultural Land Reserve ("ALR") was approved by the Agricultural Land Commission ("ALC"). In order to be consistent with that ALC decision, a Regional Land Use Designation is recommended for those lands. As such a request to redesignate from Rural to Agricultural (12.1 ha) for a property at the south end of the plan area is proposed as a housekeeping amendment.

Previous Proposal

Surrey's previous RGS Amendment request related to the South Campbell Heights Plan in 2018 was unsuccessful, largely due to lack of regional support for the scale and density of the residential component of the plan. The MetroVancouver report indicated that there was insufficient rationale for the proposed General Urban redesignation to facilitate residential development because there were substantial areas within Surrey's UCB that are designated for future urban residential development. Furthermore, the report indicated that a large expansion of the UCB into the rural area proximate to agricultural land would encourage speculation, and signal expansion of urban development into these and other rural areas in the region.

There was, however, support for the proposed amendment to redesignate land to Mixed Employment and Conservation and Recreation. The report generally supported the redesignation of Rural to Mixed Employment because the amendment would add much needed industrial land inventory to the regional industrial land base. The redesignation of Rural to Conservation and Recreation would contribute to

the protection of land identified as ecological hubs and regional corridors in the Metro Vancouver Sensitive Ecosystem Inventory.

Rationale for Current Proposal

In response to Metro Vancouver's referral back to Surrey, the proposal has revised to respond to regional concerns. The residential component of the plan has been removed, additional land has been identified for Conservation and Recreation (approximately one third of the plan area) and the land area proposed for Mixed Employment- specifically business employment, has been increased (approximately two-thirds of the plan area).

Mixed Employment

Surrey is a significant contributor to regional industrial growth and holds a significant portion of the region's vacant industrial land; however, across the region the demand for industrial land continues to outpace supply. In the absence of additional land to meet continued demand, the region is anticipated to absorb all effective supply sometime between 2028 and 2035. The proposed South Campbell Heights Plan will help address the industrial land supply and provide opportunities to accommodate both new industrial related businesses and those businesses that are seeking to expand their operations. Given applicable lot sizes, the Plan has advantage for uses that require larger parcels with the necessary access to services and transportation infrastructure. It is important for the City and region to remain open for business and to provide opportunity for businesses seeking to relocate or expand operations.

Conservation and Recreation

The plan proposes significant protection of environmentally sensitive areas through the proposed redesignation of lands to Conservation and Recreation. These lands include areas proposed for a biodiversity preserve as well as substantial areas identified for riparian setbacks to protect the Little Campbell River and its tributaries. The Conservation and Recreation redesignation would ultimately facilitate bringing these environmentally sensitive lands under public ownership through dedication requirements of the redevelopment process.

Further aquifer protection and drainage measures will be introduced during the second phase of planning work. Special onsite and offsite storm water best management practices and considerations will be employed to ensure that the Brookwood aquifer is recharged appropriately and reduces the risk of future contamination. The City has already engaged with the Province regarding the Brookwood aquifer and will continue to engage them through the Stage 2 planning. The City will ensure that the land use plan is compliant with all Provincial and Federal regulations and is sensitive to these aquatic resources.

REQUEST TO SPEAK TO MVRD BOARD

Mennonite Church British Columbia (Creation Care Task Group)

Meeting date: Oct 29, 2021

Designated Speaker: Joshua Kuepfer, joshkuepfer@gmail.com, 236.986.3413

**Re: South Campbell Heights – Metro Vancouver 2040: Shaping Our Future Land Use
Designation Amendment Request from the City of Surrey**

Specific action requested: Deny land use designation amendment request

Presentation Summary

Mennonite Church British Columbia affirmed our stance on environmental responsibility in 2014.

"...As followers of Jesus Christ, our calling is to the ministry of reconciliation through faithful discipleship, which will lead us to care for creation. We believe that God is calling us to commit ourselves to discern the paths of faithfulness to be good stewards of the earth."

We recognize the interests of Metro Vancouver and the City of Surrey in further development. We are also cognisant of the continued undermining of the Urban Containment Boundary. We see this further development as contrary to what responsible care for our land looks like. This designation change also appears incompatible with the sustainability goals and strategies we read in the Metro 2050 plan.

Several local organizations have been working on conservation of this watershed for many years, including A Rocha Canada, Friends of Hazelmore-Campbell Valley, Little Campbell Watershed Society, and Friends of Semiahmoo Bay Society. Their deep knowledge of the ecology and agriculture in this key area gives authority to their concern for its wellbeing. They are best placed to speak of the impacts of Surrey's proposed designation amendment. MCBC affirms our appreciation for their work and add our voice in this concern.

We value the unique farmland, forest, and salmon-bearing Campbell river above continued light-industrial sprawl that can be developed elsewhere as well. Our church is changing, just as our city is changing. Younger generations bring with them the perception that public planning contains a great deal of lip service to balancing development with ecological responsibility. Unfortunately, they see that it is the environmental side of that balance that is most commonly subverted.

Metro Vancouver's 2050 plan affirms a focus on a compact urban area containing development within the UCB, as well as protection of agricultural and ecological lands. The City of Surrey's proposed designation amendment fundamentally contradicts those who work with and understand the land that will be impacted, and thereby makes a substantial value judgement denying the balance indicated by Metro 2050.

Mennonite Church British Columbia is concerned for the future of our people and land beyond the next few decades. We approve of the balance stated in the Metro 2050 plan and hope it will not be flexible to the point of meaninglessness.

DELEGATION EXECUTIVE SUMMARY

Name or Organization: Dr. Raj Hundal, Ph. D.

Subject: Metro Vancouver 2040: Shaping Our Future Land Use Designation Amendment Request from the City of Surrey – South Campbell Heights

Presenting to: MVRD Board

Date of Meeting: October 29, 2021

Please accept this delegation request for Dr. Raj Hundal Ph.D. (Land Owner in the South Campbell Heights Area and Business Owner), to appear as a delegate on behalf of numerous land owners in the area to speak at the Regional Planning Committee on October 29, 2021.

The delegation is to ask the Committee to endorse the proposed Regional Growth Strategy (RGS) amendment for consideration by the Board at a subsequent meeting.

I am a long-time resident of the South Campbell Heights (SCH) neighbourhood, and have a PHD in Biology. As such I recognize the importance of responsible development, which can be achieved through Surrey's proposed land use amendment.

Having raised a family in the area, we've used the parks and trails throughout the Campbell Heights Business Park, and with the proposed 200 acres of Conservation Area in Surrey's proposed LAP and the creation of another 400 acres of employment land in SCH, will enable our residents and employees to live, work, and play in Surrey so that they don't have to commute to other regions for employment.

The re-designation of these lands for conservation to protect the environment and for employment is better for the community and the region.

I would like the opportunity to present a powerpoint presentation giving the Committee a realistic view of the area, so they can make an informed decision.

Thanks,

Raj S. Hundal DMD PhD

Metro Vancouver Regional District Board

Regarding: G 1.1 Metro Vancouver 2040: Shaping Our Future Land Use Designation Amendment Request from the City of Surrey – South Campbell Heights

I am a Family Physician that practiced in South Langley from 1986 until 2017. I am concerned about the risk to the health of residents living in South Surrey and South Langley due to the proposed changes to the South Campbell Heights area, including expansion of Metro Vancouver's Urban Containment Boundary (UCB). I would like to address the health and safety aspects of the proposed rezoning.

Metro Vancouver has developed long-term plans for the region as laid out in Metro 2040 and Metro 2050. These plans are to ensure, among other things, that the region works cohesively to protect the health and safety of residents, conserve the environment and co-ordinate transportation with community growth. Their intent is to ensure that incremental cumulative deterioration of Metro Vancouver will not occur.

Increased Local Temperatures and Climate Change Impacts (re: Metro 2050 3.4)

Development in the area will reduce the amount of forest canopy and cause warming of air temperature. Given the extreme heat events of summer 2021, the recommendations to protect established forests and increase the number of trees have become even more important. Trees provide a buffer when temperatures rise and reduce the likelihood of people developing heat-related illnesses, injury and death. There were, officially, 569 heat-related deaths in BC in 2021. Of these, 279 were in Fraser Health and 136 were in Vancouver Coastal Health. This number almost certainly does not reflect all heat-related deaths as many deaths would have been classified as consequent to pre-existing conditions. Recently the Canadian Association of Physicians for the Environment estimated that there were at least 10 times as many heat-related illnesses than there were officially reported deaths, and that 5000-6000 visits to doctors' offices and emergency rooms occurred due to the heat. This is an emergent problem that Metro Vancouver needs to address. Heat injury and avoidance of heat stress are known to have a negative impact on individual productivity and on the economy in general.

Traffic, Motor Vehicle Accidents, and Fatalities (re: Metro 2040/2050 Goal 5)

Goal 5 of Metro 2040/2050 is to "support sustainable transportation choices". This goal will not be met by the proposed development. 16th Avenue is already an extremely busy road and, as a designated truck route, is well known for creating unsafe conflicts between commercial and residential traffic. It is only two lanes wide, with sections of no shoulders for several kilometres. The sidewalk and shoulder range from inconsistent to non-existent. Traffic counts available online are out of date with no publicly available count of truck traffic during working hours. ICBC's website documents 218 crashes on 16th Avenue between 184th and 200th Streets from 2016 to 2020. Local residents will attest that during working hours every 3-5 vehicles can be a truck. Traffic congestion in both directions creates driver frustration and unsafe and illegal attempts to pass and this has resulted in multiple fatalities.

In the South Campbell Heights area, there are forested areas, homes on large and moderate acreages, and a few small businesses. In this area are 14 farms on 171 acres (according to the BC Assessment Authority). Changing these lands to "employment lands" would result in more roads and intersections as well as increased vehicle traffic. There are no nearby housing subdivisions from which workers could bike or walk. There is no plan for rapid transit anywhere nearby. Transit by bus in the South Langley/South Surrey area is poorly co-ordinated with other bus routes, forcing most residents to drive. In particular, the area under consideration south of 16th Avenue would be a very difficult area to provide with acceptable access as it is isolated at the bottom of the Hazelmore Valley.

Increased Greenhouse Gas Emissions and Deteriorating Air Quality (re: Metro 2040 Strategy 3.3)

Increased traffic would lead to increased fossil fuel emissions. Residents along the 16th Avenue corridor and other highly trafficked roads would be disproportionately affected. The highest concentration of diesel exhaust particles is found on high volume roadways and within 600 feet downwind of the roadway as well as in areas where multiple diesel engines are working and/or idling. Diesel particulates are known to cause an increased rate of illness and death from both long- and short-term exposure. This includes cancer, heart attacks and angina, stroke, congestive heart failure, chronic obstructive lung disease (COPD), asthma, upper respiratory infections, and pneumonia.

Well Water Contamination, Reduction and Loss (re: Metro 2040 Strategy 4.2)

The Brookwood Aquifer is a large moving body of water that flows underground through layers of soil and rock throughout the area (and beyond). The aquifer supplies water to wells and farms in the South Surrey and South Langley areas. It is an essential source of drinking water for the population in this area.

The Madrone environmental report of 2015 characterizes the Brookwood Aquifer as precariously balanced between

input and output. Water enters the aquifer through the surface directly as rainfall or by flowing across the surface, through vegetation, and ultimately through the porous, thin ground layer that protects the aquifer. The soil depth ranges from 0 to 15 cm in the South Campbell Heights area which is fortunately still characterized by loose gravel that minimally restricts flow and filtration. The water is cleaned and filtered as it travels through the vegetation and gravel. There is a balance between the rainwater filtering into the aquifer and the water eventually flowing out of the aquifer into Semiahmoo Bay. Buildings, pavement and other solid surfaces interfere with water flow into the aquifer. The small number of farms and homes that have already been established in the South Campbell Heights area have reduced the flow into the aquifer by 12% since development began. According to the Madrone Report, increasing the amount of covered surface area by allowing further development would reduce the flow even further (5.9% if the original Official Community Plan of Surrey was followed).

If this development were to proceed, storm water runoff would have to be managed to reduce the risk of flooding and to prevent contaminated water from flowing into the aquifer. Storm water management would gather the runoff and redirect it around the aquifer, resulting in reduced water volume being supplied to the aquifer. Further development in the area would accelerate the decline of well water available to people in South Surrey and South Langley. The City of Surrey may make recommendations to manage the increased surface water and contaminated surface water runoff, but proposed solutions to contain runoff and keep it from entering the aquifer cannot be guaranteed to perform as required. Climate change has resulted in extreme weather events which produce flooding. The number and severity of these events are expected to increase in the near future thereby threatening the integrity of the aquifer and causing contamination.

In 2015, 2 dump trucks sideswiped each other on 16th Avenue at 192nd Street (at the bottom of the Hazelmere Valley) rupturing a tank of diesel into the Little Campbell River. The City of Surrey responded by sending a work crew to the scene only to recover fuel on the road. Witnesses noted there was no effort made to prevent fuel entering the river. It is concerning that the city did not seem to understand the harm of diesel entering the water and did not provide a response to deal with water contamination.

This proposal has many risks and concerns that seem not to be addressable.

With farms relying on a well-functioning aquifer for their water, risks to the aquifer are unwarranted. Metro Vancouver would need to find an alternate water supply for human needs in the area if wells become contaminated or unsustainable. This goes against principles of conservation and would be a planning and decision failure.

The Madrone report's recommendation that the City of Surrey do a thorough hydrogeological survey of the South Campbell Heights area highlights that development in this area is high risk. The Madrone Report recommends that zoning in the area remain agricultural and that forested areas (not just areas alongside streams) remain intact for filtration of surface-flowing water entering the aquifer. The study states that the aquifer will deplete should further development occur on this landscape. This conclusion seems insurmountable.

Metro Vancouver hospitals, emergency services and doctors' offices/walk-in clinics are going to be faced with increasing numbers of heat-related illnesses. This impact will be exacerbated if natural areas that act as heat buffers are destroyed and paved over by extending the UCB. Our medical system always functions under stress and is at maximum capacity right now. We do not want increased illness from an increasingly challenging climate because we reduced nature's ability to deal with it. This can be avoided.

Approving this proposal sets the stage for the next increment in the industrialization of the South Campbell Heights area. It's not credible to believe that this proposal would be the last cumulative impact. Metro Vancouver and the City of Surrey already expect to be accommodating increasing commercial and commuter traffic, with increasing levels of diesel particulates, especially along the 16th Avenue corridor.

The City of Surrey's proposal to expand industrial development beyond the UCB is contrary to most of the goals of Metro 2040/2050 and Metro Vancouver's Strategic Directions for Biodiversity Conservation. The proposal does not support protecting groundwater, the aquifer, local agriculture, food security or maintaining agricultural lands, as specified in its Official Community Plan. It does not protect its citizens' health by providing walkability, access to public transportation, safety on roads, protection from transportation pollution or protection from extreme weather.

I respectfully request that Metro Vancouver Board reject the City of Surrey's South Campbell Heights Regional Growth Strategy Amendment.

Dr. S.K. Stepney

MVRD Board - On Table Item Section C8

EXECUTIVE SUMMARY

Delegation to the MVRD Board by Chris Gardner, President, ICBA

ABOUT ICBA

The Independent Contractors and Businesses Association (ICBA) represents more than 3,300 construction and responsible resource development companies – who together employ 100,000 Canadians. They are independent contractors who treat their workers well, build incredible projects, seek fair bidding opportunities, and create our communities' homes, schools, roads, services, and much more.

To protect their workers and their families, ICBA has grown into one of the leading independent providers of group benefits in western Canada. To ensure there are opportunities for future generations of workers, ICBA is now the single largest sponsor of trades apprentices in BC.

To build the strong economy we know is vital to create the opportunities for projects and jobs, ICBA is the province's leader in public policy analysis, advocacy initiatives, social media, and provides training focused on supporting the construction sector. www.icba.ca

REQUEST: Approve *Metro Vancouver 2040: Shaping Our Future Land Use Designation Amendment Request from the City of Surrey – South Campbell Heights*

From an op-ed by Chris Gardner:

Planning, by definition, involves anticipating the future and connecting dots to understand the bigger picture – tough for governments to do in the best of times, but even more as we work our way out of a global pandemic. The industrial land crisis in the Lower Mainland is one area where we need both vision and leadership to prevail.

This week, representatives from the 23 municipal governments that make up Metro Vancouver are set to vote on the City of Surrey's application to expand the Campbell Heights Industrial Area by 618 acres – redesignating 418 acres as employment lands and 200 acres as conservation and recreation areas.

Surrey's plan gets the balance between job creation and environmental protection right while addressing one of the major challenges facing our region. Last June, Metro Vancouver [released a report](#) highlighting the region's "critical shortage" of industrial land.

The vacancy rate in the industrial market in Metro Vancouver is 0.5%, the lowest in any major centre in North America. This shortage is costing BC investment, jobs and opportunity. As Ryan Kerr of Avison Young [recently explained](#), "We are definitely losing new businesses or existing businesses that want to expand."

Brownfield industrial sites are selling for [more than \\$15 million an acre](#), and Colliers reports that industrial land in Metro Vancouver can be rented for \$15.50 per square foot – that’s far more than \$9.90 in Calgary or \$10.66 in Toronto.

Industrial lands drive investment, jobs and opportunities. For the permanent jobs on these sites, Metro Vancouver pegs the average annual wage at \$61,100 per year – 11 per cent higher than the average wage of \$55,000 in the region – high-paying jobs close to home.

But there is also another long-term benefit: the businesses and manufacturers housed on these industrial lands will become vital parts of the supply chain that powers British Columbia. These are no longer inefficient, noisy affairs – modern industry is high-tech, clean, and modern. With the global supply chain under intense pressure, there are unprecedented opportunities to bring jobs to BC and to Canada.

Industrial land creates a tax base that all levels of government rely upon to fund public services. Depending on the municipality, industrial land generates several times more property tax dollars than residential land.

And there is a climate change imperative. The farther away we push the jobs on industrial lands from places where people live, the greater the carbon footprint associated with commuting and otherwise servicing these sites.

Which brings us back to Surrey’s plan to expand the existing Campbell Heights industrial park south. According to the City, the existing industrial land there is expected to be built-out with 7 to 9 years, so it’s time to get this extension approved and planned.

[The site makes perfect sense for industrial use and diversifies the regional economy.](#) It’s near the existing industrial park and regional truck network. It has excellent access to the US border. And the land is currently underused and out of the Agricultural Land Reserve.

If approved, the additional land will generate 8.5 million square feet of building area and as many as 20,000 high-paying jobs – along with up to \$20 million a year in tax revenue for the City of Surrey.

When all the dots are connected, Surrey’s industrial land application needs to be approved by Metro Vancouver to lock in a major driver of investment, jobs and opportunity. Failure to do so will put a key part of our long-term regional prosperity at risk.

Conservation Regulatory Context for South Campbell Heights (SCH) Development Proposal

Motivation to Write:

I am writing this brief to provide some information that this body may find helpful and inform your decision with respect to Surrey's South Campbell Heights (SCH) Development Proposal affecting the Hazelmere Valley. My background as Regional Director for the Canadian Wildlife Service (2008-2017) and Regional Director Environmental Protection Operations (2014-2015) for Environment and Climate Change Canada's Pacific Region gives me some first-hand knowledge and experience with the overall context and requirements for biodiversity conservation and species at risk protection in Canada and BC. While I think that Canadians generally share an ethic to conserve biodiversity and protect nature, few local decision-makers appreciate the foundation for their responsibility to protect biodiversity and species at risk. While I respect and appreciate Metro Vancouver's Strategic Directions for Biodiversity Conservation, it is important that responsible authorities, particularly municipal and regional governments, be informed and reminded on the legal and regulatory framework for biodiversity conservation.

Canada's Conservation Context:

Conservation of biodiversity and protection and recovery of species at risk is not a philosophy or aspiration, it is a duty founded in Canada's federal and provincial laws. As a signatory to the Convention on Biological Diversity, a treaty of which 168 nations are signatories, Canada has agreed *"to take effective and urgent action to halt the loss of biodiversity"* and *"that decision-making is based on sound science and the precautionary approach"*.

Canada's federal *Species at Risk Act* (SARA) legislates that an at-risk species' critical habitat be protected, either by application of federal law, by delegating the protection requirements to provinces and territories, or by entering SARA-compliant agreements with responsible jurisdictions. As you have been informed, the SCH ecosystem is unique and significant and is increasingly under threat of destruction. I note that Madrone's SCH Environmental Study identifies 13 endangered species, of which four may have already been extirpated from the area. A federal recovery strategy or management plan exists, or will soon exist, for many of those species. Those professionally and scientifically developed documents describe the species' needs and the requirements for protection of their critical habitat. SARA states that it is unlawful to destroy a species' critical habitat. Recovery strategy documents define what constitutes destruction and how to avoid such destruction.

Metro Vancouver Context:

The habitats in Canada that demand the most urgent protection of biodiversity and strong actions to recover species are those where the most harm and impacts have already occurred. The Lower Mainland fits into this context where nature has already been squeezed up against geological and international boundaries. The SCH area is the last representation of its biological features in Canada. Success with biodiversity conservation will only be achieved if jurisdictions such as Metro Vancouver act on their responsibility to halt the harm and protect such ecosystems and their functions for the future. Municipalities and Regional Districts more than ever need to approach protection of biodiversity with the same vigor and professionalism that they approach other responsibilities in their portfolios.

Metro Vancouver is not alone in this challenge. The increasing number of at-risk species and habitats in Canada is increasing the burden for protective action by smaller jurisdictions in Canada where often the historical and cumulative impacts have been most severe. Each year the number of recovery strategies, management plans or other advisory documents demanding protective action increases. That reality means that there is an increasing demand for local jurisdictions to make proactive and precautionary decisions in favour of biodiversity protection. Sadly, and unethically, sometimes there has been a race to complete a development or its approval before the anticipated formal documents with protection requirements were officially put in place.

Avoid Recent Jurisdictional Failures:

Local jurisdictions are beginning to live up to their responsibilities for protection of species-at risk, but it is not happening spontaneously. Public pressure and legal actions are leading the way. For example, two federal emergency protection orders under SARA have had an undesired impact on two municipal jurisdictions in Canada. The City of Medicine Hat has been adversely affected by an emergency order to protect the Greater Sage Grouse in Canada, and the City of La Prairie near Montreal has been adversely affected by a federal emergency order to protect the Western Chorus Frog. In both cases the order was imposed to protect critical habitat under imminent threat of destruction by industrial or residential development activities. In both cases there were significant uncompensated economic losses to the jurisdiction and the developers. These federal orders imposed on non-federal land and on non-federally managed species survived court challenges.

Both of those cities and the developers endured unpleasant experiences that all jurisdictions should want to avoid in the future. That said, the positive outcome for biodiversity in these two situations is evidence that the recovery actions needed to protect biodiversity are gaining traction, but federal protection orders are definitely not the preferred way to achieve conservation outcomes. Regrettably in these two cases the outcome was reactive with undesirable economic consequences. A proactive approach to biodiversity conservation and protection of species at risk is the better way for jurisdictions to execute their mandates.

Protect and Preserve SCH:

As has been well documented in species management plans, recovery strategies and the competent consultant's report commissioned by the City of Surrey (Madrone's SCH Environmental Study), the SCH area is the last remaining ecosystem of its kind in Canada. It is now under more pressure to be squeezed out of existence in its natural state. Losing the SCH area would be dismissive of Canada's national and international commitments to protecting biodiversity. It is also a loss to local citizens.

Some of you may be in favour of protecting biodiversity. I can tell you that if you are motivated to act in favour of your responsibilities for biodiversity, you don't need to rely only on being convinced by constituents who are vocal and passionate about the species and habitats they want protected. To some extent their pleas are redundant since federal and provincial laws already compel you to take precautionary action. You have a well-justified opportunity to make a decision that protects the SCH area and avoids a conservation failure.

As mentioned, the legal considerations for protecting species at risk and their habitats are getting increasing attention by provincial and federal governments and are gaining traction with local jurisdictions. Some of that traction has been bolstered by various court decisions. While often business pressures can be accommodated by making a different choice about where to develop, ecosystems do not have that option, especially in a contained fluvial landscape like the Lower Mainland where nature has been pushed to the sidelines. Protecting the SCH would help validate Metro Vancouver's Strategic Directions for Biodiversity Conservation.

Avoid Future Failures:

The precautionary approach to biodiversity conservation is to avoid any impacts to the SCH area. Do not be tempted by options such as trading off impacts to the SCH area by biologically enhancing some other area. There is science that says that such strategies are generally unsuccessful because nature cannot be readily recreated or imitated, and rarely is a compensation activity audited for success or failure.

The suite of federal and provincial advice documents on species, the aquifer, riparian areas and related natural features provide you with world-class information and advice on what is required of you to conserve the natural features of this area, of which the most effective is to prevent any future impacts to that area.

Respectfully submitted: Barry D Smith (*former Regional Director – Pacific, Canadian Wildlife Service & Environmental Protection, Environment and Climate Change Canada*)

October 25, 2021

Metro Vancouver
Regional Planning Committee
4730 Kingsway
Burnaby, BC V5H 0C6

To Whom It May Concern;

Please accept this application for Todd Yuen, President - Industrial of Beedie to appear as a delegate and speak at MVRD on October 29, 2021 requesting support of the South Campbell Heights application.

- Beedie is a very active industrial developer in the lower mainland, delivering two million plus square feet of industrial buildings a year.
- Beedie has developed over 3.7M square feet of industrial space in Campbell heights.
- A large amount of our current clients in Campbell heights want to expand in the immediate area.
- Beedie has an interest in 60 gross acres of land in the proposed South Campbell Heights area.
- Our review of the proposed amendment shows a strong consideration of both environmental stewardship for the area and economic stimulus for the region.
- We are committed to a considerable financial contribution to bring in the necessary servicing to South Campbell Heights, and are committed to delivering our lands for industrial use in the next 5 years.

Yours truly,

A handwritten signature in black ink, appearing to be "Todd Yuen", with a long horizontal stroke extending to the right.

Todd Yuen
President, Industrial

MVRD Board - On Table Item Section C12

We are requesting the opportunity to speak as a delegation at the Metro Vancouver Regional Board Meeting.

Date: - October 29, 2021

Contact: - Dr Tom & Wendy Parson 604 535 8261 or 604 835 3230

Report we wish to speak to: - G 1.1 Metro Vancouver 2040: Shaping Our Future Land Use Designation Amendment Request from the City of Surrey – South Campbell Heights

Subject: Concern that our current safe water supply will be threatened, our Road safety will be impacted daily, along with a lessening in climate change resilience which will affect our family's health now and in the future.

Speakers: Parsons Family - Dr Tom and Wendy Parsons

Specific Action: Reject the City of Surrey's amendment to further develop Campbell Heights into the Hazelmere Valley, particularly South of 16th due to, 1. Potential threat to the water supply to residents in the area, 2. insufficient infrastructure (16th Ave), 3. the extensive deforestation proposed will contribute to climate change, health issues and impact food security by compromising ALR land adjacent to the Special study area.

Summary of presentation:

We are longstanding Hazelmere residents and have lived here for more than 30 years. We feel very strongly that the long-term consequences of this application have not been considered carefully enough, or that there is enough science to support it.

1. SAFE and sufficient Water supply

We are very concerned that the natural rainwater infiltration in the Special Study Area will be critically impaired. There has been too little mention of the impact of paving over acres of open land, known to be "critical recharge areas" and topping with warehouses, roads and carparks. The natural flow of water through the land into the Little Campbell River and into the Brookwood Aquifer could be so reduced as to cause the Salmon bearing stream to run dry beyond restoration. That is a real possibility as this last summer areas of the river dried up and salmon fry had to be rescued.

Once paved over rainwater instead of taking its natural course will end up in the sewer system and diverted. Reduced rainwater infiltration could cause the Aquifer levels to fall to an extent that they prevent residents from obtaining their water via their wells. It is a rural area and whilst you might pipe water to the Special study area the rest of Hazelmere will still be reliant on well water. If contamination occurs, we will have NO WATER. The proponents who complain the land is too gravelly to farm are missing the point that the land and soil serve other vital functions and allowing water infiltration is one of them.

The land below 16th that is earmarked for development is critical to ensuring a safe water and a viable river for generations, it should not be developed.

A recent poll by the Real Estate foundation of BC and the University of Victoria's POLIS Water Sustainability shows that Water is the #1 concern amongst BC residents, yet here we are

ignoring the fact that this development has the potential to contaminate to an unknown extent a vast underground water resource.

We keep hearing that Surrey needs jobs. It appears that safe, clean water is more important.

2. 16th Ave is already severely congested and dangerous.

The road servicing this area is 16th Ave and it is NOT a major transportation route by any stretch. It already has more traffic than is reasonable or safe, following the thousands of residential units added in South Surrey and White Rock in recent years. Metro's planning report Sept 2021 states that "Most roads in the area are two lane roads with a rural cross section, that have the potential of not accommodating the additional commercial vehicles/traffic". Already Campbell Heights traffic is dangerous, with insufficient turning space for HGV's from 192nd onto 16th. The gas emissions from all the vehicles will increase harmful pollutants in the air affecting farmland and residents. With the deforestation that has taken place around the area it means the effects of all the CO2 will be increased as there are no trees to absorb the CO2 or pollutants.

Our driveway is off 8th Ave, which is a small two-lane road with a tight switch back onto Langley/Surrey border. We have noticed a substantial increase in the amount of traffic along the road along with sadly an increase in bad accidents. The road is being used as an alternative route from White Rock to 200th because it takes so long to get from 160th to 200th that people are willing to do a detour because it is quicker. That is how bad 16th is now and the plan is to add construction traffic and then employment traffic. There is no public transit planned below 16th, in fact there are not any roads in places. This does not make sense.

Metro 2040 had a Goal to support sustainable transportation choices, and this is the opposite.

3. Wrong direction for Climate Change resilience.

We hear all the time about how we must work towards slowing climate change, reduce greenhouse gases, save tree canopy, buy food locally to reduce unnecessary transportation. Here is an example of how Metro and all the Municipalities could demonstrate how they are making the effort to increase our Climate change reliance, instead I see a plan that does the opposite.

This plan is just Urban sprawl, increased road transport, no public transit, building outside of Urban centres, deforestation, destroying rich Biodiverse areas.

Climate change mitigation requires preserving areas not paving over them which will further reduce our resilience.

We should be using existing employment land better, building on brown sites and saving precious areas like this as Natural space for future generations.

Reject this plan to take South Campbell Heights down into Hazelmere. Please do not allow the Urban Containment boundary to extend South of 16th, there are plenty of areas for jobs nearer transit routes but only one area as rich in natural Habitat and forest canopy as this.

Thank you for the opportunity to present.



Regional Growth Strategy Amendment
Special Study Area - South Campbell Heights in Surrey

This presentation will be made by Tegan Smith, representing Channel Consulting. Tegan Smith and Channel Consulting do not represent property owners, developers, non-profit groups, government entities, or any other organizations with an interest in the proposed land use change for South Campbell Heights.

At the October 8th Regional Planning Committee, we heard tension about the importance of the environment and the importance of development of South Campbell Heights. I am grateful to environmental delegations for important presentations shared. We heard from those delegations their desire to ensure that the proper environmental studies are done.

It is important to understand that the City and province are the main environment regulators that impose environmental restrictions on applicants. Legislation dictates the process and we know those studies will be done after Metro endorses the amendment to the RGS and those studies will be done before development is approved.

The City's South Campbell Heights Plan phase 2 will include extensive environmental study, first to confirm issues related to environmental impacts and then, to confirm development areas.

Later, as part of individual development applications, further environmental studies including looking at species at risk and groundwater will be required by the municipal Development Permit Streamside Protection and Environmental Area bylaw, and likely also by the province and federal departments like DFO. The provincial and federal decisions will involve indigenous engagement.

As you know from the Industrial Lands Strategy approved by Metro Board on July 3, 2020, *"the region is experiencing a critical shortage of industrial land. Many industrial businesses are finding it increasingly difficult to find suitable space to operate in"*.

At the Regional Planning Committee meeting on October 8th, CBRE's representative mentioned the industrial vacancy rate in the region is currently 0.6%

The diligent work of Heather McNell, Erik Aderneck, and the Planning team at Metro on the Regional Industrial Lands Strategy proved that the lack of availability of employment generating lands will impact economic growth in the region.

As former Chair of NAIOP's Industrial Land Committee, and active stakeholder in Metro's Regional Industrial Lands Strategy, I am confident that there are no easy sites left for employment lands and that the next steps is to bring land to market.

That British Columbia boasts some of the best environmental regulations in the world enables us to add employment lands in South Campbell Heights while at the same time enhancing and protecting the environment.

The Regional Industrial Lands Strategy was clear that there are no easy sites left in the region. Bold steps need to be taken to bring land to market.

The proposed RGS amendment for South Campbell Heights:

1. Increases supply of employment lands in the region,
2. Offers contiguous employment lands with North Campbell Heights, and
3. Unlocks supply without impacting the ALR.

The proposed change in use to Mixed Employment aligns with Business Park uses already in place in Campbell Heights North.

Over the past three years, since Metro's Planning Committee last considered changing the permitted uses on these lands, the City studied alternative options in South Campbell Heights. The study concluded that the best use for these lands is mixed employment as well as conservation and recreation uses. This was endorsed by Surrey Council in July 2021.

Lands of this scale can be expected to deliver as many as 15,000 jobs for the region.

The City's proposed RGS amendment will unlock economic development opportunities at the same time upholding Environmental values. This proposal checks all boxes of goals for the RGS by addressing the regional shortage of industrial lands at this strategic location.

Extensive stakeholder engagement and policy studies done by the City and Metro have been completed since 2018.

Existing City and Provincial environmental policy will need to be met or exceeded and that will shape development of these lands.

My delegation will offer:

- **support to the Metro Vancouver Board deciding to initiate the RGS amendment process for South Campbell Heights in Surrey.**

Thank you for your consideration.

Tegan Smith, MCP, RPP, MCIP (she/her)
Principal, Channel Consulting

channelconsulting.ca
tsmith@channelconsulting.ca
778.998.9075

Channel is located on the unceded territory of the Coast Salish peoples, including the territories of the Skwxwú7mesh (Squamish) and Səlilwətaʔ (Tsleil-Waututh) Nations.

October 26, 2021

Metro Vancouver
Metrotown Tower III
4515 Central Boulevard
Burnaby, BC V5H 0C6

Attention: Metro Vancouver Board

Re: Metro Vancouver 2040: Shaping Our Future Land Use Designation Amendment Request from the City of Surrey – South Campbell Heights

To Whom it May Concern,

I am pleased to write on behalf of CLAC, a Canadian union representing over 60,000 workers nationally and over 12,000 in B.C., to express our support for the proposed Stage 1 South Campbell Heights Land Use Plan.

Locally, CLAC represents over 5,250 members in the Metro Vancouver area working in many sectors of the economy including, but not limited to: construction, transportation, healthcare, retail, service, and hospitality. Our labour model is based on values of respect, dignity, and fairness. CLAC is committed to building better workplaces, better communities, and better lives. CLAC is a union that was founded on the belief that people, businesses, and work communities flourish when workplaces are rooted in cooperation and mutual respect. We believe the proposed Land Use Plan for South Campbell Heights will serve our members by supporting employment growth in the Metro Vancouver region.

Such employment lands are essential to the region's economic growth and provide for a diverse cross section of opportunities for industry and commerce. The creation of over 400 acres of much needed employment lands in Surrey represents an enormous opportunity for workforce development and for our members to secure well-paying jobs close to home, which in turn enhances their well-being by reducing commute times (and carbon footprints). The development of these lands and surrounding infrastructure is needed to unlock opportunities for local companies to grow their operations in the lower mainland, creating the potential for many new construction jobs, and over 15,000 long-term jobs that will assist with economic recovery post-COVID.

On behalf of our members working for local contractors, transportation companies, and manufacturers in search of much needed land to expand their operations, we submit this letter to express our support for the amendment to Regional Growth Strategy 2040 required to implement the City of Surrey's South Campbell Heights Land Use Plan. We are excited by the potential of this project to advance the economic interests and workforce development opportunities for our membership and the entire local community.

Kind Regards,



Ryan Bruce
CLAC - BC Manager of Government Relations



CLAC's Commitments

Positive Work-Life | Champions of You | Everyday Greatness

MVRD Board - On Table Item Section C18

Metro Vancouver 2040: Shaping Our Future Land Use Designation Amendment
Request from the City of Surrey – South Campbell Heights

My name is Andrew Schulz.

I have been a Surrey voter and more importantly a tax payer for over 40 years, a few months ago I ended a 45 year career as a realtor in the Surrey, Langley and White Rock areas. During this time I was often involved in the development process and continue to observe the development process in these cities.

It was brought to my attention that Gordie Hogg former White Rock mayor, MLA and MP had the idea that Federal lands of approximately 300 acres that are located in the north east corner of the Campbell Heights Plan be sold to the City of Surrey and the Canadian Government use those funds to buy the lands in the South Campbell Heights Plan to either:

1. Create a National Urban Park, the government of Canada has plans to create an additional 15 of these.
- or
2. Create an Indigenous Protected Conservation Area, there currently 27 of these in Canada

These federal lands are currently used as a potato farm and have been for at least 20 years, before that they were DoD lands used for communications and there were 2 very tall antennas situated there. The 300 acres are easier to service and probably have few environmental issues to deal with than the subject property also there are virtually no trees that need removing. This would create almost the same amount of employment and industrial land much more contiguous with the exiting business parks and would be within the Urban Containment Boundary.

Other industrial and employment lands designated and available for development:

1. 99 Corridor Plan, Surrey's plan suggests there are ~200 acres available for development
2. Bridgeview, extensive lands available for redevelopment, not as desirable by the development community because of high environmental cleanup cost from past industrial contamination. It is much cheaper and easier to develop fresh uncontaminated land.
3. Densification of existing industrial and employment lands. As a young man I worked at temporary jobs in 100 year old multi-level warehouses in downtown Vancouver, so this is certainly something that we can learn from the past. Some might suggest this is not economically feasible. It will certainly become feasible if we stick to the Urban Containment Boundary and contain further sprawl.

In general the development industry follows a simple pattern, buy lower zoned property and up zone it to higher values. The profits do not come from the development process per se [building roads and infrastructure and buildings and then selling the value added product], but rather from the up zoning itself. This is well borne out by the example of false creek, where extensive industrial lands were rezoned to residential because at the time this was the

higher value. As a result we now have a shortage of industrial lands. During the attempt to rezone Barnston Island to industrial, a developer suggested we needed an Industrial land reserve like the ALR, this would decrease the speculation and random rezoning.

There is no doubt that more employment lands are a benefit to the economy and further there is no doubt that the economy is of great importance. But to desecrate the environment for short term economic gain is futile, for ultimately if we have no environment there will be no economy.

Now on a final and personal note, both my in-laws are interned in Heritage Gardens, the cemetery that will end up being in the middle of this industrial park. As much as they will not be affected by the noise, the increased traffic or the degradation of the environment, this is not what they planned for. I wonder which of your loved ones are buried in similar locations.

Thank you for your attention to this matter.

MVRD Board - On Table Item Section C19

To: Metro Vancouver Regional Board
From: Harrison Rush, EIT
Date: October 29th, 2021
Subject: Delegation Presentation Summary

Specific Action: Reject the City of Surrey's amendment to further develop Campbell Heights into Hazelmere Valley, particularly south of 16th avenue

Summary Of Presentation:

Need to Plan using today's standard for protecting the planet

- Does not align with Metro 2040 or the upcoming, updated 2050 goals to:
 - o Protect and enhance conservation and recreation lands
 - o Protect, enhance, restore, and connect ecosystems
 - o Encourage land use that reduces energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality
 - o Encourage land use that improve resilience to climate change impacts and natural hazards
- This is judged on 2011 standards when we already know better is needed in 2021.
- We need action **now**, on the facts we have now on the current state of climate change now.

Sustainable Transport Choices

- There are zero sustainable transport choices outside of personal vehicle transportation
- Most roads in the area are two lane roads that will be unable to accommodate additional commercial vehicles and traffic.
- There is no possibility for a comfortable bicycle commute
- Land Use Designation Amendment Request from the City of Surrey indicates many changes that will need to consider **after** the fact, whereas they should be committed to **before** any construction happens.

Public Engagement and Survey Results

- Surrey's own survey results are undeniable: The public does **not** agree with this proposal
- Taken from South Campbell Heights Plan Survey Summary June 2021.

Very much support	Somewhat support	Neutral	Not really support
3%	2%	5%	87%

- The public engagement has been atrociously minimal as this plan developed during a pandemic in a province in lockdown.
- The online survey was woefully short of adequate and then blatantly **ignored at decision time**.

DELEGATION EXECUTIVE SUMMARY

Name or Organization: Heidi Greco

Subject: Metro Vancouver 2040: Shaping Our Future Land Use Designation Amendment Request
from the City of Surrey – South Campbell Heights

Presenting to: MVRD Board

Date of Meeting: October 29, 2021



Sarah Rush RD and Chair of Friends of Hazelmere Campbell Valley.

Report speaking to - G 1.1 Metro Vancouver 2040: Shaping Our Future Land Use Designation Amendment Request from the City of Surrey – South Campbell Heights.

Requesting the Board reject the application as is, return to Surrey for proper consultation with Semiahmoo First Nations and the Community.

-Presentation Summary-

The application DOES NOT meet “Metro Shaping our future 2040” Goals. Municipalities signed onto these Goals to allow sustainable growth for our future and to protect the region from Climate Change. Do not abandon them.

Although some Metro 2040 Goals, 1,2,3 and 5, were mentioned in the September 20th Planning Report there is insufficient argument that these goals were met, and in fact comments suggest the opposite of the goal will be achieved.

For example

Goal 1. Create a compact Urban area

- No this expands the Urban area.
- It requires expansion of Metro services and that has not been determined as achievable or viable to date.
- No -This is nowhere near the urban centre or frequent transit service and will not be in our lifetime.
- No - It destroys a Rural area
- No - Sets a precedent for moving what should be “a stable long-term boundary” this is for all types of development not just residential.

Goal 2. Support a sustainable economy.

- It is noted in the Planning Report that this may have the potential to attract employment uses away from the city’s existing employment uses from existing Urban centres and transit rich locations – achieving the opposite.
- Protects the supply of industrial Land – This will be mixed employment and not Industrial. A windfall of extra land does not encourage sustainable practises just delays council committing to responsible building that should be taking place now.
- Does not protect Agricultural land – ALR borders this on 3 sides south of 16th.
- Reduces Food security - this will decrease food production due to land bought by speculators and farming ceased, Lower crop yields due to

REDUCED POLLINATION because of reduced pollinators from neighbouring lands.

- The argument that this is not ALR, so it is OK is frighteningly wrong. It has the potential to take a considerable amount of viable, productive ALR land below 16th out of use.

Goal 3 – Protect the Environment and Respond to climate change Impacts. Comments from the planning report clearly indicate that it is not meeting this Goal.

- “Questions remain about the broader aquifer protection and potential infiltration into neighbouring communities” and
- “Any expansion into the UCB will have impacts on the areas resilience to climate change and will contribute to increased climate change and will contribute to increased greenhouse gas emissions.

Further examples of failure to meet Metro 2040 Goal 3

- Substantial tree canopy loss - lessens climate change resilience.
- Substantial biodiversity loss - lessens climate change resilience. Madrone report identifies a large “critical biodiversity region” -west of the River and South of 16th.
- Increased greenhouse gas emissions by large trucks and commuters, increases climate change. Opposite of reducing energy consumption.
- Protect and conserve recreation land- the fragile ecosystem by the river is not for recreation. Other land could be used for large recreational areas.
- Planned Wildlife corridors are not sufficient to protect the extensive variety of wildlife in the area. There are “at risk” and “Federally protected” species.
- The species, including humans, live in a delicately balanced ecosystem. This extensive development below 16th threatens it all.

Goal 5 Support sustainable Transportation choices.

- There are no sustainable transit choices.
- The road is dangerous and has “the potential for not accommodating the additional commercial vehicles/traffic”.

Conclusion: - There is no “Balance” and the negative human and environmental impacts of this proposal heavily outweigh the creation of jobs.

Thank you for your consideration

Concerns Metro Vancouver 2040: Shaping Our Future Land Use Designation Amendment
Request from the City of Surrey – South Campbell Heights

The lands proposed for industrial development are critical for protecting the health of the Little Campbell River (TATALU in SENĆOTEN). Industrial development of this scale could have **irreparable impacts** on the aquifer: drinking water and irrigation water for thousands of residents in South Surrey/Langley and salmon spawning habitat. **Semiahmoo First Nation has not been consulted** about this proposal that directly affects the health of their territory, their home on the river and their traditional food sources.

The TATALU River supports five significant runs of Pacific Salmon as well as the endangered Salish Sucker. Productive spawning and rearing habitat exists mainly within and directly downstream of the Study Area. As one of the most endangered rivers in BC, serious consideration must be taken while reviewing the potential impact of this revised plan.

Expanding the Urban Containment Boundary for this development **will go against Metro 2040 goals** (Appendix 1) to: 1) create a compact urban area, 2) protect land for agriculture, 3) protect and enhance natural features and their connectivity, reduce greenhouse gas emissions, and mitigate and prepare for climate change, 4) develop healthy and complete communities, and 5) direct growth and development to make it easier for residents to get to, from and around the region for their jobs and daily needs. Our concerns are as follows:

1. **Lack of Indigenous consultation** and free, prior, informed consent. The Semiahmoo First Nation's reserve lands reside at the estuary of the TATALU River and their traditional territory extends throughout the entire watershed. Traditionally they have relied on the TATALU for clean water and food security: abundant salmon and shellfish. Without free, prior and informed consent, this proposal should not move forward¹.
2. **Information gaps.** The revised plan was presented to Metro Vancouver before recommended studies were completed: a) groundwater review to understand groundwater/surface water interactions to inform the development of Aquifer Protection Measures, b) Integrated Stormwater Management Plan² – to consider environmental consequences prior to build out, and c) archaeological review - the entire area is of high archaeological potential, aside from the areas of historic gravel extraction³. Proximity of the river, possibility of culturally modified trees, traditional use site, and historic travel corridors would require detailed archaeological study prior to permitting development under the Heritage Canada Act¹.

¹ BC Legislative Assembly. 2019. [Bill 41 – 2019](#): Declaration on the Rights of Indigenous Peoples Act.

² Kerr Wood Leidal. 2011. Little Campbell River Integrated Stormwater Scoping Study. Final Report. Prepared for City of Surrey and Township of Langley.

³ Kremsater, L., T. Elliot, and S. Hamm. 2015. South Campbell Heights Environmental Study #1220-030-2015-008. Produced by Madrone Environmental Services Ltd. Submitted to Surrey City Hall Finance and Technology Department, Surrey BC.

- 3. Water quality impacts.** Run-off of fine sediments, hydrocarbons and other contaminants are likely to enter the river during wet weather. The Study Area drains directly into a segment of critical spawning habitat within the TATALU. Spawning occurs during the fall corresponding with heavy rain events – sediments can smother eggs in spawning beds and damage gills, impeding respiration. Surrey staff, along with A Rocha, Semiahmoo First Nation and 30 other organizations and levels of government sit on a working group to improve water quality in the Little Campbell River and Boundary Bay receiving waters so that Semiahmoo First Nation might be able to return to their traditional practices of shellfish harvest⁴. Development of these lands along the river as industrial goes against Surrey’s efforts to restore water quality conditions and does not support reconciliation action.
- 4. Groundwater impacts.** This Study Area overlays the unconfined Brookwood aquifer, which has been identified as highly vulnerable to contamination from surface sources⁵⁶. The proposed development site is also shown as one of the highest value natural recharge areas in the South Campbell Heights Special Study Area. Conversion of well-draining gravel soils to impervious or compact surfaces for industrial or commercial development would greatly impede infiltration of rainwater needed to maintain flows in this groundwater-fed river system. There are already stretches of river (up to 2km in length) that flow underground during summer months, stranding thousands of juvenile salmon, indicating existing pressure on groundwater resources in the watershed.
- 5. Biodiversity value and Species at Risk.** Much of the Study Area has been designated as a high ecological value forest hubs and corridors⁷. The Hubs and Corridors support diverse forest and wetland ecosystems and wildlife including species at risk: Red-legged Frog, Western Toad, Little Brown Myotis, Olive-sided Flycatcher. Critical habitat for Western Painted Turtle and Salish Sucker has been designated over much of the Study Area and the current plan is not in compliance with Recovery Strategy requirements. Converting this land to industrial would not be considered “effective protection”. Many trees in these hubs are over 1m diameter and approximately 100 years old⁵. The value of these hubs and corridors is in large part because they are contiguous and function as a network. Removing some of the pieces diminishes the function of all remaining pieces. This area is ideal for a Nature Park and should be protected to sustain biodiversity health and carbon sinks within the region.

⁴ Shared Waters Alliance. n.d. <https://sites.google.com/view/shared-waters/home>

⁵ Kremsater, L., T. Elliot, and S. Hamm. 2015. South Campbell Heights Environmental Study #1220-030-2015-008. Produced by Madrone Environmental Services Ltd. Submitted to Surrey City Hall Finance and Technology Department, Surrey BC.

⁶ BC Government. 2018. Aquifer Description for Langley/Brookwood Aquifer (Aquifer No. 41).

⁷ Surrey, City of. 2014. Biodiversity Conservation Strategy. Produced by Diamond Head Consulting, January 2014. https://www.surrey.ca/sites/default/files/media/documents/Surrey_BCS_Report.pdf

MVRD Board - On Table Item Section C28

Proposed amendment to the Urban Containment Boundary, South Campbell Heights (sic)
For: MVRD Board Meeting, Item G 1.1, 29 October 2021
Deb Jack, President, Surrey Environmental Partners (Vision: A Community Where Nature will Flourish)

Presentation Summary

We are asking the Board to reject and deny City of Surrey's request to move the Urban Containment Boundary and to return it for extensive fulsome scientific environmental research and assessment followed by impacts of proposed land use before any decisions made; as well, critically, fulsome consultation with Semiahmoo First Nation and the community.

The primary question here is the highest and best use of the land. We are facing Climate and Biodiversity Loss Crises. Atmospheric CO₂ levels are 413.2ppm (2020), U.N. expert advises, "we are way off track (in dealing with Climate Crisis) and need to revisit industry, transit systems and our whole way of life." (1) This area is an urban carbon sink, of high biodiversity value with regional environmental/ecological values and totally satisfies regional park criteria. Surrey is the largest regional city geographically and soon of greatest population. No regional park presence in the lower 4/5 of Surrey. Why not? Who has said No? This does not appear to represent equitable park distribution across the region. Regional Park designation is a plan supported pre-election by the present mayor. Indeed, Metro 2050 draft supports it with the new goal: Protect 50% of land for nature. So, you must be proactive and ensure conservation of these 600 acres before development renders it ineligible for inclusion in the 50%.

For citizens' health and well-being more natural parks are required. 'The health of our region's ecosystems is deteriorating and is vulnerable to further degradation especially with changing climate.' We are running out of suitable lands.

Furthermore, the critical importance of biodiversity is increasingly recognized by economists. "We are part of nature, not separate from it...Nature therefore is an asset...Simple truth: our economies are embedded within Nature not external to it. Biodiversity is declining faster than at any time in human history. Unsustainable engagement with Nature is endangering the prosperity of current and future generations. It is less costly to conserve Nature than to restore it once damaged and degraded." (2) And "We need to place greater value on sustainability and biodiversity – the precondition to solving the twin crises of biodiversity and climate." (3) The natural world/biodiversity is our most important and essential asset. "Simple and terrifying proposition, humanity is destroying the life support system of planet earth." (4) 90% of food requires natural pollinators – birds, bats, bugs, bees, and butterflies. Buildings up, no habitat. Tatalu/Little Campbell River provides fish for the international fisheries food industry, requiring maximum protection.

Apparently other municipalities want Surrey lands for industrial purposes while they create parks and residences. What is the quid pro quo for Surrey? Once destroyed for development

the high value biodiversity is gone – that loss is absolute, there is no such thing as ‘balance’, that is a developer myth. And Why green fields for industrial buildings anymore?

You cannot depend that Surrey will protect habitat as proposed. It usually allows developers to vary plans, often drastically, without compensation, depending on developers’ use of discredited Professional Reliance Model, lacking professional in-service environmental Quality Assurance/Quality Control for city planning and development.

Surrey appears known for excellent policies and failure to implement them particularly pertaining to the living environment, eg zoned riparian setback requirements . Changing the Urban Containment Boundary (and why have boundaries if you are not going to maintain them?) opposes Sustainability Charter Desired Outcomes as DO 12 Surrey protects ecosystem services. Also Metro 2040 goals relating to compact urban areas. This proposal is industrial sprawl! reaching tentacles into rural/agricultural land setting a bad precedent (as overheard at Planning Committee deliberations); as well Environmental and Climate Change goals.

Regional values include intact mature second growth forests, many species at risk, and not least the Brookwood aquifersupplying well water and Tatalu. To repeat, there are not a lot of high value biodiversity ecological areas in the Lower Mainland, so, compensation cannot exist as the supply becomes absolutely reduced with development especially given the size, 600 acres.

Shift from previous thinking models, move us genuinely into the second quarter of the 21st Century, it is required as we face likely an increasingly disastrous future. We look to leaders for vision, wisdom and leadership. Metro 2050 draft includes principles as Protect important ecological lands, goals as Protect natural environment, targets as Protect 50% of land for nature. This the place to start, if not here, where? And why not?

Surrey Environmental Partners has consistently opposed development if this and surrounding areas. The highest and best use is conservation.

(1) Secretary-General Taalas, UN World Meteorological Organization

(2) Sir Partha Dasgupta, Nobel Laureate, “The Economics of Biodiversity” for UK gov’t Feb. 2021

(3) Mark Carney, “Value (Values)”, 2021

(4) Graham Saul, Executive Director, Nature Canada



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This is a written request to address the Metro Vancouver Regional District Board.

Meeting date: Friday, October 29, 2021

Contact information: Deborah Carlson, Staff Lawyer, West Coast Environmental Law, dcarlson@wcel.org; 604 202 2218

Interests affected: West Coast Environmental Law Association is a not-for-profit public interest environmental law organization, and the report on the agenda asks the Board to initiate an amendment process to the Regional Growth Strategy to extend the Urban Containment Boundary in the City of Surrey without adequately assessing or taking into account the regional-scale environmental harm that could result.

Report on the Agenda: Item G.1.1.1, Metro Vancouver 2040: Shaping Our Future Land Use Designation Amendment Request from the City of Surrey – South Campbell Heights

Action requested: We respectfully ask that the Board decline to initiate the RGS amendment process at this time.

Summary of presentation:

The proposed amendment of the RGS to redesignate Rural designated lands (within a Special Study Area in Surrey) to Mixed Employment (160.8 ha), Conservation and Recreation (55.5 ha) and Agricultural (12.1 ha) and extension of the Urban Containment Boundary by 223.7 hectares is contrary to the policies and objectives in the RGS.

The amendment would create a significant risk of cumulative, adverse environmental impacts in the Little Campbell River watershed. These impacts include:

- Impacts on environmental flows in the Little Campbell River through disturbance of the Brookwood Aquifer and interference with its natural recharge functions;
- Specific impacts on fish and fish habitat in and around the Little Campbell River;
- Introduction of invasive species;
- Impacts on habitat connectivity;
- Impacts on federally designated critical habitat for the endangered Salish Sucker and Western Painted Turtle;
- Impacts on species and ecosystems that are becoming more vulnerable as a result of climate change; and
- Cumulative effects in the lower watershed related to reduced flows, higher water temperatures, sedimentation and increased rates of contaminants from run-off in industrialized areas; and
- Further negative downstream impacts on water quality in the Little Campbell estuary and Boundary Bay.

The Little Campbell River Integrated Stormwater Scoping Study (March 2011, KWL Associates Ltd.) prepared for the City of Surrey notes that the Little Campbell River contains “diverse and abundant fish populations” and “is one of the most important salmon rivers in the Lower Mainland relative to its size”, and that “maintenance of biodiversity is an important part of community values and water uses.”

The proposed ‘Mixed Employment’ designation for 72% of the land included in the extension of the Urban Containment Boundary would be associated with high increases in impervious areas for building structures, parking areas and roads that are very challenging to mitigate, with up to 90% impervious surfaces. The environmental report prepared for the City of Surrey in 2015 by Madrone Environmental Services identified significant concerns associated with surface and groundwater hydrology, observing that the Brookwood Aquifer is “highly vulnerable” to development. Multiple organizations and individuals have offered expert perspectives to the Regional Planning Committee and the Board relating to the environmental work that needs to be done to weigh environmental consequences against purported benefits in increased employment lands.

Extending the Urban Containment Boundary in South Campbell Heights for the proposed development would contribute to urban sprawl, require additional infrastructure servicing, and contribute to increased private vehicle trips in the region.

The Metro Vancouver staff report dated September 20, 2021, recommends that the process for the RGS amendment be initiated, on grounds that the “trade-offs” among regional growth strategy objectives can be justified. With respect, evaluation of these trade-offs, with new employment lands on one hand, and the expansion of regional servicing and transit costs, and impacts to the natural environment and climate costs on the other, can only occur with adequate information, which has not been made available to the Board.

With respect, we note that the Board does not have the information it needs in order to properly consider whether the proposed RGS amendment is compatible with the goals and objectives of the RGS. If the Board proceeds to initiate the amendment process, it is sidestepping its legislated authority and responsibility to consider whether development in the region is occurring in a way that protects regionally important environmental values.

For these reasons, we ask that the Board not initiate the process to amend the RGS and extend the Urban Containment Boundary in South Campbell Heights.

Metro Vancouver Regional District Board

Regarding: G 1.1 Metro Vancouver 2040: Shaping Our Future Land Use Designation Amendment Request from the City of Surrey – South Campbell Heights

Thank you for taking the time to hear and review my delegation on the above item. I have attached PDF slides which are a part of my presentation, and contain some graphic clarification which is not included in my written presentation.

My name is Peter Stepney. I have been a resident of South West Langley for 34 years. I believe I have a vested interest in the outcome of these deliberations.

Introduction

Surrey has proposed the South Campbell Heights UCB extension and rezoning with the contention that the employment lands shortage is at a crisis level. Is this true, or is this a move to free up other employment lands that are within the current UCB, and shift them to more lucrative uses? By creating employment lands further out, they can repurpose existing employment lands closer to urban cores.

I will present one case in point, but I have no doubt that further research would present many examples to support my case. Then I will discuss Surrey's current underutilized employment lands inventory.

The Highway 99 Corridor

There is a large strip of land along the Northeast side of Highway 99, between 8th Avenue and 28th Avenue which is designated employment lands. These lands are within the current UCB.

- These lands have direct access to highways and the border.
- They are located within existing or easily extended servicing areas for all of the necessary infrastructure.
- They are close to existing and developing residential developments.
- They are large tracts of land, with relatively level ground.

In the 2003 LAP, 257 acres of this area were designated as employment lands, with the remainder being habitat preservation and buffers. None is designated residential. The commercial area around 24th Avenue and 160th Street is largely built out, leaving close to 200 acres still awaiting development.

Surrey council's actions regarding lands in this corridor suggest that they do not consider these lands to be reserved for employment use.

On Nov 23, 2020, Surrey council carried a motion to move forward with a rezoning application of a portion of the properties to the west of 168th Street and 12th Avenue in this corridor from Commercial/Business Park to Multiple Residential, to permit 557 townhouses.

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On May 31, 2021, Surrey council carried a motion regarding an application to rezone the South portion of the properties on the South side of the 16400 to 16600 block of 16th Avenue from Mixed Employment to Multiple Residential, asking staff only for minor modifications and clarification.

These aren't the only applications being presented to Surrey to rezone these lands away from employment use, including a proposal for 3 18-story residential towers at the north end of the corridor. These applications have been turned down, but developers don't spend time and money on this process without any expectation of success.

These are not employment uses. If there is such a pressing need for employment lands, why is no one developing these lands for employment. Surrey should not even be entertaining applications to remove any of this land from the employment lands inventory if that inventory is so critically low.

I cannot help but wonder how many other parcels of employment lands have already vanished under residential developments.

Current underutilized inventory in Surrey

On page 124 of their 2021 Industrial Intensification Analysis, Colliers reports that, "of Surrey's industrial land base, **38% of land has been categorized as underdeveloped or vacant** which poses as a significant opportunity for growth".

Metro Vancouver's 2020 Regional Industrial Lands Inventory states that Surrey has 2,534 Hectares of Industrial land. That means that **963 hectares of industrial lands are vacant or underutilized in Surrey.**

Conclusion

Metro Vancouver commissioned the report from Colliers to seek solutions through intensification. Nowhere in that report does it say "just push out the boundaries".

Surrey's proposal currently before you is an example of 75 year old urban planning. Push out further, chop down the trees, pave the fields, build bigger roads. Expand or die. The urban containment boundary was designed and agreed upon for a reason. It is meant to prevent the death by a thousand cuts of the rural cushion at the edge of the city. Keep that protection as it was intended and agreed upon, both in fact and in spirit.

We need to use the resources within the UCB before even considering moving into the lands that Metro Vancouver members agreed need to be protected. There are modern solutions to the problem of diminishing employment lands. Use the land near where people live. Rethink what Industrial should look like. Leave behind the old slash and burn mentality, and improve the way our city works.

I respectfully request that the Board reject Surrey's proposal to move the Urban Containment Boundary at South Campbell Heights.

Peter Stepney

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Peter Stepney

**Metro Vancouver 2040: Shaping our Future Land Use Designation
Amendment Request from the City of Surrey – 228 – 175A Street, Surrey**

The City of Surrey is requesting a Type 3 minor amendment to Metro 2040, the regional growth strategy, for an approximately 2.5 hectare site located at 228-175A Street in the Douglas area of south Surrey. The amendment would redesignate the site from the current regional land use designation of Mixed Employment to General Urban to allow for proposed medium-density residential and commercial uses and an assisted living facility.

The majority of the site is designated Mixed Employment (approximately 96% of the site) in the Regional Growth Strategy (RGS) with the remainder of the site designated General Urban (approximately 4% of the site). The proposal is an amendment to the RGS to designate the entire site as General Urban.

The proposed development will have 39 townhouse units, 77 apartment units, care facility with 182 beds and 1890 square metres of commercial/office space.

- The 39 townhouses are proposed along the western portion of the site. All units are proposed with double garages, and all units have 3 bedrooms on the upper floor and living area and one bedroom on the main floor, to facilitate aging in place.
- The 77 apartments are proposed on the southwest portion of the site. Of the 77 units, 1 is proposed as a studio, 36 as 1-bedroom units and 40 as 2-bedroom units.
- A 5-storey care facility is proposed at the southeast portion of the site, comprised of 86 assisted living units, and 96 care units.
- The commercial/office building proposes pedestrian access along Highway 15 on the eastern portion of the building, with the lobby and access to the parkade located on the western portion of the building. The ground floor is comprised of 5 retail units, which range from 43 square metres to 92 square metres.

The developer has entered into a partnership with the Seyem' Qwantlen Business Group of the Kwantlen First Nation and also with Kwantlen Polytechnic University (KPU) to provide a First Nations-themed arts and culture café, similar to the Lelem café in Fort Langley and to provide student placement and apprenticeship opportunities in the proposed memory care and post-secondary teaching facility.

In 2017, at Surrey Council's direction, the applicant retained Lumina Services Inc., a consulting firm that specializes in conducting feasibility studies for seniors' housing and health care developments throughout Western Canada. Lumina Services Inc. indicates that the proposed development is expected to provide approximately 136 permanent jobs on the subject site, including approximately 104 positions associated with the seniors' care component, and approximately 32 positions associated with the proposed Lelam Café and proposed retail stores.

In addition, the developer advises that the proposed development has the potential to provide more than 100 placements for Faculty of Health students from Kwantlen Polytechnic University (KPU) each year. KPU advises that finding clinical placements for their Health students is challenging and having a site where they could find consistent placements for their students to engage with seniors at all levels of health would be very beneficial.

To: Regional Planning Committee

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

Date: September 21, 2021 Meeting Date: October 8, 2021

Subject: **Consideration of the City of Langley's Amended Regional Context Statement**

RECOMMENDATION

That the MVRD Board accept the City of Langley's amended Regional Context Statement as submitted to Metro Vancouver on July 30, 2021.

EXECUTIVE SUMMARY

As part of its Official Community Plan update, the City of Langley has submitted an amended Regional Context Statement and associated Regional Land Use Designation Map to Metro Vancouver for consideration. The Regional Context Statement (RCS) is prepared to ensure consistency between the Official Community Plan (OCP) and *Metro 2040*, the regional growth strategy. The City's amended RCS includes Regional Land Use Designation Map changes to 31 parcels, resulting in a net increase of approximately 13.8 hectares of land with a Mixed Employment regional land use designation, and optimizing land uses to support future rapid transit infrastructure.

This report recommends that the MVRD Board accept the updated Regional Context Statement and all associated changes to the regional land use designations.

PURPOSE

This report seeks MVRD Board acceptance of the City of Langley's amended Regional Context Statement in accordance with Section 448 of the *Local Government Act*.

BACKGROUND

The City of Langley has submitted an amended Regional Context Statement and associated Regional Land Use Designation Map to Metro Vancouver for consideration by way of a notification letter received July 30, 2021 (Attachment 1). The Regional Context Statement and associated Regional Land Use Designation Map (Attachment 2) form part of the City's updated Official Community Plan (Reference 1), which received third reading at City Council on July 26, 2021.

Section 446 of the *Local Government Act* requires that each municipality prepare and submit a Regional Context Statement that identifies the relationship between the municipality's Official Community Plan (OCP) and the regional growth strategy. Regional Context Statements are to specify how the municipality's respective OCP is consistent with the applicable *Metro 2040* policy actions, or will be made consistent over time. Section 448 requires that the MVRD Board respond, by resolution, to the proposed Regional Context Statement within 120 days after receipt, or it is deemed to have been accepted. When the MVRD Board considers acceptance of a new or amended Regional Context Statement, it is expected that it be generally consistent with the goals, strategies, actions, and parcel-based regional land use designations in *Metro 2040*.

AMENDED REGIONAL CONTEXT STATEMENT

The amended Regional Context Statement includes changes to regional land use designations within the City. The proposed changes (Figures 1 and 2) better align the updated OCP's land use designations with those of *Metro 2040*; this affects 31 parcels located in the northern part of Langley Regional City Centre.

Figure 1: Existing Regional Land Use Designations

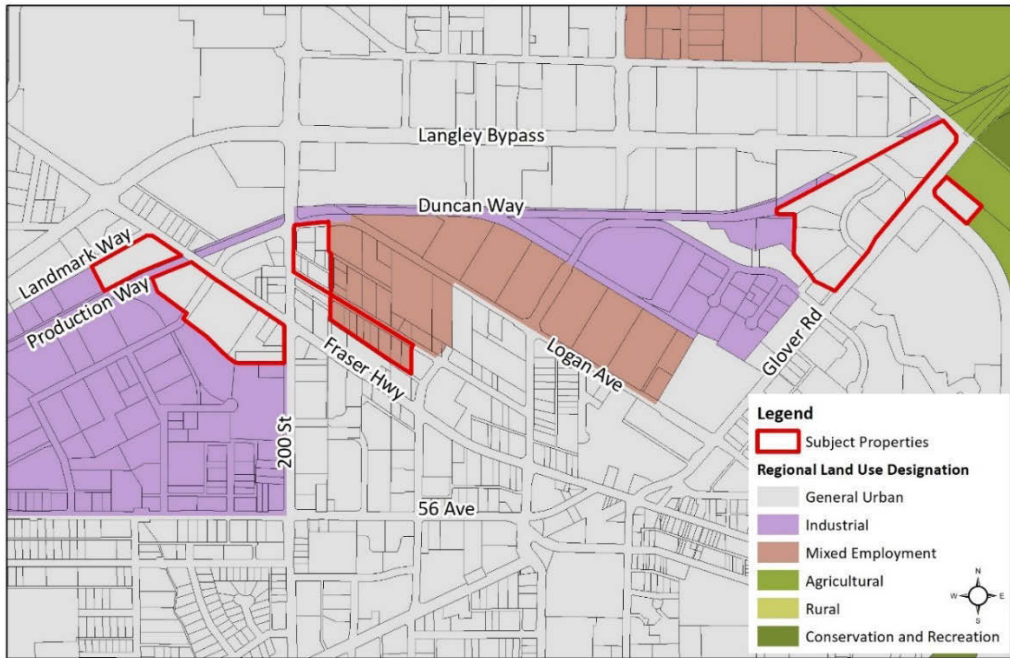
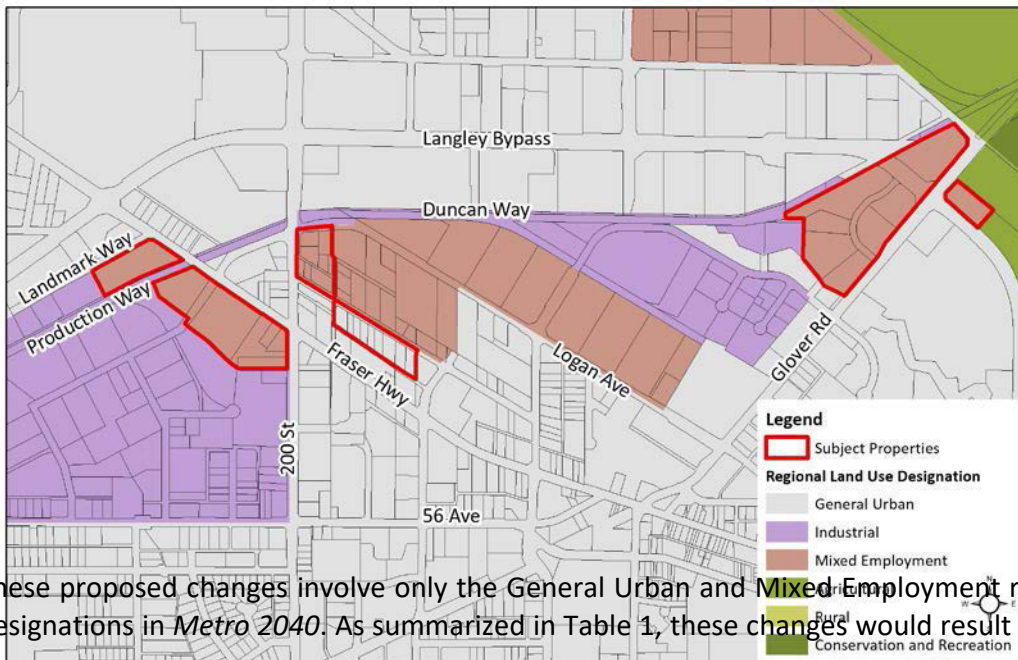


Figure 2: Proposed Regional Land Use Designations



These proposed changes involve only the General Urban and Mixed Employment regional land use designations in *Metro 2040*. As summarized in Table 1, these changes would result in a net increase

of approximately 13.8 hectares of Mixed Employment land and a corresponding decrease of 13.8 hectares of General Urban land.

Table 1: Proposed Changes to Regional Land Use Designations in Hectares (ha)

Proposed Change	Parcels (n)	General Urban	Mixed Employment
<i>General Urban to Mixed Employment</i>	22	-15.11 ha	+15.11 ha
<i>Mixed Employment to General Urban</i>	9	+1.31 ha	-1.32 ha
Total	31	-13.79 ha	+13.79 ha

POLICY FRAMEWORK AND ANALYSIS

The City of Langley's amended Regional Context Statement and its proposed regional land use designation changes have each been assessed in relation to the applicable *Metro 2040* goals and policies.

Regional Context Statement

The Regional Context Statement as a whole demonstrates support for *Metro 2040* in numerous ways. Attachment 2 contains a matrix, prepared by the City of Langley, that details the connections between revised Official Community Plan policies and *Metro 2040* goals and policies. Staff find that the Regional Context Statement is aligned with *Metro 2040* and satisfies each of the municipal Regional Context Statement requirements listed in each Strategy.

Regional Land Use Designation Changes

The proposed regional land use designation changes support the principles, goals and actions of *Metro 2040*. Analysis is provided on a Goal-by-Goal basis below.

Goal 1 – Create a Compact Urban Area

- The subject parcels are located within the Urban Containment Boundary;
- The subject parcels are located, with one exception, within Langley Regional City Centre in close walking distance of a future SkyTrain station. The proposed changes support policies to focus growth in Urban Centres and Frequent Transit Development Areas.

Goal 2 – Support a Sustainable Economy

- The net impact of the proposed changes is an additional 13.8 ha of lands with a Mixed Employment regional land use designation. This will support new employment opportunities in an Urban Centre and key transit-oriented location, while expanding the regional supply of job-supporting lands.
- The changes also support buffering Mixed Employment lands by aligning the transition to General Urban along significant transportation corridors.
- The proposal also supports the priority actions in the Regional Industrial Lands Strategy to protect remaining industrial land, intensify and optimize industrial lands, and bring the existing land supply to market.

Goal 3 – Protect the Environment and Respond to Climate Change Impacts

- The proposed changes are coordinated with the future SkyTrain project, demonstrating how land use and transportation infrastructure can be aligned to reduce energy consumption and greenhouse gas emissions.

Goal 5 – Support Sustainable Transportation Choices

- The proposed changes are associated with the update to the City's Official Community Plan and a result of the future transit infrastructure investment in this area. The proposed amendments to the Regional Context Statements are consistent with *Metro 2040's* transportation policies by promoting transit-oriented job growth in an Urban Centre. All of the proposed Mixed Employment sites are located along truck routes.

When the Surrey-Langley SkyTrain project was announced, the City of Langley became a host municipality for a significant rapid transit investment. Further planning work was initiated to anticipate growth and accommodate new development forms around the project. With the City of Langley's updated Official Community Plan and amended Regional Context Statement, that planning work is now complete.

The City of Langley's proposal involves amending the regional land use designations of approximately 16 hectares of land. The Regional Context Statement is an appropriate tool to achieve this because the proposal would:

- increase alignment between the City's new Official Community Plan and *Metro 2040*;
- support the region's collective goals for growth, economic development, and transit-oriented communities; and
- deliver a time-sensitive planning response to a forthcoming rapid transit investment.

Moreover, this approach is consistent with other Regional Context Statements with regional land use designation changes that have been submitted and considered by the MVRD Board, particularly in situations where there are environmental and public health impact concerns or to better align the regional land use designation with an existing land use / development.

ALTERNATIVES

1. That the MVRD Board accept the City of Langley's amended Regional Context Statement as submitted to Metro Vancouver on July 30, 2021.
2. That the MVRD Board not accept the City of Langley's amended Regional Context Statement as submitted to Metro Vancouver on July 30, 2021, indicating the provisions to which the Board objects and the reasons for objection, and request that the City of Langley amend its Regional Context Statement and re-submit it to the Board for consideration.
3. That the MVRD Board not accept the City of Langley's amended Regional Context Statement, and recommend that the City of Langley submit a proposed Type 3 amendment to *Metro 2040* to provide affected local governments with the opportunity for comment on the proposed regional land use designation changes.

FINANCIAL IMPLICATIONS

If the MVRD Board chooses Alternative 1, there are no financial implications to Metro Vancouver related to the acceptance of the City of Langley's Regional Context Statement.

If the MVRD Board chooses Alternative 2, a dispute resolution process may take place as prescribed by the *Local Government Act*. The cost of dispute resolution is prescribed based on the proportion of assessed land values. Metro Vancouver would be responsible for most of the associated costs.

If the MVRD Board chooses Alternative 3, it would provide an opportunity for greater consideration and review by member jurisdictions on the proposed changes to the regional land use designations. Like Alternative 2, Alternative 3 could also trigger a dispute resolution process.

CONCLUSION

The City of Langley has submitted an amended Regional Context Statement and associated Regional Land Use Designation Map to Metro Vancouver that is broadly supportive of the *Metro 2040* policy framework. The City's Regional Land Use Designation Map proposes changes to 31 parcels to better align with the updated OCP land use designations. The changes are consistent with *Metro 2040* policies given that: the parcels are located, with one exception, within a Regional City Centre in close walking distance of a future SkyTrain station; and there is a net gain of 13.8 ha of Mixed Employment lands, which will support new industrial and employment opportunities in an Urban Centre.

Should the MVRD Board accept the City's amended Regional Context Statement, staff will incorporate the regional land use designation changes into the regional growth strategy through a future housekeeping regional growth strategy bylaw amendment. Staff recommend Alternative 1.

Attachments (47185075)

1. Correspondence re: Official Community Plan Bylaw, 2021, No. 3200 – Regional Context Statement, from City of Langley, dated July 27, 2021
2. City of Langley proposed Regional Context Statement and Regional Land Use Designation Map

References

1. [City of Langley Official Community Plan & Zoning Bylaw Updates](#)

47122148

Via Email: bis-secretariat@metrovancover.org

July 30, 2021

Metro Vancouver
4730 Kingsway
Burnaby, B.C.
V5H 0C6

Attention: Chris Plagnol, Corporate Officer

**Re: OFFICIAL COMMUNITY PLAN BYLAW, 2021, NO. 3200 - REGIONAL
CONTEXT STATEMENT**

Please be advised that, at its Regular Meeting on July 26, 2021, Langley City Council gave third reading to the subject bylaw and referred its Regional Context Statement to the Metro Vancouver Regional District Board for consideration in accordance with Section 448(1)(a) of the *Local Government Act*. Accordingly, I have attached a certified copy of Council's resolution to this letter for your records.

Official Community Plan Bylaw No. 3200 is a proposed new OCP for the City of Langley based on the City's *Nexus of Community* strategic vision. The new OCP is designed to guide the City's development with the anticipated arrival of rapid transit and will accommodate growth to 2050 in line with the projections of *Metro Vancouver 2050*. In response to its the updated land use designations and policies, OCP Bylaw No. 3200 also includes proposed changes to the existing regional land use designations illustrated in Map 2. The proposed changes would result in a net addition of approximately 13.8 hectares to the Mixed Employment designation (from General Urban).

Please refer to the website link below for the bylaw and related documents. Please direct any questions regarding OCP Bylaw No. 3200 and its Regional Context Statement to my attention. Thank you for your cooperation.

Yours truly,



Roy M. Beddow, RPP, MCIP
Deputy Director of Development Services

Website Link: <https://www.langleycity.ca/cityhall/nexus/ocp-zoning-bylaw>



CITY OF LANGLEY

CERTIFIED RESOLUTION

This is to certify that Langley City Council adopted the following resolution in relation to the *OCP Bylaw No. 3200 – Regional Context Statement Approval* at its July 26, 2021 Regular Council Meeting:

Certified Resolution:

THAT the proposed Regional Context Statement contained in "City of Langley Official Community Plan Bylaw, 2021, No. 3200" be submitted to the Metro Vancouver Regional District Board for acceptance in accordance with Section 448(1)(a) of the *Local Government Act*.

A handwritten signature in black ink, appearing to read "Paula Kusack".

Paula Kusack
Deputy Corporate Officer, City of Langley

Dated: July 27, 2021



07

07. REGIONAL CONTEXT STATEMENT

REGIONAL CONTEXT STATEMENT

The purpose of the Regional Context Statement is to identify the relationship between the Official Community Plan and Metro Vancouver's Regional Growth Strategy (RGS) and how the OCP will be made consistent with the RGS over time.

Metro Vancouver's RGS includes 5 goals to help shape land use and future development across the region.

Goal 1 | Create a Compact Urban Area

Goal 2 | Support a Sustainable Economy

Goal 3 | Protect the Environment and Respond to Climate Change Impacts

Goal 4 | Develop Complete Communities

Goal 5 | Support Sustainable Transportation Choices

The following pages outline the relationship between the RGS & this plan, and more specifically, the way in which this OCP's policies address each one of the five goals.

RGS GOAL 1: CREATE A COMPACT URBAN AREA

As a fully built out city 10km² in area, Langley City can only grow through redevelopment and by intensifying existing land uses. The land use policies within this OCP focus that growth in close proximity to transit, park amenities, services, and infrastructure. (Chapter 3 - Growth, Land Use, & Design)

Strategy 1.1 - Contain Urban Development within the Urban Containment Boundary (UCB)

Strategy 1.1.3a
Depict the UCB on a map

See Map 1 - Regional Context Map

Strategy 1.1.3b
Provide municipal population, dwelling unit, and employment projections and demonstrate how municipal plans will work towards accommodating the projected growth within the UCB

See growth allocation in **chapter 03. Growth, Land Use & Design**, aligned with the following projections and land use capacity figures:

YEAR	POPULATION	JOBS	HOUSEHOLDS
2019	28,085	16,293	12,866
2035	35,481	20,087	16,901
2050	41,438	22,185	20,125

Unit Type	Current Units	Total Capacity
Apartment	7,260	24,713
Duplex & Townhouse	1,945	6,094
Single Detached	3,760	3,046

Strategy 1.2 - Focus Growth in Urban Centres and Frequent Transit Development Areas (FTDA)

Strategy 1.2.6a
Provide population, dwelling unit and employment projections for Urban Centres and Frequent Transit Development Areas

Approximately 91% of Langley City's new households and 99% of jobs are anticipated to be located in the Langley Regional City Centre by 2050.

YEAR	POPULATION	JOBS	HOUSEHOLDS
2019	17,694	16,130	9,392
2035	24,558	19,886	13,063
2050	30,074	21,960	15,997

Strategy 1.2.6b i Identify location and boundaries of Urban Centres	See Map 1 - Regional Context Map .
Strategy 1.2.6b ii Focus growth and development in Urban Centres	See Map 3 - Land Use and Policy 1.1 Residential Development Options focussing growth and development within areas aligned with the regional Urban Centre.
Strategy 1.2.6b iii Encourage office development	See Policy 4.6 Incentivize Office
Strategy 1.2.6b iv Reduce parking in Centres where appropriate	See policies in policy section 2. A Highly Connected City Aligned with Rapid Transit , including: <ul style="list-style-type: none"> • Policy 2.20 Public Parking • Policy 2.21 Reduce Parking Requirements • Policy 2.22 Shared Parking • Policy 2.26 Vehicle Parking
Strategy 1.2.6c i Identify location	
Strategy 1.2.6e Ensure Industrial, Mixed Employment, or Conservation and Recreation policies prevail in Urban Centres and FTDA's	<p>See Map 3 - Land Use with respect to Industrial, Mixed Employment, New Civic Facilities, New Park & Open Spaces and Map 11 - Parks & Open Space.</p> <p>See policies in policy section 3. A Safe & Inclusive City Rich with Community Amenities, including:</p> <ul style="list-style-type: none"> • Policy 3.2. New Public Space • Policy 3.3 SkyTrain Stations • Policy 3.31-3.32 Density Bonusing & Community Amenities <p>See policies in policy section 4. A Responsive Economy that Creates New Jobs, including:</p> <ul style="list-style-type: none"> • Policy 4.2. New Zones • Policy 4.4 Mixed Employment • Policies 4.7-4.10.

Strategy 1.2.6f i Minimize the impacts of urban uses on industrial activities	See Map 3 - Land Use . Mixed Employment area helps buffer core area from adjacent land uses.
Strategy 1.2.6f ii Encourage safe and efficient transit, cycling, and walking	See Map 5 - Active Transportation See policies in policy section 2. A Highly Connected City Aligned with Rapid Transit
Strategy 1.2.6f iii Implement transit priority measures where appropriate	See policies in policy section 2. A Highly Connected City Aligned with Rapid Transit including: <ul style="list-style-type: none"> • Policy 2.1 Hierarchy of Transportation • Policies 2.28-2.32 Public Transit
Strategy 1.2.6f iv Support district and renewable energy where appropriate	See General Environmental Guidelines in chapter 05. Development Permit Areas and policy section 5. Environmental Solutions to Fight Climate Change .
Strategy 1.3 - Protect rural areas from urban development	
Strategy 1.3.3a Identify rural areas and their boundaries on a map	N/A - no Rural areas designated in City of Langley
Strategy 1.3.3b Limit development to be consistent with the intent for rural land use (scale, form, density) and is compatible with sewer servicing	N/A - no Rural areas designated in City of Langley

Strategy 1.3.3c i

Specify the allowable density and form for rural land uses

N/A - no Rural areas designated in City of Langley

Strategy 1.3.3c ii

Support agricultural uses within and outside the ALR

See **Map 3 - Land Use** with respect to the agricultural land use designation.

RGS GOAL 2: SUPPORT A SUSTAINABLE ECONOMY

Langley City is a job magnet. In 2016, over 2,000 more workers commuted into the City than commuted out of the City. Langley City also provides significant industrial and mixed employment areas that will allow a range of future industrial and commercial uses. The economic policies are outlined primarily in policy section 4. A Responsive Economy that Creates New Jobs.

Strategy 2.1 - Promote land development patterns that support a diverse regional economy and employment close to where people live

Strategy 2.1.4a

Support economic development in urban centres, frequent transit development areas, industrial and mixed-employment areas

See Policies in **policy section 4. A Responsive Economy that Creates New Jobs**, including:

- Policy 4.2. New Zones
- Policy 4.4 Mixed Employment
- Policies 4.7- 4.10.

Strategy 2.1.4b

Support the development of office space in Urban Centres, through policies such as zoning that reserves land for office uses, density bonus provisions to encourage office development, variable development cost charges, and/or other financial incentives

See Policies in **4. A Responsive Economy that Creates New Jobs**, including:

- Policy 4.6 Incentivize Office

Strategy 2.1.4c

Discourage major commercial and institutional development outside Urban Centres or FTDAs

See **Map 3 - Land Use** and **chapter 03. Growth, Land Use & Design** which preclude major commercial or institutional development outside the Urban Centre.

Strategy 2.1.4d

Show how the economic development role of Special Employment Areas, post secondary institutions and hospitals are supported through land use and transportation policies

The Innovation Boulevard (Policies 4.15 - 4.18) supports the creation of an Innovation Boulevard Master Plan as a key economic development strategy.

Kwantlen Polytechnic University is located within the City Centre and is supported in Policies 4.15- 4.18, and 4.22.

Strategy 2.2 - Protect the supply of industrial land

Strategy 2.2.4a

Identify Industrial areas and their boundaries on a map

See **Map 3 - Land Use Plan**

Strategy 2.2.4b i

Support and protect industrial uses

See Policies in **4. A Responsive Economy that Creates New Jobs**, including:

- Policies 4.7 - 4.12

Strategy 2.2.4b ii

Support appropriate accessory uses, including commercial space and caretaker units

See Policies in **4. A Responsive Economy that Creates New Jobs**, specifically:

- Policy 4.9 Industrial Definition

Strategy 2.2.4b iii

Exclude uses which are inconsistent with the intent of industrial uses

See Policies in **4. A Responsive Economy that Creates New Jobs**, specifically:

- Policy 4.9 Industrial Definition

Strategy 2.2.4b iv

Encourage better utilization and intensification of industrial areas for industrial activities

See Policies in **4. A Responsive Economy that Creates New Jobs**, including:

- Policy 4.9 Industrial Definition
- Policy 4.11 Employment Intensification

<p>Strategy 2.2.4c Identify the Mixed Employment areas and their boundaries on a map.</p>	<p>See Map 3 - Land Use. While the Mixed Employment land use designation has slightly shifted in locations, this OCP represents a net increase in Mixed Employment designated lands.</p>
<p>Strategy 2.2.4d i In Mixed Employment areas, support a mix of industrial, commercial, office and other related employment uses while maintaining support for established industrial areas</p>	<p>The Mixed Employment land use designation allows the greatest flexibility and diversity of employment uses, including office, research and post secondary educational uses. More specifically it allows:</p> <ul style="list-style-type: none"> • Mixed use: Light industrial & Commercial • Light industrial • Commercial
<p>Strategy 2.2.4d ii In Mixed Employment areas, allow large and medium format retail, where appropriate.</p>	<p>The Mixed Employment land use designation allows buildings up to 6 storeys in height and up to 3.0 FAR in density.</p>
<p>Strategy 2.2.4d iii In Mixed Employment areas, concentrate commercial and other major trip-generating uses in urban centres and Frequent Transit Development Areas</p>	<p>The Mixed Employment land use designation is entirely within the regionally designated Langley Regional City Centre.</p>
<p>Strategy 2.2.4d iv Where Mixed Employment areas are located within Urban Centres or Frequent Transit Development Areas, support higher density commercial development and allow employment and service activities</p>	<p>The Mixed Employment land use designation allows buildings up to 6 storeys in height and up to 3.0 FAR in density.</p>
<p>Strategy 2.2.4d v In Mixed Employment areas, allow low density infill / expansion based on currently accepted local plans and policies in Mixed Employment areas and support increases in density only where the Mixed Employment area has transit service or where an expansion of transit service has been identified in TransLink's strategic transportation plans for the planned densities.</p>	<p>All Mixed Employment lands are in close proximity to future planned SkyTrain stations. As such, the Mixed Employment land use designation allows buildings up to 6 storeys in height and up to 3.0 FAR in density.</p>
<p>Strategy 2.2.4d vi In Mixed Employment areas, exclude residential uses, except for an accessory caretaker unit.</p>	<p>The Mixed Employment land use designation excludes residential uses, but allows a caretaker dwelling unit.</p>
<p>Strategy 2.2.4e Include policies that help reduce environmental impacts and promote energy efficiency.</p>	<p>See Sustainability policies (5.1 - 5.2), Mitigation of Climate Change policies (5.3 - 5.6), Sustainable Infrastructure policies (5.8 - 5.13) in 5. Environmental Solutions to Fight Climate Change and General Environmental Guidelines in chapter 05. Development Permit Areas</p>

Strategy 2.3 - Protect the supply of agricultural land and promote agricultural viability with an emphasis on food production

Strategy 2.3.6a

Specify the Agricultural areas and their boundaries on a map

See **Map 3 - Land Use Plan**

Strategy 2.3.6b i

Assign appropriate regional land use designations that support agricultural viability and discourage non-farm uses that do not complement agriculture.

See agricultural areas in **Map 3 - Land Use Plan** and the Agriculture land use designation in **chapter 03. Growth, Land Use & Design** which maintains existing agricultural activities and prevents non-farm development.

Strategy 2.3.6b ii

Discourage subdivision of agricultural land leading to farm fragmentation

The Agriculture land use designation includes a minimum lot size of 2.0 hectares and does not support further subdivision.

Strategy 2.3.6b iii

Where possible, maintain and improve transportation, drainage and irrigation infrastructure to support agricultural activities.

See **Map 10 - Storm Drainage System**

Strategy 2.3.6b iv

Manage the agricultural-urban interface to protect the integrity and viability of agricultural operations

The focus of agricultural policies in the OCP is to expand food production (i.e. community gardens) in urban areas given the very few agricultural parcels that exist in Langley City.

See **Policy 5.19 Food and Agriculture**

Strategy 2.3.6b v

Demonstrate support for economic development opportunities for agricultural operations

See **Policy 5.19 Food and Agriculture**

Strategy 2.3.6b vi

Encourage the use of agricultural land, with an emphasis on food production

See **Policy 5.19 Food and Agriculture**

Strategy 2.3.6b vii

Support educational programs that provide information on agriculture

See **Policy 5.19 Food and Agriculture**

RGS GOAL 3: PROTECT THE ENVIRONMENT AND RESPOND TO CLIMATE CHANGE IMPACTS

The Official Community Plan plays an important role in managing land use and development to maintain the health and well-being of the community and its environment in perpetuity. The environmental policies are outlined primarily in Policy Section 5. Environmental Solutions to Fight Climate Change.

Strategy 3.1 - Protect Conservation and Recreation lands

Strategy 3.1.4 a

Identify Conservation and Recreation areas and their boundaries on a map

See **Map 3 - Land Use Plan**

Strategy 3.1.4b i

Support the protection of Conservation and Recreation areas that are consistent with public service infrastructure, including drinking water supply

See **Map 3 - Land Use Plan** with respect to Parks & Open Space & New Parks & Open Space land use designations, and **Map 10 - Parks & Open Space**.

See policy **section 3. A Safe & Inclusive City Rich with Community Amenities**, which includes Parks and Public Spaces policies (3.1 - 3.17).

Strategy 3.1.4b ii

Support the protection of Conservation and Recreation areas that are consistent with environmental conservation

The Parks & Open Space land use designation is intended to protect and enhance park spaces and environmentally sensitive areas.

See **Map 11 - Parks & Open Space** which aligns with **Map 13 - Natural Environment DPA, Environmentally Sensitive Areas**.

Strategy 3.1.4b iii

Support the protection of Conservation and Recreation areas that are consistent with recreation, primarily outdoor

The Parks & Open Space land use designation is intended to protect and enhance park spaces and environmentally sensitive areas.

See **Map 11 - Parks & Open Space** which aligns with existing and proposed new bike routes and trails on **Map 5 - Active Transportation**.

Strategy 3.1.4b iv

Support the protection of Conservation and Recreation areas that are consistent with education, research and training facilities.

The Parks & Open Space land use designation is intended to protect and enhance park spaces and environmentally sensitive areas. Schools and small-scale institutional facilities are allowed in select City parks.

Strategy 3.1.4b v

Support the protection of Conservation and Recreation areas that are consistent with commercial uses, tourism activities, and public amenities.

The Parks & Open Space land use designation is intended to protect and enhance park spaces and environmentally sensitive areas. Small-scale institutional and commercial uses are allowed in select City parks.

<p>Strategy 3.1.4b vi Support the protection of Conservation and Recreation areas that are consistent with agricultural use</p>	<p>See Map 3 - Land Use Plan</p>
<p>Strategy 3.1.4c Buffer Conservation and Recreation areas from activities in adjacent areas</p>	<p>See chapter 05. Development Permit Areas which establish several guidelines for development to ensure the protection of the ESAs through buffering and landscaping strategies to maintain privacy of adjacent lands.</p>
<p>Strategy 3.2 - Protect and enhance natural features and their connectivity</p>	
<p>Strategy 3.2.4 Include policies and/or maps that indicate how ecologically important areas and natural features will be managed.</p>	<p>See Development Permit Area guidelines for Hazards and Environmentally Sensitive Areas as well as Map 12 - Natural Hazards DPA and Map 13 - Natural Environmental DPA.</p>
<p>Strategy 3.2.5. Develop and manage municipal components of the Metro Vancouver Regional Recreation Greenway Network and connect community trails, bikeways and greenways to the Regional Recreation Greenway Network where appropriate.</p>	<p>See Map 5. Active Transportation and policies in policy section 2. A Highly Connected City Aligned with Rapid Transit, including:</p> <ul style="list-style-type: none"> • Policies 2.8-2.12 Walking, Cycling, and Rolling • Policy 2.33 Collaborate with Adjacent Municipalities
<p>Strategy 3.2.6 Identify measures to protect, enhance and restore ecologically important systems, features, corridors and establish buffers where important.</p>	<p>See policies in policy section 5. Environmental Solutions to Fight Climate Change, particularly policies 5.14 - 5.20.</p> <p>See chapter 05. Development Permit Areas which establish several guidelines for development to ensure the protection and restoration of ESAs.</p>
<p>Strategy 3.2.7 Consider watershed and ecosystem planning and/or Integrated Stormwater Management Plans</p>	<p>See policies in policy section 5. Environmental Solutions to Fight Climate Change, including:</p> <ul style="list-style-type: none"> • Policy 5.10 Integrated Storm Water Management Planning • Policy 5.25 Integrated Storm Water Management Planning
<p>Strategy 3.3 - Encourage land use and transportation infrastructure that reduce energy consumption and greenhouse gas emissions, and improve air quality</p>	
<p>Strategy 3.3.4a Identify how municipalities will use their land development and transportation strategies to meet their GHG reduction targets.</p>	<p>Assignment of Growth (Chapter 3) and land development policies aim to concentrate development in high density, mixed use centres to maximize energy efficiency and support walking, biking and public transit use. Climate action policies including GHG emission targets are outlined in policy section 5. Environmental Solutions to Fight Climate Change.</p>
<p>Strategy 3.3.4b Identify policies/programs that reduce energy consumption and GHG emissions, and improve air quality from land use and transportation infrastructure.</p>	<p>See policies in policy section 5. Environmental Solutions to Fight Climate Change, including:</p> <ul style="list-style-type: none"> • Policies 5.3 - 5.6 Mitigation of Climate Change • Policy 5.8 Infrastructure Standards • Policy 5.9 Green Infrastructure • Policy 5.12 Natural Asset Management • Policy 5.19 Urban Forest • Policy 5.21 Pollutant Interceptors • Policy 5.25 Green Buildings

<p>Strategy 3.3.4c Focus infrastructure and amenity investments in Urban Centres and Frequent Transit Development Areas along TransLink's Frequent Transit Network.</p>	<p>See Map 11 - Parks & Open Space with respect to locations for new plazas or open spaces and greenways which are primarily located within the Langley Regional City Centre.</p> <p>See policies in policy section 3. A Safe and Inclusive City Rich with Community Amenities, including:</p> <ul style="list-style-type: none"> • Policies 3.2 - 3.3 Parks & Public Spaces
<p>Strategy 3.3.4d Implement land use policies and development control strategies which support integrated storm water management and water conservation objectives.</p>	<p>See policies in policy section 5. Environmental Solutions to Fight Climate Change, including:</p> <ul style="list-style-type: none"> • Policies 5.8 - 5.13 <p>See General Environmental Guidelines in chapter 05. Development Permit Areas</p>
<p>Strategy 3.4 - Encourage land use and transportation infrastructure that improve the ability to withstand climate change impacts and natural hazard risks</p>	
<p>Strategy 3.4.4 Include policies to encourage settlement patterns that minimize risks associated with climate change and natural hazards</p>	<p>See chapter 05. Development Permit Areas with respect to guidelines for Hazards and Environmentally Sensitive Areas as well as Map 12. Natural Hazards DPA and 13. Natural Environmental DPA</p> <p>See Policy 5.7 Flooding Hazards.</p>
<p>Strategy 3.4.5 Consider incorporating climate change and natural hazard risk assessments into the planning and location of municipal utilities, assets and operations.</p>	<p>See policies in policy section 5. Environmental Solutions to Fight Climate Change, including:</p> <ul style="list-style-type: none"> • Policy 5.7 Flooding Hazards • Policy 5.8 Infrastructure Standards <p>See chapter 06. Implementation with respect to the List of Plans to Update, including Hazard Risk and Vulnerability Analysis (HRVA).</p>

RGS GOAL 4: DEVELOP COMPLETE COMMUNITIES

As Langley City continues to grow, each neighbourhood will accommodate new residents, with a greater diversity of uses and densities in strategic locations across the City. The complete community policies are outlined primarily in Policy Section 1. Affordable Living & Diverse Housing for All Generations and Policy Section 3. A Safe and Inclusive City Rich with Community Amenities.

Strategy 4.1 - Provide diverse and affordable housing choices

Strategy 4.1.7a i

Articulate the need for diverse housing options

See policies in policy section 1. **Affordable Living & Diverse Housing for All Generations.**

Strategy 4.1.7a ii

Increase the supply and diversity of the housing stock through infill development, compact housing forms and density.

See policies in policy section 1. **Affordable Living & Diverse Housing for All Generations**, including:

- Policies 1.1.1 - 1.1.4 Residential Development Options
- Policies 1.4.1 - 1.4.3 Diverse & Balanced Housing

Strategy 4.1.7a iii

Create supply of affordable rental housing, in collaboration with federal and provincial governments.

See policies in policy section 1. **Affordable Living & Diverse Housing for All Generations**, including:

- Policies 1.6 - 1.12 Rental and Non-Market Housing
- Policy 1.21 Partner with Non-Profits & Senior Governments

Strategy 4.1.7a iv

Encourage affordable housing development through measures such as reduced parking requirements, streamlined approval processes, below market leases of publicly owned property.

See policies in policy section 1. **Affordable Living & Diverse Housing for All Generations**, including:

- Policy 1.6 Density Bonus
- Policy 1.8 Incentives for Affordable Housing
- Policy 1.10 City-Owned Land

Strategy 4.1.8a

Implement Housing Action Plans which assess local housing market conditions by tenure

See chapter 03. **Growth, Land Use & Design** with respect to Housing Needs.

See policies in policy section 1. **Affordable Living & Diverse Housing for All Generations**, including:

- Policy 1.15 Mixed Tenure Redevelopments
- Policy 1.16 Rental Housing
- Policy 1.17 Specific Unit Types

Langley City's Affordable Housing Strategy is noted as a "Plan to Update" in chapter 06. **Implementation.**

Strategy 4.1.8b

Implement Housing Action Plans which identify housing priorities

See chapter 03. **Growth, Land Use & Design** with respect to Housing Needs.

See policies in policy section 1. **Affordable Living & Diverse Housing for All Generations**, including:

- Policy 1.4 Diverse & Balanced Housing
- Policy 1.16 Rental Housing
- Policy 1.17 Specific Unit Types

Langley City's Affordable Housing Strategy is noted as a "Plan to Update" in chapter 06. **Implementation.**

<p>Strategy 4.1.8c Implement Housing Action Plans which identify implementation measures within the jurisdiction</p>	<p>See chapter 03. Growth, Land Use & Design with respect to Housing Needs.</p> <p>See policies in policy section 1. Affordable Living & Diverse Housing for All Generations.</p> <p>Langley City's Affordable Housing Strategy is noted as a "Plan to Update" in chapter 06. Implementation.</p>
<p>Strategy 4.1.8d Implement Housing Action Plans which encourage the supply of new rental housing</p>	<p>See chapter 03. Growth, Land Use & Design with respect to Housing Needs.</p> <p>See policies in policy section 1. Affordable Living & Diverse Housing for All Generations, including:</p> <ul style="list-style-type: none"> • Policy 1.4 Diverse & Balanced Housing • Policy 1.8 Incentives for Affordable Housing • Policy 1.15 Mixed Tenure Redevelopments • Policy 1.16 Rental Housing • Policy 1.20 Strata Conversion <p>Langley City's Affordable Housing Strategy is noted as a "Plan to Update" in chapter 06. Implementation.</p>
<p>Strategy 4.1.8e Implement Housing Action Plans which identify opportunities to secure additional affordable housing units (working with other levels of government)</p>	<p>See chapter 03. Growth, Land Use & Design with respect to Housing Needs.</p> <p>See policies in policy section 1. Affordable Living & Diverse Housing for All Generations, including:</p> <ul style="list-style-type: none"> • Policies 1.6 - 1.12 Rental and Non-Market Housing • Policy 1.21 Partner with Non-Profits & Senior Governments <p>Langley City's Affordable Housing Strategy is noted as a "Plan to Update" in chapter 06. Implementation.</p>
<p>Strategy 4.1.8f Implement Housing Action Plans which cooperate with and facilitate the activities of the Metro Vancouver Housing Corporation.</p>	<p>See policies in policy section 1. Affordable Living & Diverse Housing for All Generations, including:</p> <ul style="list-style-type: none"> • Policy 1.21 Partner with Non-Profits & Senior Governments <p>Langley City's Affordable Housing Strategy is noted as a "Plan to Update" in chapter 06. Implementation.</p>
<p>Strategy 4.2 - Develop healthy and complete communities with access to a range of services and amenities</p>	
<p>Strategy 4.2.4a Support compact, mixed use, transit, cycling and walking oriented communities</p>	<p>See Map 3 - Land Use along with chapter 03. Growth, Land Use & Design and policy sections 1. Affordable Living & Diverse Housing for All Generations and 2. A Highly Connected City Aligned with Rapid Transit</p>
<p>Strategy 4.2.4b Locate community, arts, cultural, recreational, institutional, medical/health, social service, education facilities and affordable housing development in Urban Centres or areas with good access to transit</p>	<p>See Map 3 - Land Use.</p> <p>See policies in policy section 3. A Safe & Inclusive City Rich with Community Amenities, including:</p> <ul style="list-style-type: none"> • Policies 3.18 - 3.22 Heritage, Arts, & Culture • Policies 3.23 - 3.27 City for All • Policy 3.32 Community Amenities

<p>Strategy 4.2.4c Provide public spaces and other place-making amenities for increased social interaction and community engagement.</p>	<p>See Map 11 - Parks & Open Space.</p> <p>See policies in policy section 03. A Safe and Inclusive City Rich with Community Amenities, including:</p> <ul style="list-style-type: none"> • Policies 3.18 - 3.22 Heritage, Arts, & Culture • Policies 3.23 - 3.27 City for All • Policy 3.32 Community Amenities
<p>Strategy 4.2.4d Support active living through the provision of recreation facilities, parks, trails, and safe and inviting pedestrian and cycling environments</p>	<p>See Map 11 - Parks & Open Space.</p> <p>See policies outlined in policy section 03. A Safe and Inclusive City Rich with Community Amenities, including:</p> <ul style="list-style-type: none"> • Policies 3.1 - 3.17 Parks & Public Space
<p>Strategy 4.2.4e Support food production and distribution throughout the region</p>	<p>See Policy 5.19 Food and Agriculture</p>
<p>Strategy 4.2.4f Assess overall health implications of proposed new communities, infrastructure and transportation services, including air quality and noise, with input from public health authorities</p>	<p>Fraser Health Authority's Healthy Built Environment office has been a key stakeholder throughout the OCP update process and provided feedback on land use and healthy built communities.</p> <p>See policies in policy section 3. A Safe and Inclusive City Rich with Community Amenities, including:</p> <ul style="list-style-type: none"> • Policy 3.23 Community Services • Policy 3.26 Children, Youth, and Families • Policy 3.34 Health Care Facilities <p>See chapter 05. Development Permit Areas, with respect to Downtown and Commercial Form & Character Guidelines that address disruptive impacts, including noise.</p>
<p>Strategy 4.2.4g Support universally accessible community design</p>	<p>See Policy 3.4 Universal Design.</p>
<p>Strategy 4.2.4h Identify small scale Local Centres in General Urban areas that provide a mix of housing types, local-serving commercial activities and good access to transit</p>	<p>See Map 3 - Land Use with respect to the Corner Commercial land use designation.</p>
<p>Strategy 4.2.4i Recognize the Special Employment Areas</p>	<p>See Policy 4.15 Innovation Boulevard Plan.</p>

RGS GOAL 5: SUPPORT SUSTAINABLE TRANSPORTATION CHOICES

With a compact and walkable downtown, and new routes for high-frequency transit and cycling, Langley City can transform into a place where people choose and enjoy getting around by walking, rolling, cycling, and public transit. The sustainable transportation policies are primarily outlined in Policy Section 2. A Highly Connected City Aligned with Rapid Transit. Also, Langley City will be updating its Master Transportation Plan following the adoption of this Official Community Plan.

Strategy 5.1 - Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking

Strategy 5.1.6a

Identify land use and transportation policies and actions, and describe how they are coordinated, to encourage a greater share of trips made by transit, multiple-occupancy vehicles, cycling and walking, and to support TransLink's Frequent Transit Network

See **Map 3 - Land Use, Map 4 - Core & Shoulder Lands, Map 5 - Active Transportation, and Map 6 - Future Transit Network.**

Both the Transit-Oriented Core & Transit-Oriented Residential designations are intended to support future SkyTrain stations with the highest residential densities and greatest mix of uses. The Ground Oriented designation along 200 and 208 Streets aligns with Translink's future frequent bus routes.

See policies in policy **section 2. A Highly Connected City Aligned with Rapid Transit**, including:

- Policy 2.2 Core and Shoulder Areas
- Policy 2.3 Align Land Use and Transportation

Strategy 5.1.6b

Support the development and implementation of municipal and regional transportation system and demand management strategies.

See **Map 6 - Future Transit Network.**

See policies in policy **section 2. A Highly Connected City Aligned with Rapid Transit**, including:

- Policies 2.28 - 2.32 Public Transit

Strategy 5.1.6c

Identify policies and actions to manage and enhance municipal infrastructure to support transit, multiple-occupancy vehicles, cycling and walking.

See policies in policy **section 2. A Highly Connected City Aligned with Rapid Transit**, including:

- Policy 2.5 Update Standard Street Designs
- Policy 2.8 Prioritize Investments
- Policies 2.28 - 2.32 Public Transit
- Policies 2.33 - 2.36 Walking, Cycling, and Rolling

Strategy 5.2 - Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods and services

Strategy 5.2.3a

Identify routes on a map for the safe and efficient movement of goods

See **Map 7 - Road Network.**

Strategy 5.2.3b

Identify land use and related policies and actions that support optimizing the efficient movement of vehicles

See **Map 7 - Road Network.**

See policies in policy **section 2. A Highly Connected City Aligned with Rapid Transit**, including:

- Policies 2.18 - 2.22 Vehicles and Parking

Strategy 5.2.3c

Support the development of local and regional transportation system management strategies.

See **Map 7 - Road Network.**

See policies in policy **section 2. A Highly Connected City Aligned with Rapid Transit**, including:

- Policies 2.18 - 2.22 Vehicles and Parking

Strategy 5.2.3d

Identify policies and actions which support the protection of rail rights-of-way and access points to navigable waterways

The City is a partner in Roberts Bank Rail Corridor Railway Crossing Information System (RCIS)

Langley City's Transportation Master Plan identifies potential future rail overpass locations.



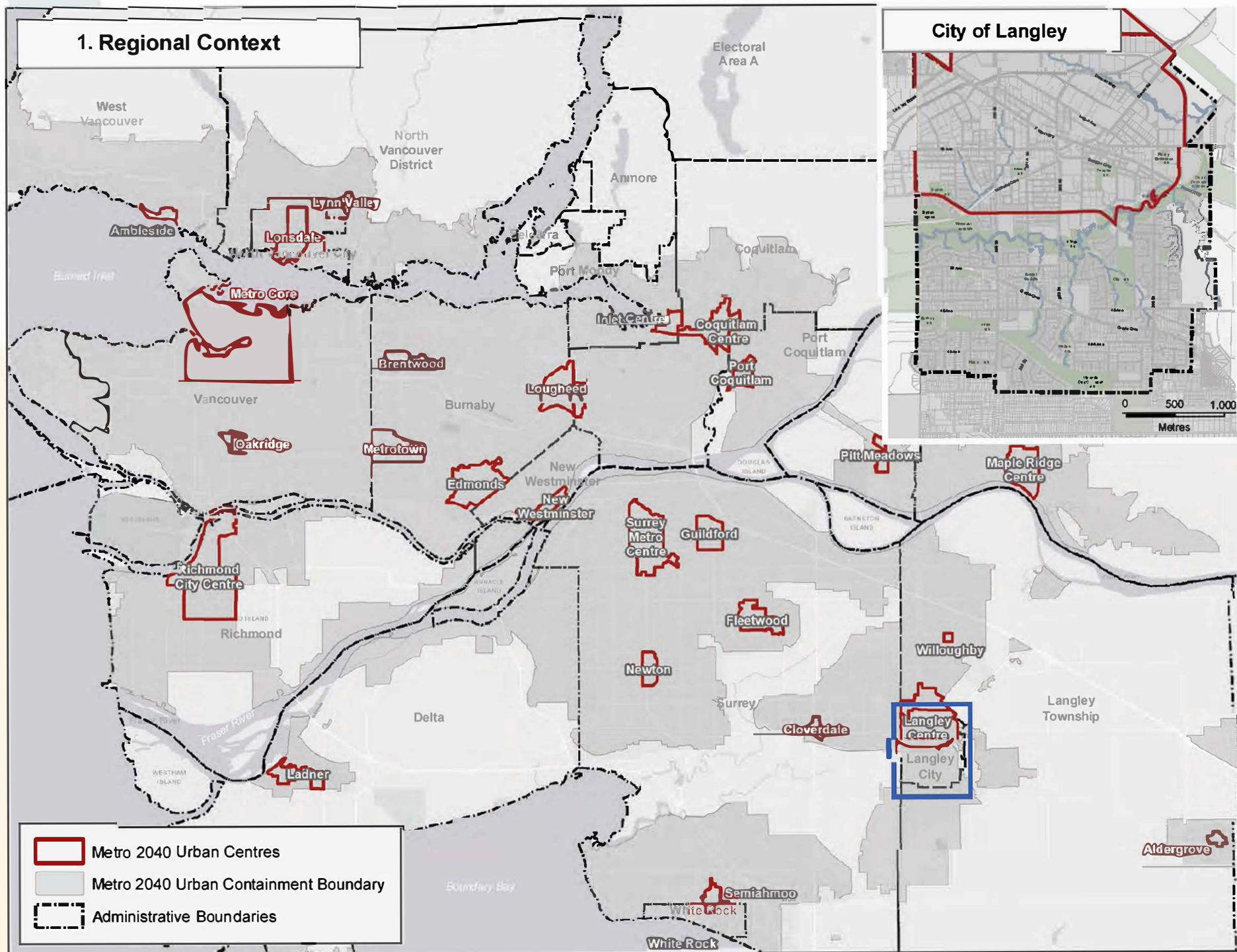
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08. MAPS

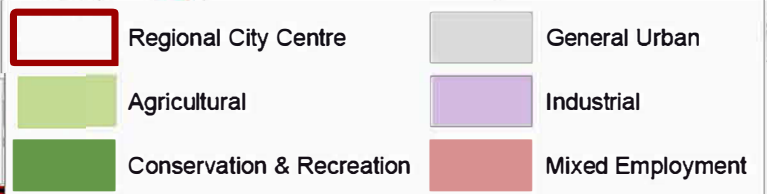
LIST OF MAPS

1. Regional Context
2. Regional Land Use Designations
3. Land Use Plan
4. Core & Shoulder - Transit-Oriented Development
5. Active Transportation
6. Future Transit Network
7. Road Network
8. Water Distribution System
9. Sanitary Sewer System
10. Storm Drainage System
11. Parks & Open Space
12. Natural Hazard Development Permit Area
13. Natural Environment Development Permit Area
14. Nicomekl River District Neighbourhood Plan Area
15. District Areas
16. Airport Zoning
17. Flood Elevation Bylaw

1. Regional Context



2. Regional Land Use Designations



Langley Centre
(Willowbrook)

Langley Bypass

204 St

Duncan Way

Glover Rd

Langley Centre

Logan Ave

Fraser Hwy

200 St

56 Ave

Brydon Park

Michaud Cres

Linwood Park

Douglas Cres

Douglas Park

Rotary Centennial Park

Derek Doubleday Arboretum

Fraser Hwy

Nicomel Park

53 Ave

200 St

203 St

203 St

208 St

50 Ave

48 Ave

Buckley Park

Penzer Park

46 Ave

Hunter Park

202 St

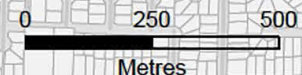
Nature Trails

46 A Ave

Grade Cres

45 of 320

Uplands Dog Off Leash Park



To: Regional Planning Committee

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

Date: September 8, 2021 Meeting Date: October 8, 2021

Subject: **Request for Sanitary Service Connection at 12745 Laity Street, Maple Ridge**

RECOMMENDATION

That the MVRD Board resolve that the extension of GVS&DD sewerage services to a new micro-brewery at 12745 Laity Street in the City of Maple Ridge is consistent with the provisions of *Metro Vancouver 2040: Shaping Our Future*.

EXECUTIVE SUMMARY

The City of Maple Ridge submitted an application to the Greater Vancouver Sewerage and Drainage District to extend sewer service to a parcel to provide servicing to a new micro-brewery at 12745 Laity Street. The property is partially within the Fraser Sewerage Area, on land with a *Metro 2040* Agricultural land use designation and outside of the Urban Containment Boundary. Consistent with the requirements in *Metro 2040*, the request is being presented to the MVRD Board for consideration of consistency with the regional growth strategy. The report asserts that the application is generally consistent with *Metro 2040* as the Agricultural Land Commission has confirmed the proposed brewery use is a permitted farm use and meets s. 13(2) of the *Agricultural Land Reserve Use Regulation*; the proposed new buildings would be located within the existing Fraser Sewerage Area; an on-site septic system is not feasible for the proposed use; the proposed use will not impact the surrounding agricultural uses; and sewerage infrastructure currently traverses the property.

PURPOSE

This report seeks MVRD Board concurrence that the City of Maple Ridge's request to extend a sanitary service connection to a new micro-brewery in the City of Maple Ridge is consistent with *Metro Vancouver 2040: Shaping our Future (Metro 2040)*.

BACKGROUND

On May 20, 2021, the City of Maple Ridge submitted an application to the Greater Vancouver Sewerage and Drainage District (GVS&DD) to service a proposed new micro-brewery with a 65-seat tasting room at 12745 Laity Street. The new building will be located within the GVS&DD Fraser Sewerage Area (FSA) on land with a *Metro 2040* Agricultural land use designation and outside of the Urban Containment Boundary (Attachment 1).

Consistent with the requirements in the *Local Government Act* and *Metro 2040*, the request is being presented to the MVRD Board for consideration of consistency with the regional growth strategy.

METRO 2040 AND SEWERAGE AREA EXTENSION REQUESTS

Section 6.8 of *Metro 2040* includes provisions for coordination amongst the Metro Vancouver Boards to ensure alignment between the policies of *Metro 2040*, as governed by the MVRD Board, and the works and services governed by the GVS&DD and Greater Vancouver Water District Boards. The intention of limiting the extension of sewerage services from a regional growth management perspective is to support: urban containment; the protection of Agricultural, Rural and Conservation and Recreation designated lands; and the efficient provision of regional infrastructure services, which are all key tenets of *Metro 2040*. In accordance with subsection 445(1) of the *Local Government Act*, *Metro 2040* requires that all services undertaken by the GVS&DD be consistent with *Metro 2040*.

Specifically, Section 6.8.1 of *Metro 2040* states that:

The Greater Vancouver Sewerage and Drainage District and the Greater Vancouver Water District will not directly or indirectly supply, agree to supply, or authorize connections that enable the supply of services to a site that is developed or proposed to be developed after the date of adoption of the Regional Growth Strategy where the nature of that development is, in the sole judgment of the Greater Vancouver Regional District, inconsistent with the provisions of the Regional Growth Strategy.

While *Metro 2040* establishes the extent of urban development within the region, the provision of regional sewerage services is administered by the GVS&DD. Any requests from member jurisdictions to amend the GVS&DD sewerage area or to provide sewer services onto lands designated Agricultural, Rural or Conservation and Recreation in *Metro 2040* must be presented to the MVRD Board for consideration prior to be considered by the GVS&DD Board.

The GVS&DD regional sewerage area boundaries were drawn prior to the adoption of *Metro 2040*. As a result, there are some locations where the FSA and regional land use designations do not align. For properties designated Agricultural, Rural or Conservation and Recreation located outside of the FSA, the MVRD Board must first determine whether servicing is appropriate and consistent with the intent of the respective land use designations of *Metro 2040*, after which the final decision to amend the FSA boundary rests with the GVS&DD Board. For properties within the FSA (as is the case with the subject property) that are designated Agricultural, Rural or Conservation and Recreation, only MVRD Board approval is required. In both cases, where the MVRD Board determines the sewerage area boundary amendment is not consistent with *Metro 2040*, the GVS&DD is obligated to deny the application.

REGIONAL PLANNING ANALYSIS

The subject property is located on undeveloped land designated Agricultural in *Metro 2040* and within the existing FSA boundary, with an existing sanitary sewer traversing the property. The proposed micro-brewery use has been reviewed by the Agricultural Land Commission and they have indicated that it is compliant with s. 13(2) of the *Agricultural Land Reserve Use Regulation*, which requires that at least 50% of the primary farm product on the site be used to make the alcohol product produced on the site each year (Reference 2). Therefore, the land use designation does not need to change to accommodate the proposed use.

Section 2.3.1 of *Metro 2040* states that the GVS&DD Board will not allow connections to regional sewerage services to lands with an Agricultural regional land use designation except where the MVRD

Board determines that the new development is consistent with the provisions of that designation and where it has been determined that:

- a) *that the connection to regional sewerage services [is] the only reasonable means of preventing or alleviating a public health or environmental contamination risk; or*
- b) *that the connection to regional sewerage services would have no significant impact on the strategy to protect the supply of agricultural land and promoting agricultural viability with an emphasis on food production.*

In this case, the extension of sewer services pursuant to *Metro 2040* section 2.3.1(b) is supportable based on the following rationale:

- The Agricultural Land Commission has confirmed that the *Agricultural Land Reserve Use Regulation* permits an alcohol production facility as a permitted farm use, and the landowner has committed to continuing to produce barley on 90% of the property (last harvested in August 2020) which will be used in the brewing process on site;
- The proposed new building will be located within the existing FSA;
- It has been determined that an on-site septic system is not feasible for the proposed brewery use;
- The proposed use will not impact the surrounding agricultural uses; and
- Existing sewerage infrastructure traverses the property and is located such that the distance and routing of the required connections have limited potential for prompting additional regional sewerage connection requests in the surrounding area.

In preparing the above rationale, staff considered the criteria identified in *Metro 2040 Implementation Guideline #7: Extension of Regional Sewerage Services*, which outlines the application process and review criteria for member jurisdictions requesting a connection to regional sewerage services (Reference 1). The Implementation Guideline also indicates a requirement that applications for connection to regional sewerage services must be initiated by a resolution of the respective municipal council. Maple Ridge Council passed a resolution at its meeting on April 13, 2021 and forwarded it by letter to Metro Vancouver Liquid Waste Services staff (Attachment 2). An adjustment was made to the landowner's application to the City to remove a previously proposed single-detached dwelling on the property and an adjustment of the FSA which resulted in the site plan being revised (Attachment 3).

While it is recognized and anticipated that other owners of Rural or Agriculturally-designated properties within the FSA will continue to make similar requests for servicing extension, any future applications will be considered on a case-by-case basis based on the provisions of *Metro 2040*. As such, should this servicing extension request be supported by the MVRD Board, staff do not anticipate a significant impact to the *Metro 2040* objectives for urban containment or related regional land use designations, goals and strategies.

ALTERNATIVES

1. That the MVRD Board resolve that the extension of GVS&DD sewerage services to a proposed new micro-brewery at 12745 Laity Street in the City of Maple Ridge is consistent with the provisions of *Metro Vancouver 2040: Shaping Our Future*.
2. That the MVRD Board resolve that the extension of GVS&DD sewerage services to a proposed new micro-brewery at 12745 Laity Street in the City of Maple Ridge is not consistent with the provisions of *Metro Vancouver 2040: Shaping Our Future* and direct staff to notify both the City of Maple Ridge and the GVS&DD Board.

FINANCIAL IMPLICATIONS

There are no financial implications to this report from a Regional Planning perspective. Any financial implications related to the proposed amendment will be considered within the GVS&DD application review process. If the MVRD Board chooses Alternative 1, as the property is located within the existing FSA boundary, no GVS&DD Board approval is required. The MVRD Board decision would be forwarded to Metro Vancouver's Liquid Waste Services staff who would then undertake the technical considerations of the sewerage connection application. If the MVRD Board chooses Alternative 2, the decision would be forwarded to Liquid Waste Services staff and the GVS&DD Board, and the City of Maple Ridge would be notified. The GVS&DD would be required to decline the application.

CONCLUSION

The GVS&DD has received an application from the City of Maple Ridge to extend a sanitary service connection a new micro-brewery at 12745 Laity Street. The new buildings are proposed to be located within an adjusted FSA boundary. However, as the subject property is designated Agricultural in *Metro 2040* the MVRD Board must first determine if the proposed extension is consistent with the provisions of *Metro 2040* and the Agricultural regional land use designation.

Given that the new buildings are contained within the FSA boundary, there is an existing sewer service traversing the property, and the proposed use has been reviewed by the Agricultural Land Commission and they have indicated that it is compliant with the regulations in force for the Agricultural Land Reserve, the proposed extension of sewer service to the new micro-brewery can be considered consistent with the provisions of *Metro 2040*. Staff therefore recommend Alternative 1.

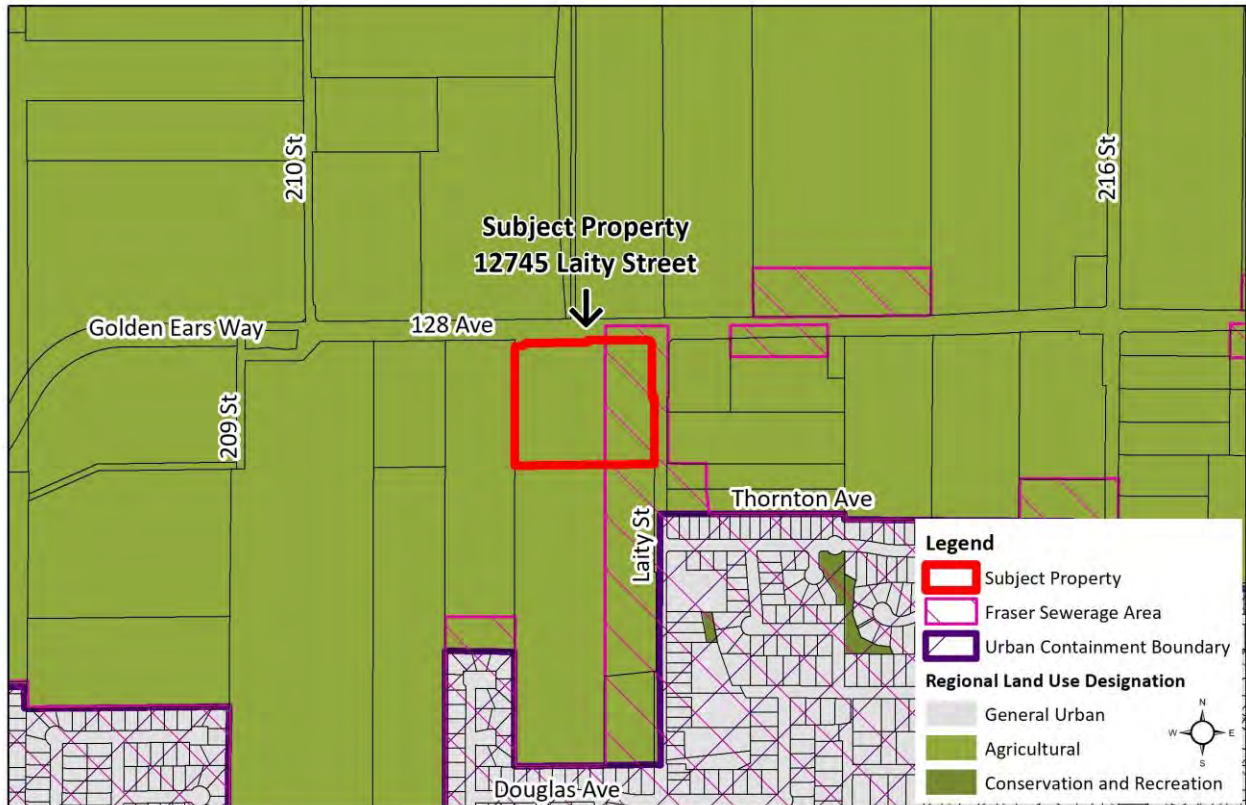
Attachments (47950091)

1. Map of 12745 Laity Street, regional land use designations and FSA Boundary
2. Letter from the City of Maple Ridge dated May 20, 2021 to Metro Vancouver Liquid Waste Services staff requesting a sanitary sewer service connection for 12745 Laity Street.
3. Revised Site Plan

References

1. [Implementation Guideline #7: Extension of Regional Sewerage Services](#)
2. [Agricultural Land Reserve Use Regulation](#)

Map of 12745 Laity Street, regional land use designations and FSA Boundary



47950091

May 20, 2021

Bryan Shoji
Director, Policy Planning and Analysis
Metro Vancouver
4730 Kingsway
Burnaby BC V5H 0C6

Dear Mr. Shoji:

Re: Urban Containment Boundary – Request for Sanitary Sewer Service Connection
12745 Laity Street, Maple Ridge
Our File: 11-5340-01

On April 13, 2021 City of Maple Ridge staff presented a report to Council for the request to provide a sanitary sewer service connection to 12745 Laity Street. The identified area is defined and described in the attached Council report.

Maple Ridge Council adopted the following resolution on April 13, 2021:

That the request to provide a sanitary sewer service connection to 12745 Laity Street be supported and forwarded to the Greater Vancouver Sewerage and Drainage District Board for consideration.

As such, this letter is our formal request to allow the subject property connection to the sanitary sewer system. Please find attached the site plan for the proposed brewery. The sanitary sewer connection is proposed from the sanitary sewer main on Laity Street and not off the 900mm main that crosses the property. In addition, please find attached the applicant's sanitary sewer analysis report that provides the justification for consideration for exemption. Staff have confirmed that the proposed brewery is a permitted use within the Agriculture Land Reserve. It is also permitted under the City's bylaws and policies subject to detailed review under the building permit review process.

We would appreciate if you could acknowledge receipt of this request. Should you have any questions or require further information, please contact the undersigned at rollenberger@mapleridge.ca or 604-467-7326.

Yours truly,



Rachel Ollenberger, ASCT.
Manager of Infrastructure Development

/mi

Att.

Doc#2754443

TO: His Worship Mayor Michael Morden
and Members of Council
FROM: Chief Administrative Officer
SUBJECT: 12745 Laity Street – Request for Sanitary Sewer Service Connection Outside the Urban Containment Boundary

MEETING DATE: April 6, 2021
FILE NO: 11-5340-01
MEETING: CoW

EXECUTIVE SUMMARY:

The owners at 12745 Laity Street are in the preliminary stages of a proposal to construct a brewery that requires connection to the municipal sanitary sewer. The subject property lies outside Metro Vancouver's Urban Containment Boundary (UCB) but is partially within the Fraser Sewage Area (FSA). The proposal is compliant with the regulations in force for the Agricultural Land Reserve (ALR) and the future building permit will be subject to all applicable municipal bylaws and policies.

Under the current Metro Vancouver regulations, any extension or amendment of sanitary sewer servicing (including on-site changes in use or capacity) to properties outside of the UCB requires approval of the Greater Vancouver Sewerage and Drainage District (GVS&DD) Board. Applications require a municipal Council resolution prior to consideration by the Board, as identified in the Metro Vancouver Implementation Guideline #7.

The additional connection to the sanitary sewer system does not represent a significant change in the sanitary sewer capacity requirement and does not increase the pressure to provide sanitary sewer services for development properties outside of the UCB. As such, the application can be supported under Section 2.3.2 of Implementation Guideline #7.

It is recommended that Council support the request to seek approval from Metro Vancouver to provide a sanitary sewer service connection to the property.

RECOMMENDATION:

That the request to provide a sanitary sewer service connection to 12745 Laity Street be supported and forwarded to the Greater Vancouver Sewerage and Drainage District Board for consideration.

DISCUSSION:

a) Background Context:

The owners at 12745 Laity Street are in the preliminary stages of a proposal to construct a brewery that requires connection to the municipal sanitary sewer. The property lies outside Metro Vancouver's Urban Containment Boundary (UCB) but is partially within the Fraser Sewage Area (FSA).

The proposed use has been reviewed by the Agricultural Land Commission (ALC) and they have indicated that it is compliant with the regulations in force for the Agricultural Land Reserve (ALR). The property is outside the UCB and the existing structure is serviced with an on-site septic system. Under the current Metro Vancouver regulations, any extension or amendment of sanitary sewer servicing (including on-site changes in use or capacity) to properties outside of the UCB requires approval of the Metro Vancouver GVS&DD Board.

Applications require a municipal Council resolution prior to consideration by the Board, as identified in the Metro Vancouver Implementation Guideline #7.

The owner has provided a sanitary sewer analysis report that indicates the addition of the proposed structure to the sanitary sewer system does not represent a significant change in the sanitary sewer capacity requirement and does not increase the pressure to provide sanitary sewer services for development properties outside of the UCB. As such, the application can be supported under Section 2.3.2 of Implementation Guideline #7.

If approved by Metro Vancouver for connection, the building permit application will be subject to all applicable bylaws and policies.

b) Desired Outcome:

That Metro Vancouver approve the property owner's request for a sanitary sewer service connection to the regional sewer system. The service connection shall be sized to accommodate a capacity no greater than necessary to service the proposed building.

c) Alternatives:

Not supporting the request would prevent the owner from connecting to the regional sewer system and require the use of an on-site septic system. The owner's sanitary analysis report indicates that an on-site treatment system may be difficult as the lot is surrounded by creeks on three sides. Also, it appears that the northern portion of the site may be in a floodplain. This has not been confirmed by a registered wastewater practitioner.

CONCLUSION:

The application to seek Metro Vancouver approval to connect to the regional sewer system is consistent with Section 2.3.2 of Metro Vancouver's Implementation Guideline #7, represents minimal increase to the sanitary sewer flows and does not result in any decrease in the service levels of the existing sanitary sewer system. As such, it is recommended that Council support the request and that the application be forwarded to Metro Vancouver for consideration and approval.

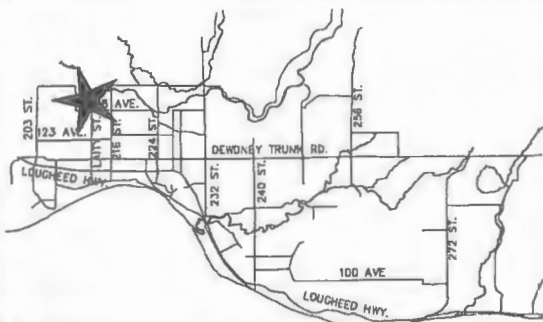

Submitted by: Rachel Ollenberger, ASCT.
Manager of Infrastructure Development


Reviewed by: Josh Mickleborough, PEng.
Director of Engineering


Approved by: David Pollock, PEng.
General Manager Engineering Services


Concurrence: Al Horsman
Chief Administrative Officer

Attachments:
(A) Map



SCALE:
N.T.S.



CITY OF MAPLE RIDGE
ENGINEERING
DEPARTMENT

12745 LAITY STREET
URBAN CONTAINMENT BOUNDARY

DATE: FEB 2020

FILE/DWG No SK0437

City of Maple Ridge

I hereby certify this to be a true and correct copy of a resolution passed by the Maple Ridge Council on April 13, 2021:

That the request to provide a sanitary sewer service connection to 12745 Laity Street be supported and forwarded to the Greater Vancouver Sewerage and Drainage District Board for consideration.

Dated this 14th day of April, 2021



D. Denton
Deputy Corporate Officer

WATER STREET ENGINEERING LTD.
INFRASTRUCTURE PLANNING AND DESIGN

TECHNICAL MEMORANDUM

SUBJECT	Sanitary Sewer Servicing		
PROJECT	The Patch Brewery Inc 12745 Laity St Sanitary Sewer Servicing Application		
TO	Jeff Laity The Patch Brewery Inc	FROM	Neal Whiteside
DATE	23 Oct 2019	FILE REF	WSE File # 197.300
VERSION	1	STATUS	Final

1. BACKGROUND

1.1. PURPOSE

This memorandum provides the technical background for a sanitary sewer servicing application for submittal to the City of Maple Ridge. This technical memorandum includes:

1. An introduction to the proposed development
2. Proposed sanitary sewer servicing plan including design sanitary sewer loads for the proposed house and brewery building.
3. The rationale for connecting to the GVS&DD sewage treatment system versus an on-site sewage treatment system.

1.2. SITE INFORMATION

The proposed site of the development is 12745 Laity Street. The lot description is:

- Civic Address: 12745 Laity Street
- PID: 012-973-629
- Legal Description: Parcel "D" of District Lot 284 Group 1 New Westminster District except Plans 29363 and BCP52002
- Lot area: 3.783 ha
- City Land Use Zoning: A-2 (Upland Agricultural)
- OCP Land Use: AGR (Agricultural)

The lot is located within the Agricultural Land Reserve and the primary use of the lot is currently agricultural. No houses or structures exist on the lot. The existing lot location is highlighted on Figure 1 below and the attached Key Plan.



Figure 1: Existing Site (12745 Loity Street)

1.3. LIMITATIONS

This technical memorandum is based on the information provided by the applicant (the Patch Brewery Inc) on the proposed development and on sanitary sewer information from the City of Maple Ridge.

It must be read with the Statement of Limitations at the end of the document.

2. DESIGN CRITERIA

2.1. LAND USE^{REF 3}

The A-2 land use designation for the site allows for (among other uses):

- One-family residential use
- Agricultural use: This definition includes the following criteria *"Where lands that are zoned to permit an agricultural use are located within the Agricultural Land Reserve, the activities designated as farm use by the Agricultural Land Commission will also be included."*

The building constrictions for the lot imposed by the A-2 land use zoning are:

- for one family residential use, shall be limited to one per lot.
- All buildings and structures shall not exceed a lot coverage of 60%
- Buildings and structures for agricultural use or resource use shall not exceed a lot coverage of 20% except for greenhouse structures which shall not exceed a lot coverage of 50%
- Agricultural buildings must be sited 30 m from front and exterior side lot lines, 15 m from rear and interior side lot lines, 30 m from all wells and streams, and 15 m from residential buildings
- One-family residential use buildings shall not exceed lot coverage of 10% or height of 11m

- One-family residential use buildings shall not be sited less than 7.5 m from front and exterior side lot lines, 1.5 m from interior side lot lines, 3 m from exterior side lot lines

It is understood that the proposed brewery use will comply with the ALR guidelines for farm uses (per s.13 of the Agricultural Land Reserve Use Regulation^{REF10}).

2.2. SANITARY SEWER SERVICING

The City's Design Criteria Manual^{REF4} specifies the following loading rates for design of sanitary sewers:

- 300 L/day/capita (Average dry weather flow)
- 2.8 persons/dwelling unit
- Infiltration rate of 0.13 L/s/ha

2.3. DRAINAGE

The lot slopes slightly from SE to NW with grades between 5 m and 8 m geodetic.

Roberts Creek flows along the east and north property line, which joins with McKenney Creek to form Laity Creek which flows to the north into the South Alouette River.

The City's OCP Natural Features Map^{REF9} indicates that the flood plain boundary crosses the northwest corner of the property at an elevation of approximately 5m. The site is downstream of the study area for the recently completed floodplain mapping of the North and South Alouette River^{REF5} completed by NHC for the City. However, this study indicated a flood construction elevation of 7.00 m at 22000 block of 128 Avenue approximately 1.6 km east (upstream) of the site.

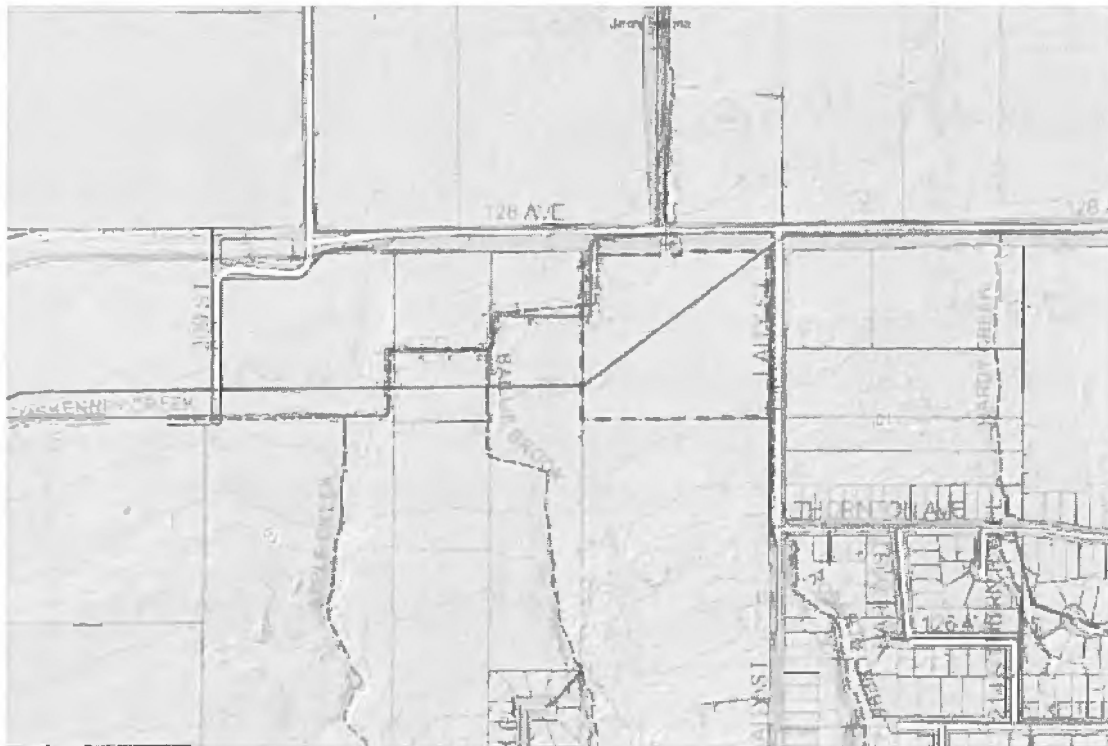


Figure 2: Drainage / Creeks surrounding the Site

3. PROPOSED DEVELOPMENT

3.1. DESCRIPTION

The proposed developed includes:

- A single-family residential house
- A micro-brewery with rated output of 770 HL/year
- A 65-seat customer tasting room

The development would be constrained to the southeast portion of the site an area of 120 m x 110 m (1.32 ha). The proposed minimum floor elevation (excluding un-serviced crawl spaces) is 6.76m.

3.2. PROPOSED SANITARY SERVICING CONNECTION

The lot is located partially within the GVS&DD sewerage boundary (2013) as shown on the attached key plan. The east property line (Laity St) is fronted by City water and sewer mains. The lot is transected from the NE to SW corner by the City's North Slope Interceptor.

Connection of the proposed development to the sanitary sewer manhole E002 on Laity Street is proposed (as shown). This manhole has an invert of 4.394 m (per CMR records). The existing downstream sewer (on Laity Street) is a 250 mm AC sewer with a 1.8% slope. The estimated available pipe capacity for this pipe (i.e. 70% of full pipe capacity) is 56 L/s.

3.3. SANITARY SEWER LOADS

In addition to the City's design criteria the following site-specific loads were applied for the brewery and tasting room:

- 770 HL/year brewery production (maximum daily production of 10 HL/day)
- 65 seat customer tasting room plus 65 seat patio
- 14.5 L of wastewater per L of beer production ^{REF 6}
- 87.1 L of wastewater per seat ^{REF 6}
- 3 m³/day average waste water from brewery options (on maximum production day)
- 14.5 m³/day peak day waste water from brewery options (on maximum production day)
- 5.67 m³/day peak day waste water from restaurant / tasting room

Peak dry weather flows were calculated based on City design criteria to be 44 m³/day (0.51 L/s).

Table 1 summarizes the proposed loads for the development.

Table 1 – Proposed Sanitary Sewer Loads Demands (L/s)

	Load	Loading Rate	ADWF (m ³ /day)	PE	PDWF (m ³ /day)	PWWF (L/s)
House	2.8 ca	300 L/ca/day	0.84	2.8		
Brewery	770 HL/yr	14.5 L/L	3.07	10.2		
Tasting Room	130 seats	87 L/seat/day	11.3	37.7		
Total Sanitary Loads			15.2	51	66.8	0.77
Inflow & Infiltration	1.32 ha	0.13 L/s/ha				0.17
Total						0.94

3.4. CAPACITY

The existing sewer adjacent to the site (on Laity Street) is a 250 mm AC sewer with a 1.8% slope. The estimated available pipe capacity for this pipe (i.e. 70% of full pipe capacity) is 56 L/s.

The sewer services a catchment to the north including approximately 330 houses with a net lot area of 28 ha and a gross area of 43 ha (including un-serviced areas and roads).

The current design loads for the catchment are as shown in Table 2 based on the City's design criteria.

Table 2 – Existing Sanitary Sewer Loads (L/s)

	Load	Loading Rate	ADWF (m ³ /day)	Pf	PDWF (m ³ /day)	PWWF (L/s)
Existing sanitary load	924 ca	300 L/ca/day	277	3.18	883	10.22
Inflow & Infiltration (no new load)	43.3 ha	0.13 L/s/ha				5.63
Total (existing)						15.9
Existing Sanitary Proposed New Total	924 ca 51 PE 975 PE	300 L/ca/day	293	3.17	927	10.73
Inflow & Infiltration (no new load)	43.3 ha	0.13 L/s/ha				5.63
Total (proposed)						16.4

The existing and proposed design flow rates (16 L/s) are significantly less than the pipe capacity (56 L/s).

It is noted that previous work completed for the City^{REF8} shows a range of 5-yr, 24-hr inflow and infiltration rates from 5,000 to 150,000 L/ha/day (0.06 to 1.7 L/s/ha), i.e. the potential range of inflow and infiltration is large enough that design pipe capacity may still be exceeded if sewer condition in the Laity Street catchment is very poor. Of note, the North Slope Interceptor catchment (which includes the Laity Street sewer catchment area) was found to generally have lower rates.

4. RATIONALE FOR CONNECTION

4.1. GVSSD BOUNDARY (2013)

The GVSDD Fraser Sewerage boundary includes a portion (~ 1.36 ha) of the subject lot adjacent to Laity St. While outside of the urban containment boundary (and within the ALR) as long as the land use conforms to CMR's zoning (and ALR restrictions), connection of a sanitary service to provide a similar area would be justified.

4.2. ON-SITE TREATMENT CHALLENGES

While beyond the scope of this memorandum for a full assessment, on-site treatment was considered. Typically for a small development such as this, the only practical option for on-site treatment is disposal via a septic system. For the proposed specifics of this site the following considerations would make on-site treatment difficult:

- Distance to creeks: The BC Sewerage System Practice Manual^{REF 7} defines a minimum distance of 30 m to permanent water bodies. In this case, the lot is surrounded on three sides by creeks that would meet this definition limiting the available area for a septic system.
- Flood plain: While detailed flood plain mapping is not available, it appears that the lower (northern) portion of the site may be in a flood plain.^{REF 9} The manual restricts dispersal areas (where available) to areas above the 1:20 year flood level.

5. CONCLUSIONS AND RECOMMENDATIONS

The proposed development can be serviced from the City's existing sanitary sewer fronting the site. Analysis to the City's design criteria show that this sewer has adequate capacity.

The site is partially within the GVSDD Fraser Sewerage boundary and the proposed development portion of the lot is less than the portion of the lot within the GVSDD boundary (1.32 ha vs 1.36 ha). The land use proposed is understood to be consistent with the ALR and the City's A-2 zoning.

WATER STREET ENGINEERING LTD.

Prepared by

Neal Whiteside, MASC, PEng
Principal

Attachments

Key Plan

Definitions

ADWF	Average Dry Weather Flow
CMR / City	City of Maple Ridge
GVSD	Greater Vancouver Sewer and Drainage District
FUS	Fire Underwriter's Survey
HL	Hectoliter = 100 liters = 0.1 m ³
ha	Hectare
I+I	Inflow and Infiltration
MV	Metro Vancouver
PDWF	Peak Dry Weather Flow
PWWF	Peak Wet Weather Flow

References

1. Metro Vancouver, *Fermentation Operations Bylaw Guide*, Spring 2016.
2. Brewers Association, *Water and Wastewater: Treatment/Volume Reduction Manual*, brewersassociation.org.
3. City of Maple Ridge, *Bylaw 3510 – 1985, A Bylaw to Regulate Zoning in the City of Maple Ridge Consolidated to February, 2019*

Reviewed by


Pádraig Harrington, PEng
Principal

4. City of Maple Ridge, *Design and Construction Documents Part 1 – Design Criteria Manual*, Oct 2015.
5. Northwest Hydraulic Consultants, *North Alouette and South Alouette Rivers Additional Floodplain Analyses*, 24 Feb 2016.
6. Sirikan / City of Vancouver, *Water Benchmarking Study: Restaurants and Microbreweries in the City of Vancouver*, 2018
7. British Columbia Ministry of Health, *Sewerage System Standard Practice Manual*, version 3, Sep 2014.
8. City of Maple Ridge, Technical Memorandum #1 – I&I Assessment, 30 Oct 2014.
9. City of Maple Ridge, OCP Natural Features Map Schedule C, Bylaw 7060-2014 (30 Nov 2018 revn).
10. Province of B.C., *Agricultural Land Reserve Use Regulation*, BC Reg 30/2019, 22 Feb 2019 (www.bclaws.ca/civix/document/id/complete/statreg/171_2002).

Statement of Limitations

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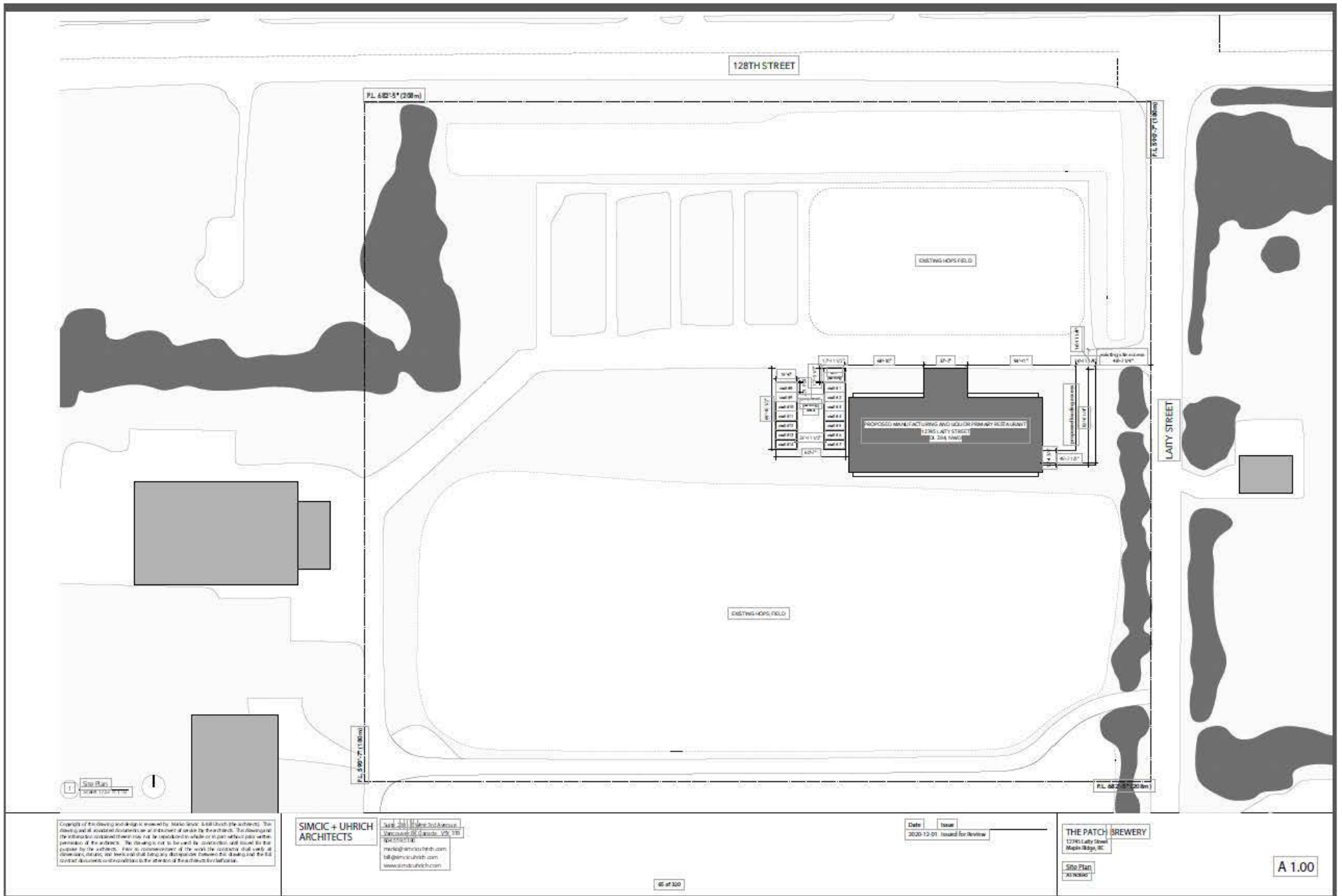
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Revision History

Version	Status	Date	Description of Revisions	Author
A	DRAFT	4 Jul 2019	Original	NW
0	FINAL	23 Jul 2019	Changed Locations of Brewery and House	NW
1	FINAL	23 Oct 2019	Revised seat count and flows, revised Figure	NW

/Users/nelwhiteside/Dropbox (WSE)/001-Projects/197-Laity Brewery Sanitary Sewer Servicing/300-deliverables/v1/TM-Sanitary Sewer Servicing.docx



To: Regional Planning Committee

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

Date: September 8, 2021 Meeting Date: October 8, 2021

Subject: **Request for Sanitary Service Connection at 12606 224 Street, Maple Ridge**

RECOMMENDATION

That the MVRD Board resolve that the extension of GVS&DD sewerage services to an existing single-detached dwelling at 12606 224 Street in the City of Maple Ridge is consistent with the provisions of *Metro Vancouver 2040: Shaping Our Future*.

EXECUTIVE SUMMARY

The City of Maple Ridge submitted an application to the Greater Vancouver Sewerage and Drainage District to extend sewer service to an existing single-detached dwelling at 12606 224 Street due to a failing on-site septic system. The dwelling is located within the Fraser Sewerage Area, on land with a *Metro 2040* Rural land use designation and outside of the Urban Containment Boundary. Consistent with the requirements in *Metro 2040*, the request is being presented to the MVRD Board for consideration of consistency with the regional growth strategy. The request is supported given that: the dwelling is existing and is consistent with the surrounding neighbourhood; it does not conflict with *Metro 2040*'s urban containment provisions or the intent of the regional Rural land use designation; the dwelling is located within the existing Fraser Sewerage Area boundary; and the sewerage infrastructure is adjacent to the property.

PURPOSE

This report seeks MVRD Board concurrence that the City of Maple Ridge's request to extend a sanitary sewer service connection to an existing single-detached dwelling located at 12606 224 Street in the City of Maple Ridge is consistent with *Metro Vancouver 2040: Shaping our Future (Metro 2040)*.

BACKGROUND

On May 20, 2021, the City of Maple Ridge submitted an application to the Greater Vancouver Sewerage and Drainage District (GVS&DD) to service an existing single-detached dwelling at 12606 224 Street due to a failing on-site septic system. The dwelling is located within the GVS&DD Fraser Sewerage Area (FSA), on land with a *Metro 2040* Rural land use designation and outside of the Urban Containment Boundary (Attachment 1).

Consistent with the requirements in the *Local Government Act* and *Metro 2040*, the request is being presented to the MVRD Board for consideration of consistency with the regional growth strategy.

METRO 2040 AND SEWERAGE AREA EXTENSION REQUESTS

Section 6.8 of *Metro 2040* includes provisions for coordination amongst the Metro Vancouver Boards to ensure alignment between the policies of *Metro 2040*, as governed by the MVRD Board, and the works and services governed by the GVS&DD and Greater Vancouver Water District Boards. The intention of limiting the extension of sewerage services from a regional growth management perspective is to support: urban containment; the protection of Agricultural, Rural and Conservation and Recreation designated lands; and the efficient provision of regional infrastructure services, which are all key tenets of *Metro 2040*. In accordance with subsection 445(1) of the *Local Government Act*, *Metro 2040* requires that all services undertaken by the GVS&DD be consistent with *Metro 2040*. Specifically, Section 6.8.1 of *Metro 2040* states that:

The Greater Vancouver Sewerage and Drainage District and the Greater Vancouver Water District will not directly or indirectly supply, agree to supply, or authorize connections that enable the supply of services to a site that is developed or proposed to be developed after the date of adoption of the Regional Growth Strategy where the nature of that development is, in the sole judgment of the Greater Vancouver Regional District, inconsistent with the provisions of the Regional Growth Strategy.

While *Metro 2040* establishes the extent of urban development within the region, the provision of regional sewerage services is administered by the GVS&DD. Any requests from member jurisdictions to amend the GVS&DD sewerage area or to provide sewer services onto lands designated Agricultural, Rural or Conservation and Recreation in *Metro 2040* must be presented to the MVRD Board for consideration prior to be considered by the GVS&DD Board.

The GVS&DD regional sewerage area boundaries were drawn prior to the adoption of *Metro 2040*. As a result, there are some locations where the FSA and regional land use designations do not align. For properties designated Agricultural, Rural or Conservation and Recreation located outside of the FSA, the MVRD Board must first determine whether servicing is appropriate and consistent with the intent of the respective land use designation in *Metro 2040*, after which the final decision to amend the FSA boundary rests with the GVS&DD Board. For properties within the FSA that are designated Agricultural, Rural or Conservation and Recreation (as is the case with the subject property), only MVRD Board approval is required. In both cases, where the MVRD Board determines the sewerage area boundary amendment is not consistent with *Metro 2040*, the GVS&DD is obligated to deny the application.

REGIONAL PLANNING ANALYSIS

The subject property is located on land designated Rural in *Metro 2040* and within the existing FSA boundary. Currently the property includes a single-detached dwelling. The City has indicated that the property owner wishes to connect the service due to a failing on-site septic system.

Section 1.3.1 of *Metro 2040* states that the GVS&DD Board will not allow connections to regional sewerage services to lands with a Rural regional land use designation except where the MVRD Board determines that the new development is consistent with the provisions of that designation and where it has been determined that:

- a) *that the connection to regional sewerage services [is] the only reasonable means of preventing or alleviating a public health or environmental contamination risk; or*
- b) *that the connection to regional sewerage services would have no significant impact on the strategy to protect lands with a Rural regional land use designation from urban development.*

In this case, staff support the extension of sewer services pursuant to subsection 1.3.1(b) of *Metro 2040* based on the following rationale:

- The dwelling is existing and no new development is proposed; in this respect it does not appear to directly conflict with *Metro 2040's* urban containment provisions or the intent of the regional Rural land use designation;
- The dwelling is located within the existing FSA and does not require a change to the FSA boundary;
- The dwelling is consistent with and in an area of long-established residential uses with existing sewer service connections; and
- The sewerage infrastructure is adjacent to the property (i.e. under 224 Street).

In preparing the above rationale, staff considered the criteria identified in *Metro 2040 Implementation Guideline #7: Extension of Regional Sewerage Services*, which outlines the application process and review criteria for member municipalities requesting a connection to regional sewerage services (Reference 1). The Implementation Guideline also indicates a requirement that applications for connection to regional sewerage services must be initiated by a resolution of the respective municipal council. Maple Ridge Council passed a resolution at its meeting on April 13, 2021 and forwarded it by letter to Metro Vancouver Liquid Waste Services staff (Attachment 2).

While it is recognized and anticipated that other owners of Rural or Agriculturally-designated properties within the FSA will continue to make similar requests for servicing extension, any future applications will be considered on a case-by-case basis based on the provisions of *Metro 2040* or future regional growth strategies. As such, should this servicing extension request be supported by the MVRD Board, staff do not anticipate a significant impact to the *Metro 2040* objectives for urban containment or related regional land use designations, goals and strategies.

ALTERNATIVES

1. That the MVRD Board resolve that the extension of GVS&DD sewerage services to an existing single-detached dwelling at 12606 224 Street in the City of Maple Ridge is consistent with the provisions of *Metro Vancouver 2040: Shaping Our Future*.
2. That the MVRD Board resolve that the extension of GVS&DD sewerage services to an existing single-detached dwelling at 12606 224 Street in the City of Maple Ridge is not consistent with the provisions of *Metro Vancouver 2040: Shaping Our Future* and direct staff to notify both the City of Maple Ridge and the GVS&DD Board.

FINANCIAL IMPLICATIONS

There are no financial implications to this report from a Regional Planning perspective. Any financial implications related to the proposed extension of sewerage services will be considered within the GVS&DD application review process by Metro Vancouver's Liquid Waste Services staff. If the MVRD Board chooses Alternative 1, as the property is located within the existing FSA boundary, GVS&DD approval is not required. The MVRD Board decision would be forwarded to Metro Vancouver's Liquid Waste Services staff for information. If the MVRD Board chooses Alternative 2, the decision would be forwarded to the GVS&DD Board, Metro Vancouver's Liquid Waste Services staff, and the City of Maple Ridge would be notified. The GVS&DD would be required to decline the application.

CONCLUSION

The GVS&DD has received an application from the City of Maple Ridge to extend a sanitary service connection to an existing single-detached dwelling at 12606 224 Street. The dwelling is located within the existing FSA boundary. However, as the subject property is designated Rural in *Metro 2040* the MVRD Board must first determine if the proposed extension is consistent with the provisions and the Rural regional land use designation of *Metro 2040*.

Given that the dwelling is located within the existing FSA, that the extension is adjacent to an existing sewer service, and the existing dwelling is consistent with the established residential use of the area and *Metro 2040's* Rural land use designation, the proposed extension of sewer service to the single-detached dwelling at 12606 224 Street can be considered consistent with the provisions of *Metro 2040*. Staff therefore recommend Alternative 1.

Attachments (47961431)

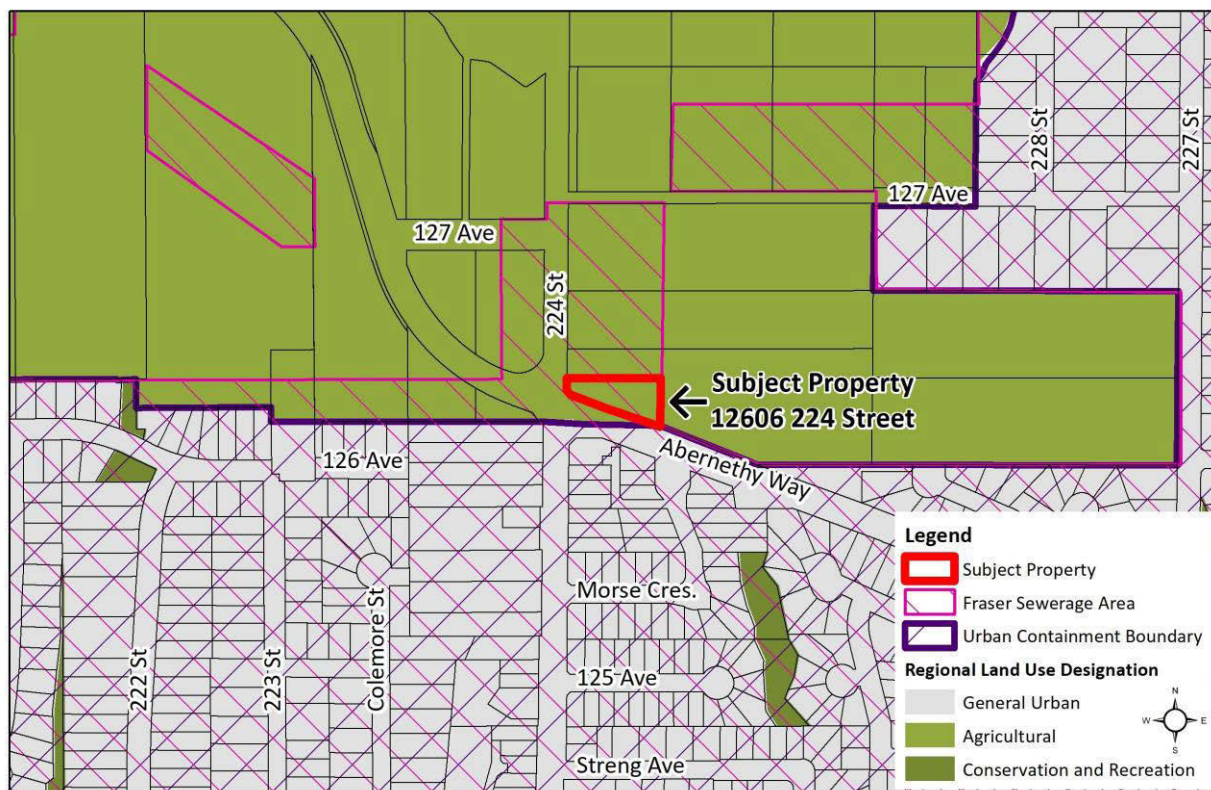
1. Map of 12606 224 Street, regional land use designations and the FSA Boundary
2. Letter from the City of Maple Ridge dated May 20, 2021 to Metro Vancouver Liquid Waste Services staff requesting a sanitary sewer service connection for 12606 224 Street.

Reference

[Implementation Guideline #7: Extension of Regional Sewerage Services](#)

47473254

Map of 12606 224 Street, regional land use designations and the FSA Boundary



47961431

May 20, 2021

Bryan Shoji
Director, Policy Planning and Analysis
Metro Vancouver
4730 Kingsway
Burnaby BC V5H 0C6

Dear Mr. Shoji:

Re: Urban Containment Boundary – Request for Sanitary Sewer Service Connection
12606 224 Street, Maple Ridge
Our File: 11-5340-01

On April 13, 2021 City of Maple Ridge staff presented a report to Council for the request to provide a sanitary sewer service connection to 12606 224 Street. The identified area is defined and described in the attached Council report.

Maple Ridge Council adopted the following resolution on April 13, 2021:

That the request to provide a sanitary sewer service connection to 12606 224 Street be supported and forwarded to the Greater Vancouver Sewerage and Drainage District Board for consideration.

As such, this letter is our formal request to allow the subject property connection to the sanitary sewer system. The existing house in relation to the Fraser Sewage Area is shown in Appendix A.

We would appreciate if you could acknowledge receipt of this request. Should you have any questions or require further information, please contact the undersigned at rollenberger@mapleridge.ca or 604-467-7326.

Yours truly,



Rachel Ollenberger, ASCT.
Manager of Infrastructure Development

/mi

Att.

Doc#2754439

TO: His Worship Mayor Michael Morden
and Members of Council

MEETING DATE: April 6, 2021
FILE NO: 11-5340-01

FROM: Chief Administrative Officer

MEETING: CoW

SUBJECT: 12606 224 Street- Request for Sanitary Sewer Service Connection Outside the Urban Containment Boundary

EXECUTIVE SUMMARY:

The owners at 12606 224 Street are in the preliminary stages of a sanitary sewer servicing application to allow connection of an existing single-family dwelling to the municipal sanitary sewer. The subject property is located outside the Urban Containment Boundary (UCB) but within the Fraser Sewage Area (FSA) and the existing structure is serviced via an on-site septic system.

Under the current Metro Vancouver regulations, any extension or amendment of sanitary sewer servicing (including on-site changes in use or capacity) to properties outside of the UCB requires approval of the Greater Vancouver Sewerage and Drainage District (GVS&DD) Board. Applications require a municipal Council resolution prior to consideration by the Board, as identified in the Metro Vancouver Implementation Guideline #7.

The additional connection to the sanitary sewer system does not represent a significant change in the sanitary sewer capacity requirement and does not increase the pressure to provide sanitary sewer services for development properties outside of the UCB. As such, the application can be supported under Section 2.3.2 of Implementation Guideline #7.

It is recommended that Council support the request to seek approval from Metro Vancouver to provide a sanitary sewer service connection to the property.

RECOMMENDATION:

That the request to provide a sanitary sewer service connection to 12606 224 Street be supported and forwarded to the Greater Vancouver Sewerage and Drainage District Board for consideration.

DISCUSSION:

a) Background Context:

The owners at 12606 224 Street are in the preliminary stages of a sanitary sewer servicing application to allow connection of an existing single-family dwelling to municipal sanitary sewer due to a failing septic system. The property has an existing sanitary sewer service connection to the property line that was never utilized. The property is outside the Urban Containment Boundary (UCB) and the existing structure is serviced with an on-site septic system.

Under the current Metro Vancouver regulations, any extension or amendment of sanitary sewer servicing (including on-site changes in use or capacity) to properties outside of the UCB requires approval of the Metro Vancouver GVS&DD Board. Applications require a municipal Council resolution prior to consideration by the Board, as identified in the Metro Vancouver Implementation Guideline #7.

The additional connection of this single-family dwelling home to the sanitary sewer system does not represent a significant change in the sanitary sewer capacity requirement and does not increase the pressure to provide sanitary sewer services for development properties outside of the UCB and as such the application can be supported under Section 2.3.2 of Implementation Guideline #7.

b) Desired Outcome:

That Metro Vancouver approve the property owner's request for a sanitary sewer service connection to the regional sewer system. The service connection shall be sized to accommodate a capacity no greater than necessary to service the existing building.

c) Alternatives:

Not supporting the request would prevent the owner from connecting to the regional sewer system and require an upgrade of the existing on-site septic system.

CONCLUSION:

The application to seek Metro Vancouver approval to connect to the regional sewer system is consistent with Section 2.3.2 of Metro Vancouver's Implementation Guideline #7, represents a minimal increase to the sanitary sewer flows and does not result in any decrease in the service levels of the existing sanitary sewer system. As such, it is recommended that Council support the request and that the application be forwarded to Metro Vancouver for consideration and approval.

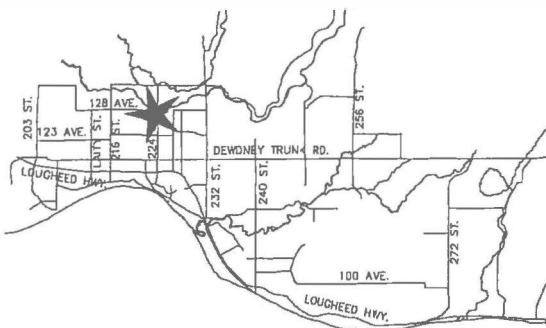

Prepared by: **Rachel Ollenberger, ASCT.**
Manager of Infrastructure Development


Reviewed by: **Josh Mickleborough, PEng.**
Director of Engineering


Approved by: **David Pollock, PEng.**
General Manager Engineering Services


Concurrence: **Al Horsman**
Chief Administrative Officer

Attachments:
(A) Map



SCALE:
N. T. S.



**CITY OF MAPLE RIDGE
ENGINEERING
DEPARTMENT**

**12606 224 STREET
IN RELATION TO THE
URBAN CONTAINMENT BOUNDARY**

DATE: FEB 2021	FILE/DWG No SK0459
----------------	--------------------

City of Maple Ridge

I hereby certify this to be a true and correct copy of a resolution passed by the Maple Ridge Council on April 13, 2021:

That the request to provide a sanitary sewer service connection to 12606 224 Street be supported and forwarded to the Greater Vancouver Sewerage and Drainage District Board for consideration.

Dated this 14th day of April, 2021



D. Denton
Deputy Corporate Officer



To: Regional Planning Committee

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

Date: September 29, 2021 Meeting Date: October 8, 2021

Subject: ***Metro 2050 Q2 / Q3 2021 Status Update***

RECOMMENDATION

That the MVRD Board receive for information the report dated September 29, 2021, titled “*Metro 2050 Q2 / Q3 Status Update*”.

EXECUTIVE SUMMARY

During the second quarter of 2021, Metro Vancouver staff worked with members of the *Metro 2050* Intergovernmental Advisory Committee, Regional Planning Committee and MVRD Board to develop the content of *Metro 2050*. At its meeting in June, the MVRD Board referred the draft *Metro 2050* out for comment initiating a five-month comment period. Metro Vancouver sent comment referral letters to all affected local governments, First Nations with consultative areas in the region, the Province, and a wide variety of regional agencies and non-profits. During the comment period to date, which ends November 26, 2021, Metro Vancouver has undertaken a number of engagement activities including policy working groups, and setting up 25 Council and Board presentations for fall 2021. Metro Vancouver has also reached out to all in-region First Nations to hear how they would like to be engaged through the comment period and beyond.

At the end of the comment period, the level of support and any outstanding issues will be considered, at which time the approved timeline for the regional growth strategy update can be reevaluated by the MVRD Board. Should the *Metro 2050* bylaw not proceed to first and second reading in January 2022 in accordance with the project timeline, this will cause a delay and result in the updated regional growth strategy not being adopted within this local election cycle.

PURPOSE

To provide an update and summary of the technical and engagement work associated with *Metro 2050* undertaken between April 2021 and August 2021.

BACKGROUND

On April 26, 2019, the MVRD Board passed a resolution to initiate a comprehensive update to *Metro Vancouver 2040: Shaping our Future (Metro 2040)*, the regional growth strategy (Reference 1). Staff committed to providing quarterly updates on the progress of *Metro 2050*. This information report provides an update on the progress of the work completed in Q2 and Q3 of 2021. Previous reports on Q1, Q2, and Q3/Q4 of 2020, and Q1 of 2021 were presented to the Regional Planning Committee at its meetings on March 6, 2020; June 12, 2020; November 6, 2020; and April 9, 2021 respectively (References 2, 3, 4, and 5).

PHASE 2 METRO 2050 CONTENT DEVELOPMENT STATUS UPDATE

The text of *Metro 2040*, the current regional growth strategy, was used as the “base” for *Metro 2050* with revisions made to that text, and new policy language was introduced based on the recommendations of the 11 *Metro 2040* Policy Reviews. The content of *Metro 2050* was developed in close collaboration with members of the *Metro 2050* Intergovernmental Advisory Committee (IAC), who were invited to review and submit written comments on the proposed new and amended policies. Staff from other Metro Vancouver departments were also invited to submit comment forms. Over 100 comment forms were submitted on the draft policy language and every comment was considered. The draft text of *Metro 2050* was then reviewed and revised by Metro Vancouver’s Legal Services and Indigenous Relations staff and an external equity consultant. The full draft of *Metro 2050* was presented to the Regional Planning Committee at its meeting on June 9, 2021 and then considered by the MVRD Board on June 25, 2021 (Reference 6).

PHASE 2 METRO 2050 ENGAGEMENT STATUS UPDATE

Recent Engagement Activities

Metro Vancouver staff have coordinated a variety of engagement opportunities during Q2 and Q3 of 2021 (Table 1). These activities included:

- **IAC Meetings, Open Houses, and Comment Forms:** The *Metro 2050* Intergovernmental Advisory Committee, made up of senior staff from member jurisdictions, First Nations, regional stakeholders, and provincial staff, met monthly to review the draft new and amended policy content for *Metro 2050*. Many also attended one or more of the five monthly Virtual Open Houses and submitted IAC Comment Forms by Goal area.
- **Comment Referral Letters:** Metro Vancouver sent comment referral letters to all affected local governments, First Nations with consultative areas in the region, the Province, and a wide variety of regional agencies and non-profit organizations in July 2021. The letters included copies of the draft *Metro 2050*, an Executive Summary (References 7 and 8), and a request to submit comments on the draft by November 26, 2021.
- **Website Refresh, Social Media, and Online Feedback Form:** Following *Metro 2050*’s referral for comment the Metro Vancouver website was refreshed to include new content including the draft *Metro 2050*, the Executive Summary, and a new Online Feedback Form. A social media campaign will be ongoing between July and November 2021 encouraging the public to comment on the *Metro 2050* draft.
- **Policy Working Groups:** In July staff organized IAC Policy Working Group meetings to discuss specific policy topic areas of *Metro 2050*.

Upcoming Engagement Activities

During the Fall of 2021 Metro Vancouver will be offering the following engagement activities:

- **Council / Board Presentations:** Metro Vancouver Board representatives and senior staff will be presenting the draft of *Metro 2050* to the Councils and Boards of all affected local governments during the Fall of 2021. On request, this can include a jointly-hosted virtual public information meeting.
- **Public Webinar:** Metro Vancouver staff will present the draft *Metro 2050* to the public at a webinar event on October 19, 2021. This will include the opportunity for members of the public to ask questions directly.

- **Comment Submission:** All engagement audiences are invited to submit written comments on the draft *Metro 2050* on or before November 26, 2021.

Table 1 – Metro 2050 Engagement Summary (Activities between April and September 2021)

Audience	Activity	Details	Status
Signatories			
Member Jurisdiction Planning Staff	<i>Metro 2050</i> Intergovernmental Advisory Committee (IAC)	Monthly meetings to discuss draft <i>Metro 2050</i> content.	April 16, 2021 May 21, 2021
Member Jurisdictions All Staff	Virtual Open Houses	Monthly meetings to answer questions and discuss draft <i>Metro 2050</i> content.	April 22, 2021
Member Jurisdictions All Staff	<i>Metro 2050</i> Draft IAC Comment Forms	Opportunity to submit written IAC Comment Forms on each Goal chapter of <i>Metro 2050</i> .	Three-week review periods by Goal area between January and May 2021.
Member Jurisdictions All Staff	IAC Policy Working Groups	Online meetings to discuss specific new policy topics from <i>Metro 2050</i> .	July 2021
Regional Planning Committee and MVRD Board	Engagement	Monthly reports presenting <i>Metro 2050</i> draft policy content by Goal area. Draft of <i>Metro 2050</i> presented for referral for comment	April 2021-May 2021 June 2021
Member Jurisdiction Councils / TransLink and FVRD and SLRD Boards	Fall 2021 Council / Board Presentations	Metro Vancouver Board representatives and senior staff will give presentations to Councils / Boards to provide an opportunity for discussion and feedback.	September – November 2021
FVRD & SLRD	Coordination with adjacent regional districts	Telephone meetings with staff at Fraser-Valley and Squamish-Lillooet Regional Districts. Attendance at IAC meetings.	Ongoing as needed
TransLink	Ongoing meetings with TransLink staff on shared initiatives to ensure <i>Metro 2050</i> and <i>Transport 2050</i> are aligned	<ul style="list-style-type: none"> • Resilience Framework Working Group • Equity Study Working Group • Future Major Transit Growth Corridors and MTN Working Group • RAAG and Policy Coordinators meetings • <i>Transport 2050</i> Public Affairs Working Group • Attendance at IAC meetings and opportunity to submit Comment Forms 	Ongoing
Affected Local Governments and the BC Government	Comment Referral Letters	Letters signed by the Metro Vancouver Board Chair were sent asking affected local governments to review and provide comments on the <i>Metro 2050</i> draft.	Sent July 2021 Comments are due on or before November 26, 2021

Non-Signatory Regional Stakeholders			
Regional Stakeholders & Provincial staff	IAC	Monthly meetings to discuss draft <i>Metro 2050</i> content. Opportunity to submit Comment Forms.	April 16, 2021 May 21, 2021
Regional Stakeholders	Virtual Open Houses	Monthly meetings to answer questions about draft <i>Metro 2050</i> content.	April 22, 2021
Internal Metro Vancouver Departments	Review <i>Metro 2050</i> draft content and provide comments	Staff of Metro Vancouver Liquid Waste Services, Water Services, Solid Waste, Parks, Air Quality and Climate Change, Legal and Indigenous Relations have had opportunities to provide comments.	Three-week review periods by Goal area corresponding with each IAC meeting.
School Districts, Regional stakeholders, Non Profit, and Business Organizations	Comment Referral Letters	Letters signed by the Metro Vancouver Board Chair were sent asking a wide variety of regional stakeholders to review and provide comments on the draft <i>Metro 2050</i> .	Sent July 2021 Comments due on or before November 26, 2021
First Nations			
In-Region First Nations	Staff-to-staff meeting	Metro Vancouver staff have met with in-region First Nations to discuss how they would like to be engaged in <i>Metro 2050</i> . Preparing agreements for engagement support to review the draft <i>Metro 2050</i> .	Completed by Q3 of 2021
In-Region First Nations	IAC	Some First Nations have sent staff and Council representation to the IAC meetings.	April 16, 2021 May 21, 2021
First Nations General	Meetings On Request	Available on request.	On request
First Nations with consultative areas in the region	Comment Referral Letters	Letters signed by the Metro Vancouver Board Chair were sent asking all First Nations with consultative areas in the region to review and provide comments on the draft <i>Metro 2050</i> .	Sent July 2021 Comments due on or before November 26, 2021
General Public			
Residents, organizations, & businesses	<i>Metro 2050</i> Online Feedback Form - New	New online form for residents to comment on the <i>Metro 2050</i> draft. Direct email to project team is also available.	July – November 2021
Residents, organizations, & businesses	Website	Provides information about <i>Metro 2050</i> process, background, and engagement opportunities.	Website refreshed in July 2021 to include draft of <i>Metro 2050</i> , Executive Summary, Videos, etc.
Residents, organizations, & businesses	Benefits of Regional Planning Video and Social Media	Social media campaign to promote “Benefits of Regional Planning” Videos	Social Media Campaign July – November 2021
General Public	Draft <i>Metro 2050</i> Webinar	Webinar open to the general public to provide an overview of <i>Metro 2050</i> draft. Opportunity for members of the public to ask questions directly to staff.	October 19, 2021

Update on Enhancing Engagement with First Nations

At the February 19, 2021 IAC meeting, participants, including First Nations representatives, expressed a need for enhanced opportunities for First Nations engagement on *Metro 2050* (Reference 5). Metro Vancouver staff reviewed this request and have identified three actions to be undertaken the status of each is provided in Table 2. Starting in July, all First Nations with consultative areas in the region were invited by comment referral letter to provide comments on the *Metro 2050* draft by the November 26, 2021 deadline.

Table 2: Status of Actions to Enhance Engagement with First Nations

Action to Enhance Engagement with First Nations	Status
Reach out directly to First Nations to find out how each wishes to be engaged in relation to <i>Metro 2050</i> .	Staff have met with in-region First Nations and are now preparing for working group sessions to discuss draft of <i>Metro 2050</i> and are working towards engagement agreements for review.
Convene a <i>Metro 2050</i> Indigenous Working Group (funded) for interested First Nations with an aim to providing background on regional growth strategies and the <i>Metro 2050</i> project.	In Progress. Staff are organising two working group meetings with in-region First Nations and are beginning to provide agreements for engagement support.
Revise IAC meeting agendas to create a better opportunity for members to hear from First Nations.	Complete. 30 minutes of each IAC meeting was dedicated to hearing from First Nations participants.

UPDATE ON *METRO 2050* TIMELINE

At the moment the *Metro 2050* project is on schedule and on track to be completed and adopted by the MVRD Board by July of 2022 as directed. At the end of the Phase 2 comment period (November 26, 2021) Metro Vancouver staff will have received comments from affected local governments, First Nations, and other stakeholders on the draft *Metro 2050*. If at that time it is determined that *Metro 2050* is not generally supported or that some areas are required to be revisited to achieve support, the MVRD Board may extend the *Metro 2050* timeline to allow for additional engagement and revisions. Staff note that extending the project timeline will likely result in *Metro 2050* not being adopted before the next local government election in the Fall of 2022.

NEXT STEPS

Between now and the end of 2021 staff will review all comments received and consider revising the content of the draft *Metro 2050* to address the identified issues and areas of concern. Subsequently, a draft regional growth strategy bylaw will be prepared and presented to the MVRD Board for consideration of first and second reading in January 2022 as per the approved timeline. Given the short timeline for receiving, evaluating and processing comments, Metro Vancouver staff request that all comments be submitted before the November 26, 2021 deadline.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

A budget of \$2,000 has been set for the July – November 2021 social media campaign to help raise awareness of the draft *Metro 2050* and encourage members of the public to provide feedback. This

funding is part of the Board approved 2021 Regional Planning budget. No other financial implications are anticipated in 2021.

CONCLUSION

On June 25, 2021 the MVRD Board referred the draft of *Metro 2050* out for a five-month comment period ending on November 26, 2021. During the comment period Metro Vancouver is offering a variety of engagement opportunities for member jurisdictions, regional agencies, First Nations and the public. At the end of the comment period Metro Vancouver will review the comments and consider revisions to the policy actions of the draft *Metro 2050* in preparation for first and second reading of the regional growth strategy bylaw scheduled for January 2022. If the comments received indicate a that more work needs to be done to achieve support for *Metro 2050*, the MVRD Board may extend the timeline to allow for additional engagement. It is noted that if the timeline is extended, significant project delays could result including not being able to finalize the regional growth strategy within this local election cycle.

References

1. [Metro 2050 Q1 2021 Status Update](#), report dated March 26, 2021
2. [Draft Metro 2050: Referral for Comment](#), report dated May 25, 2021
3. [Draft Metro 2050](#)
4. [Draft Metro 2050 Executive Summary](#)

46673727

To: MVRD Board of Directors

From: Climate Action Committee

Date: October 15, 2021

Meeting Date: October 29, 2021

Subject: **Race to Zero Initiative**

CLIMATE ACTION COMMITTEE RECOMMENDATION

That the MVRD Board:

- a) apply to join the *Race to Zero* initiative ahead of the 2021 Conference of the Parties (COP26) on behalf of Metro Vancouver Regional District; and
 - b) forward the executive summary and presentation material from the October 15, 2021 delegation to the Climate Action Committee from Lia Cairone, C40 Cities Climate Leadership Group, to member jurisdictions for their consideration in joining the *Race to Zero* initiative.
-

At its October 15, 2021 meeting, the Climate Action Committee considered the delegation by Lia Cairone, Deputy Director, C40 Cities Climate Leadership Group, Inc. on the *Race to Zero* initiative. The Committee considered the merits of joining the Initiative and of forwarding the delegation's executive summary and presentation material to member jurisdictions. The Committee subsequently approved the recommendation as presented above in underline style.

This matter is now before the Board for its consideration.

Attachment

- 1. Lia Cairone's Executive Summary
- 2. Lia Cairone's Presentation, "Cities Race to Zero"

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Cities Race to Zero: Executive Summary

The next decade will decide the future for humanity. Delivering a green and just recovery to the COVID-19 crisis; creating strong, fair economies that serve everyone; and cutting greenhouse gas emissions quickly enough to limit global heating to the 1.5°C target of the Paris Agreement, are one and the same thing. None are possible without the others. Success in all is the only way to prevent a catastrophic crisis.

This year, Canadian municipalities have had to survive repeated climate disasters. In British Columbia alone, cities endured a Summer of record-high temperatures and raging wildfires, continuing trends that residents of this province have faced for years. In this pivotal moment, the voices of municipalities must be heard louder than ever before.

The Race to Zero is a global initiative led by the COP26 Presidency and High-Level Climate Champions to rally leadership and action from businesses, cities, regions and investors for a healthy, resilient, zero carbon transition that prevents future threats, creates decent jobs, and unlocks inclusive, sustainable growth. Together, this coalition will build momentum around the shift to a decarbonized economy ahead of COP26, where governments must strengthen their contributions to the Paris Agreement. This will send governments a resounding signal that cities, regions, businesses and investors are united in meeting the Paris goals and creating a more inclusive and resilient economy.

Cities Race to Zero brings together all those who share our vision for a better future based on a set of principles that address equity together with the environment (below), and who strive to build a coalition across business, labor unions, youth climate activists and civil society, to transform the world.

C40 Cities, the Global Covenant of Mayors for Climate & Energy (GCoM), ICLEI – Local Governments for Sustainability (ICLEI), United Cities and Local Governments (UCLG), CDP, the World Wide Fund for Nature (WWF) and the World Resources Institute (WRI) have come together to mobilize an unprecedented coalition of cities committed to setting science-based targets and start implementing inclusive and resilient climate action ahead of and beyond the COP26 in Glasgow. This is the Cities Race to Zero effort, to commit cities and municipalities to the Race to Zero, in support of the COP26 Roadmap of Local Governments and Municipal Authorities (LGMA) Constituency to the UNFCCC.

To date, 18 Canadian municipalities have joined the Race to Zero.





We invite the Metro Vancouver municipalities, Electoral Area, and Treaty First Nation to joining the Race to Zero by pledging to do the following:

1) Publicly endorsing the following Principles:

- We recognize the global climate emergency.
- We are committed to keeping global heating below the 1.5°Celsius goal of the Paris Agreement.
- We are committed to putting inclusive climate action at the center of all urban decision-making, to create thriving and equitable communities for everyone.
- We invite our partners – political leaders, CEOs, trade unions, investors, and civil society – to join us in recognizing the global climate emergency and help us deliver on science-based action to overcome it.

2) Pledging to reach (net)-zero in the 2040s or sooner, or by mid-century at the latest, in line with global efforts to limit warming to 1.5°Celsius.

3) In advance of COP26, explaining what steps will be taken toward achieving net zero, especially in the short- to medium-term. Setting an interim target to achieve in the next decade, which reflects a fair share of the 50% global reduction in CO2 by 2030 identified in the IPCC Special Report on Global Warming of 1.5°Celsius.

4) Immediately proceeding to planning at least one inclusive and equitable climate action as listed on www.citiesracetozero.org that will help to place us on a resilient pathway consistent with the 1.5°Celsius objective of the Paris Agreement and begin implementation no later than 2022.

5) Reporting progress annually, beginning no later than 2022. Once adopted, we commit to reporting its target and action commitment(s) on CDP/ICLEI or PCP/BARC.

More information on how to join can be found here: www.citiesracetozero.org



CITIES

RACE TO ZERO



Nations Unies

Conférence sur les Changements Climatiques

COP21/CMP11

Paris, France



*"Every country, city, financial institution and company should adopt plans for transitioning to net zero emissions by 2050 **and take decisive action now to put themselves on the right path towards achieving this vision**". Antonio Guterres, Secretary General of the United Nations,*

COP26

November 1-12, 2021

Glasgow, Scotland

The most important milestone since the adoption of the Paris Agreement: for the first time nations are expected to present new and enhanced pledges showing how they will reach net-zero emissions by 2050.

CITIES RACE TO ZERO

Official partner for cities into the global Race to Zero campaign run by the High-Level Champions.

Race to Zero rallies cities, regions, businesses, and investors committed to the 1.5°C goal of the Paris Agreement and to achieving net zero emissions by 2050 at the very latest.



To join go to www.citiesracetozero.org and sign the **Cities Race to Zero pledge**.

CITIES
RACE TO ZERO



Valerie Plante, Mayor of Montreal Champion
Mayor for Recruitment in Canada

Who is already in the Race?



1,000+
Cities



3,000+
Businesses



630+
Universities



30+
Regions



>7%
Global CO2 emissions



>0.7
Billion people



>12%
Global economy US\$9.81
trillion in revenue

CITIES
RACE TO ZERO

Who is already in the Race?



1,000+
Cities



3,000+
Businesses



630+
Universities



30+
Regions

CITIES
CLIMATE MOVEMENT

**Goal of 1,000 cities
by COP26**

Currently 20 in Canada
and 4 in BC who have
signed on

>0.7
Billion people



>12%
Global economy US\$9.81
trillion in revenue

Cities Race to Zero pledge: 5 REQUIREMENTS

01

Endorse the following principles:

- We recognise the global climate emergency.
- We are committed to keeping global heating below the 1.5°C goal of the Paris Agreement.
- We are committed to putting inclusive climate action at the center of all urban decision-making, to create thriving and equitable communities for everyone.
- We invite our partners – political leaders, CEOs, trade unions, investors, and civil society – to join us in recognising the global climate emergency and help us deliver on science-based action to overcome it.

02

Pledge to reach net-zero in the 2040s or by mid-century at the latest and limit warming to 1.5°C.

03

Plan to set an interim 2030 target consistent with a fair share of 50% global emission reductions.

04

Proceed to planning at least one inclusive climate action, eg. Procure only zero emission buses from 2025.

05

Publish your target and action to your usual reporting platform and report progress annually.

Resources Available



Best practices, tools and guides on the C40 Knowledge Hub - www.c40knowledgehub.org



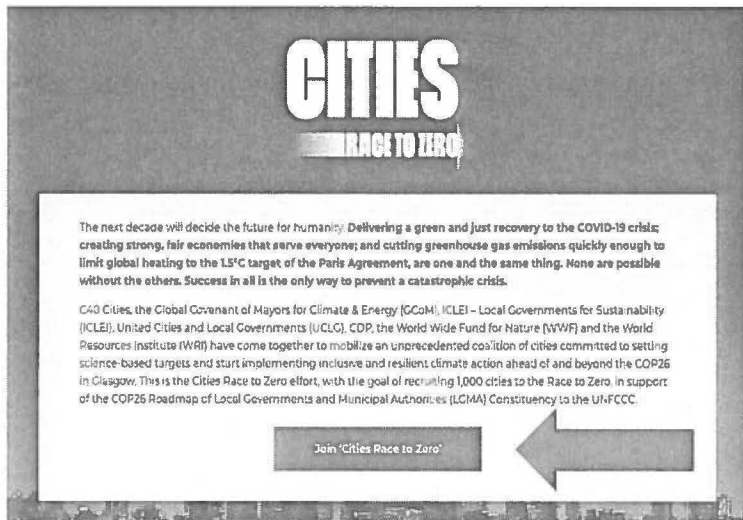
Technical support for ICLEI members on target setting and high impact action implementation - <https://icleiusa.org/>



Science-Based Climate Targets Guide for Cities, produced by CDP and cities partners through the Science Based Targets Network. Check our [FAQs page](#), [SBT page](#); Webinar [Events page](#) for the latest event details.

More resources available at citiesracetozero.org and through local organizations!

How to Join the Cities Race to Zero



www.citiesracetozero.org

1. Pledge Form

On behalf of I pledge the following:

- I will actively promote the following Principles:
 - The recognition of the global climate emergency;
 - Climate science that is in keeping with the latest scientific understanding of the Paris Agreement;
 - Our commitment to cutting greenhouse gas emissions at the fastest rate within the time available; and
 - Our commitment to ensuring that all people, communities, businesses, and governments are working together to achieve the goal of limiting global warming to 1.5°C.
- I will actively promote the following Principles:
 - The recognition of the global climate emergency;
 - Climate science that is in keeping with the latest scientific understanding of the Paris Agreement;
 - Our commitment to cutting greenhouse gas emissions at the fastest rate within the time available; and
 - Our commitment to ensuring that all people, communities, businesses, and governments are working together to achieve the goal of limiting global warming to 1.5°C.
- I will actively promote the following Principles:
 - The recognition of the global climate emergency;
 - Climate science that is in keeping with the latest scientific understanding of the Paris Agreement;
 - Our commitment to cutting greenhouse gas emissions at the fastest rate within the time available; and
 - Our commitment to ensuring that all people, communities, businesses, and governments are working together to achieve the goal of limiting global warming to 1.5°C.

Once submitted, I commit to report my target and action measures within the following platform:

2. CREATE A MORE INCLUSIVE SOCIETY

1. Cities will work together to ensure that all people, communities, businesses, and governments are working together to achieve the goal of limiting global warming to 1.5°C.

2. Cities will work together to ensure that all people, communities, businesses, and governments are working together to achieve the goal of limiting global warming to 1.5°C.

3. Cities will work together to ensure that all people, communities, businesses, and governments are working together to achieve the goal of limiting global warming to 1.5°C.

3.

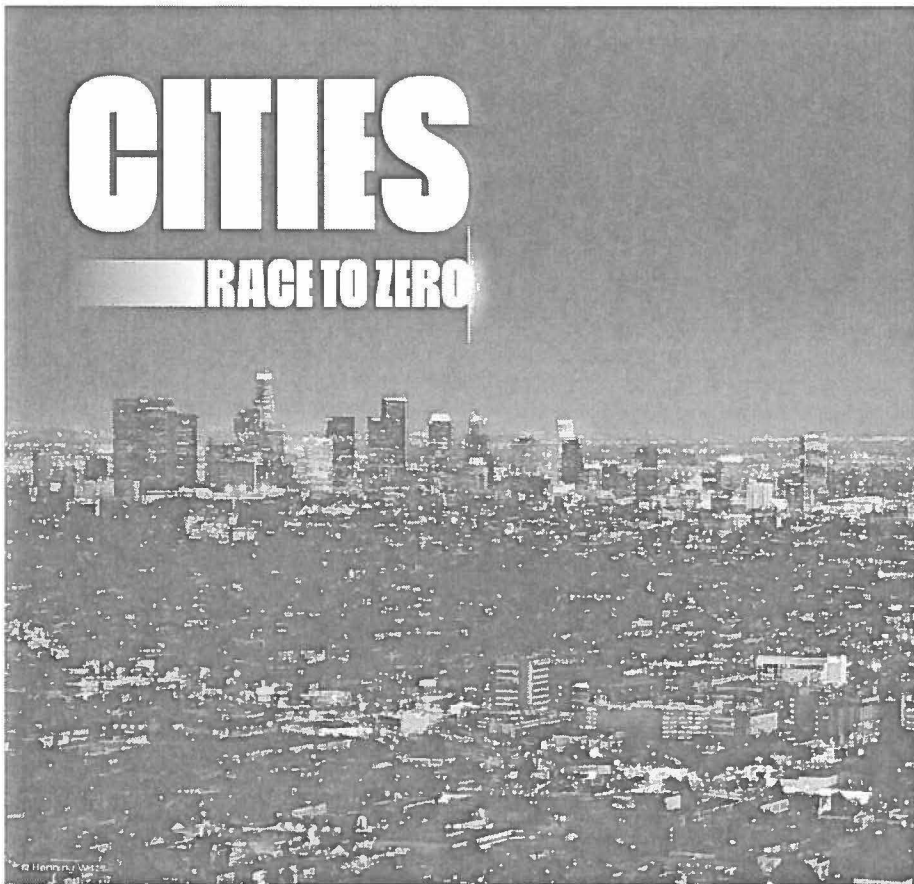
Name of your city:

Date of last year:

Your contact email address:

Phone:

Country:



Thank you

info@citiesracetozero.org

www.citiesracetozero.org



To: MVRD Board of Directors

From: Katie Karn, Deputy Corporate Officer, Board and Information Services

Date: October 18, 2021 Meeting Date: October 29, 2021

Subject: **Metro Vancouver External Agency Activities Status Report – October 2021**

RECOMMENDATION

That the MVRD Board receive for information reports from Metro Vancouver representatives to the following external organizations:

- a) Delta Heritage Airpark Management Committee;
- b) Fraser Basin Council Society;
- c) Fraser Valley Regional Library Board (FVRL);
- d) Katzie Treaty Negotiation Table;
- e) Lower Mainland Flood Management Strategy Leadership Committee;
- f) Municipal Finance Authority of BC;
- g) Ocean Watch Action Committee;
- h) Pacific Parklands Foundation;
- i) Sasamat Volunteer Fire Department Board of Trustees;
- j) Union of British Columbia Municipalities (UBCM);
- k) Western Transportation Advisory Council,

as provided in the report dated October 18, 2021, titled “Metro Vancouver External Agency Activities Status Report – October 2021”.

EXECUTIVE SUMMARY

During this period, activities from the various external agencies are summarized.

PURPOSE

To update the Board on the recent activities of external agencies to which representatives have been appointed.

BACKGROUND

Each year the Board appoints representatives to various external organizations. In accordance with the Board’s External Agency Appointee Reporting Requirements policy, appointees are required to provide the Board semi-annually (May and October) with written summaries of key current and planned activities on the external agency to which they have been appointed.

Reports outlining the recent activities of the various external agencies are attached for the Board’s information.

Attachments

- A. “External Agency Status Report for the Delta Heritage Airpark Management Committee”, dated October 5, 2021;

- B. "External Agency Status Report for Fraser Basin Council Society", dated October 15, 2021;
- C. "External Agency Status Report for Fraser Valley Regional Library Board (FVRL)", dated October 12, 2021;
- D. "External Agency Status Report for the Katzie Treaty Negotiation Table", dated October 13, 2021;
- E. "External Agency Status Report for the Lower Mainland Flood Management Strategy Leadership Committee", dated October 21, 2021;
- F. "External Agency Status Report for the Municipal Finance Authority of BC", dated September 30, 2021;
- G. "External Agency Status Report for the Ocean Watch Action Committee", dated October 7, 2021;
- H. "External Agency Status Report for the Pacific Parklands Foundation", dated October 1, 2021;
- I. "External Agency Status Report for the Sasamat Volunteer Fire Department Board of Trustees", dated October 14, 2021;
- J. "External Agency Status Report for the Union of British Columbia Municipalities (UBCM)", dated October 8, 2021;
- K. "External Agency Status Report for the Western Transportation Advisory Council", dated October 14, 2021;

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To: MVRD Board of Directors

From: Councillor Lois E. Jackson, Metro Vancouver Appointed Representative

Date: October 5, 2021 Meeting Date: October 29, 2021

Subject: **External Agency Status Report for the Delta Heritage Airpark Management Committee**

RECOMMENDATION

That the MVRD Board receive for information the report dated October 5, 2021, titled "External Agency Status Report for the Delta Heritage Airpark Management Committee".

EXECUTIVE SUMMARY

This report provides a summary of activities of projects at the Delta Heritage Airpark by the Recreational Aircraft Association (RAA) Chapter 85. The Association operates the Airpark for its members and for the enjoyment of the general public. This report provides an update on the past six months of operations at the Delta Heritage Airpark. The Airpark has and will continue to adjust operations to ensure compliance with the Public Health Officer.

PURPOSE

To provide the MRVD Board with an update on the activities of the Delta Heritage Airpark Management Committee

BACKGROUND

Delta Heritage Airpark (DHAP) is owned by Metro Vancouver and operated by Recreational Aircraft Association Chapter 85 by way of a License Agreement. The License Agreement defines a Management Committee membership comprising representatives from Airpark neighbours, Province of British Columbia, nonprofit organizations, Recreational Aircraft Association, Metro Vancouver staff, and staff from the City of Delta. The Management Committee formulates operating rules governing the airpark and advises Metro Vancouver on policy matters. The Committee meets a minimum of two times per year.

MANAGEMENT COMMITTEE MEETING

The Spring 2021 Delta Heritage Airpark Management Committee meeting was held on May 13, 2021 and conducted via videoconference. At the meeting, the Committee reviewed the financial reserve statement, the Capital Plan year-to-date expenditures, and the draft Wildlife Management Plan, and they received for information the DHAP Operating and DHAP Activity Updates, and the RAA Chapter 85 updates. The next meeting is scheduled for October 21, 2021. Below are highlights of updates and information items that will be reported at the meeting:

DELTA HERITAGE AIRPARK OPERATIONS

Flying Activities

The Flight Monitoring Sub-Committee reports on various incidents related to flight safety issues at the airpark to ensure compliance with federal regulations, reporting of flight safety will be continued during the pandemic. There currently is no restriction on flying activities.

Activities at the Airpark have been curtailed due to the COVID-19 pandemic; however, tenants of the airpark were still permitted to fly and work on their aircrafts within their hangers. RAA Chapter 85 Clubhouse remains closed and hangar and workshop use is limited to allow for physical distancing.

Improvements to the Airpark

- Completed repairs to fix water line
- Completed repairs to three (3) hangar pads
- Completed repairs to the foundation of hanger
- Completed repairs to the RAA Clubhouse septic tank
- Stairs at Mary's Place installed and cleaned for re-opening
- Removed debris from day parking area

Activities Update

- Airpark clean-up day
- Fly-In held
- Hosted Celebration of Life for B. Herman and J. Carruthers
- Hosted two film episodes
- Hosted Vancouver Ventures Clean-up day on Dyke
- Parking lot used for BC Auto Club meet on Saturdays

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

There are no financial implications.

CONCLUSION

This report provides information on the activities of the Delta Heritage Airpark Management Committee and the RAA. The Management Committee meets twice per year. The first Delta Heritage Airpark Committee meeting of 2021 was held on Thursday, May 13, 2021. At the meeting the management committee reviewed the financial reserve statement, the Capital Plan year-to-date expenditures, and the draft Wildlife Management Plan, and they received for information the DHAP Operating and DHAP Activity Updates, and the RAA Chapter 85 updates.

The next meeting of the Delta Heritage Airpark Management Committee is scheduled for Thursday, October 21, 2021.

To: MVRD Board of Directors

From: Director Hurley

Date: October 15, 2021 Meeting Date: October 29, 2021

Subject: **External Agency Status Report for Fraser Basin Council Society**

RECOMMENDATION

That the MVRD Board receive for information the report dated October 15, 2021, titled “External Agency Status Report for Fraser Basin Council Society”.

EXECUTIVE SUMMARY

The Fraser Basin Council (FBC) is a non-profit charitable organization that advances sustainability across BC by catalyzing multi-interest, trans-jurisdictional collaboration, providing sustainability education and hosting collaborative programs on behalf of its partners. Strategic priorities of the FBC are to take action on climate change, support healthy watersheds and water resources and build sustainable and resilient communities. Key initiatives that link with Metro Vancouver priorities include encouraging the adoption of electric vehicles (EVs), enhancing EV charging infrastructure, managing EV incentive programs, improving flood readiness, helping communities with their climate change adaptation efforts, supporting salmon-friendly urban and agricultural development and supporting implementation of the UN Declaration of the Rights of Indigenous Peoples.

PURPOSE

This report provides the MVRD Board with information on several of the activities of the FBC that are supported in part by MVRD's contribution to the organization.

BACKGROUND

MVRD contributes \$300K per year to FBC under the terms of a three-year renewable agreement. FBC provides updates on its activities to the MVRD Board as requested.

2021 SELECTED HIGHLIGHTS

FBC is significantly expanding its incentive programs and other supports across the region to accelerate adoption of electric vehicles (EVs), enhance charging infrastructure and respond to the growing demand for reliable and comprehensive information to support decisions. For example, in early 2021, FBC secured an additional \$31 million for the **Specialty Use Vehicle Program (SUVI)**, the majority of which is for incentives towards the purchase of all non-light duty electric vehicles, including motorcycles, buses, airport and port vehicles and e-cargo bikes.

FBC has secured over \$1 million for **Realizing UNDRIP**, a new multi-year initiative that is amplifying and activating knowledge on how to apply the UN Declaration on the Rights of Indigenous Peoples in ways that support both reconciliation and sustainability. Through Realizing UNDRIP, FBC is supporting the Shared Waters Alliance (SWA), an initiative led by Chief Harley Chappell of the Semiahmoo First Nation and Arocha Canada to enhance collaboration between local governments south of the Fraser River and First Nations on water quality and reconciliation.

FBC continues to support efforts of communities to increase their resilience in the face of increasingly severe weather events. For example, FBC, through the **Lower Mainland Flood Management Strategy** is informing and facilitating regional-scale collaboration to help address the major risks of coastal storm surge, sea level rise and riverine flooding

FBC's reach and impact through **Salmon-Safe BC** continues to increase. This robust eco-certification standard for salmon-friendly land and water management practices for urban development and agricultural operations has 8 sites undergoing assessments in Metro Vancouver.

For additional information on FBC's activities in 2021, see Attachment "A".

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

There are no financial implications of this information report.

CONCLUSION

That the MVRD Board accept this report as information. Attachments 1. Report on the Activities of the Fraser Basin Council (FBC) dated October 6, 2020

Attachments

1. "Attachment A" October 15, 2021

References

1. Fraser Basin Council (FBC) main website: www.fraserbasin.bc.ca
2. FBC Facebook page: www.facebook.com/fraserbasincouncil/
3. FBC Plugin BC Program: www.pluginbc.ca
4. FBC Salmon Safe Program: www.salmonsafe.ca
5. FBC Lower Mainland Flood Management Strategy: www.floodwise.ca
6. FBC Youth Program: www.fbcyouthprogram.ca
7. FBC Retooling for Climate change: www.retooling.ca

**Attachment “A”
External Agency Status Report for Fraser Basin Council Society
October 15, 2021**

The following sections provide selected highlights of the FBC's work in 2021 of most relevance to Metro Vancouver, organized under the strategic priorities set out in the FBC's 2019-2021 Strategic Plan (see https://www.fraserbasin.bc.ca/Library/About_Us/2016-21_strategic_plan.pdf).

I TAKING ACTION ON CLIMATE CHANGE

The Emotive Program

- In place of in-person events, FBC has developed a comprehensive new website and other online materials in support of informed decision-making by those contemplating the purchase of an electric vehicle.
- Through a funding call under the Community Outreach Incentive Program (see <https://pluginbc.ca/outreach/coip/>) FBC has been able to support Emotive outreach projects led by 11 different community partners around BC.

Specialty Use Vehicle Program

- This [provincial program](#) provides incentives towards the purchase of all non-light duty electric vehicles, from motorcycles to buses.
- In early 2021, FBC secured an additional \$31 million for this program, the majority of which is for incentives to expand the program. E-cargo bikes have been added to the list of eligible vehicles.

EV Advisor Service for Multi-Family Housing and Workplaces

- FBC is continuing to provide EV Advisory services for strata complexes, multi-unit family housing and workplaces, with 2 staff now providing these services, mostly in the Metro Vancouver area.
- This service has been delivered virtually under COVID restrictions, but nevertheless has seen increased demand as an increasing number of condo and apartment complexes are seeking out advice on EV charging.

West Coast Electric Fleets Symposium

- Building on the success of the WCEF Fleets Symposium in December 2019, plans are being put in place for holding a hybrid in-person / virtual event in 2022.

Go Electric Fleets Program

- The [Go Electric Fleets Program](#), developed by FBC and funded by the Province of BC is continuing to accept applications from fleets to support electrification. This includes incentives for charging, facility assessment, infrastructure upgrades and fleet business case development.
- FBC also has a Fleet Advisor service to provide one-on-one advice and support to fleets as they navigate the process of moving forward with electric vehicles.

Go Electric Public Charger Program

- The [Public Charger Program](#), developed by FBC and funded by the Province of BC is continuing to accept applications for DC fast charger installations in BC, including funding for accompanying Level 2 chargers. The focus on the program includes both remote locations that expand the charging network, as well as areas where there is high EV uptake (e.g. Metro Vancouver). A total of \$3.2 million in incentives have already been awarded.
- An additional \$1.6 million was provided in March 2021, to help support the demand for more charging stations.

BC Regional Adaptation Collaborative (BC RAC)

- FBC offers education on climate resilience through its ReTooling webinar series, newsletters and [website](#), with support from Natural Resources Canada and the Province of BC.
- FBC is facilitating the collaborative work of the BC Climate Risk Network, members of which include Metro Vancouver, to advance integration of future climate risk in planning and decision-making.

First Nations Home EnergySave

- FBC has secured \$225k over three years from the Real Estate Foundation of BC to support training and engagement with First Nations on energy efficiency for new construction and retrofits.
- FBC has secured \$185k from a group of partners (BC Hydro, BC Housing, Province of BC, FortisBC and Aboriginal Housing Management Association) for a “Train the Trainer” program, working with Richard Hall (previously with Nuxalk Nation) to train 20 indigenous energy champions from around BC, with instruction from BCIT and AHMA.

FortisBC Energy Efficiency & Conservation Advisory Group (EECAG)

- FBC is Independent Facilitator of EECAG, an external advisory body that provides input to FortisBC with respect to demand side management initiatives such as incentive programs for residential, commercial, industrial, Indigenous and income-assisted customer groups.
- Metro Vancouver is now represented on the EECAG by senior staff through connections facilitated by FBC.

II SUPPORTING HEALTHY WATERSHEDS & WATER RESOURCES

Lower Mainland Flood Management Strategy (LMFMS or Flood Strategy)

- FBC supports, facilitates and coordinates an unprecedented collaborative initiative to reduce flood risk for communities throughout the Lower Mainland.
- The LMFMS Leadership Committee, which includes representatives from Metro Vancouver (Chair Dhaliwal, Director Hocking and Director Hodge), met in December 2020 to advance discussions regarding funding and governance options for implementation of the Flood Strategy. The Local Government Caucus (Leadership Committee members representing local governments in the MVRD and Fraser Valley Regional District) met on April 9 and July 21, 2021. The next meeting of the full Leadership Committee is scheduled for November 8, 2021.
- Draft 1 of the LMFMS was released in January 2021 and the comment period was extended to June. A What We Heard report was prepared and Draft 1 feedback has also been synthesized

into a series of briefings and memos on key issues. Feedback on Draft 1 of the strategy (received up to June) indicated that further discussion, clearer direction, and resolution of differing opinions on key elements of the strategy are needed before developing Draft 2.

- The 60+ member Joint Program Committee (JPC), which includes staff from Metro Vancouver and member municipalities, met on April 15, and Working Group meetings were held on March 25, May 19, and September 16 to review and discuss feedback and to provide additional advice on integrating feedback in the next draft.
- Additional engagement activities in 2021 included a February webinar to present Draft 1 and launch the review period; a June 22 workshop on Critical Infrastructure, a June 23 workshop with First Nations, and a July 29 workshop on the LMFMS and the Environment.
- FBC continues to collaborate with the Emergency Planning Secretariat (EPS) to engage with Coast Salish First Nations in the Lower Mainland to provide coordinated input to the Flood Strategy.
- Next steps are to further clarify, strengthen and formalize the strategy development process including roles and responsibilities of FBC and participating organizations, continue to engage with First Nations and with multiple jurisdictions, undertake additional technical analysis on flood hazards, risks, and risk reduction measures to further inform the LMFMS and update draft Strategy content based on feedback received.

Salmon-Safe BC

- Salmon-Safe is an eco-certification program that recognizes and promotes salmon-friendly land and water management practices for urban development and agricultural operations. FBC is the host of Salmon-Safe BC.
- The Salmon-Safe Urban program continues to build momentum with 8 sites undergoing the assessment process within the Metro Vancouver region.
- The Salmon-Safe Agriculture program also continues to grow despite a challenging summer for many producers due to wildfires. The agriculture program currently has 6 sites certified in the Metro Vancouver region.
- YVR has recently completed the re-certification process after its initial certification back in 2016. Final approval of re-certification will be made by the end of October 2021.
- To strengthen the program's partnerships with First Nations, the Salmon-Safe Urban Standards have undergone formal reviews by both Tsleil-Waututh Nation and Musqueam Indian Band and where appropriate, First Nations assessors are added to the Salmon-Safe Urban site teams.
- Salmon-Safe BC partnered with the SFU Pacific Water Research Centre to support a research project 'Creating Safe Cities for Salmon'. The report looks at how government policy aligns with the Salmon-Safe Urban standards and showcases the efforts being made across the Lower Fraser region to develop cities that are safe for salmon.
- Over 1500 individuals have been engaged in Salmon-Safe outreach events and presentations over the last year.

III BUILDING SUSTAINABLE & RESILIENT COMMUNITIES AND REGIONS

Realizing UNDRIP

- A new multi-year initiative, Realizing UNDRIP is gathering, amplifying and activating knowledge on how the UN Declaration on the Rights of Indigenous Peoples can be applied to advance reconciliation and sustainability.
- As one example of Realizing UNDRIP projects, FBC is providing support to the Shared Waters Alliance, an initiative led by FBC Director and Chief Harley Chappell of the Semiahmoo First Nation.
- Shared Waters Alliance focuses on improving water quality in Semiahmoo Bay, Boundary Bay, surrounding areas and beyond in ways that also advance reconciliation
- An unprecedented South of Fraser gathering of local government and First Nations elected officials to develop positive working relationships and advance joint efforts on water quality improvement is being planned for early 2022.

Vancouver Fraser Port Authority ECHO Program

- FBC is Independent Facilitator for the Enhancing Cetacean Habitat and Observation (ECHO) Program, a Vancouver Fraser Port Authority-led initiative to better understand and manage the impact of shipping activities on at-risk whales in the Salish Sea.
- Underwater noise reduction efforts, including deep-sea vessel speed reduction and lateral displacement measures by tugs, continue to meaningfully reduce underwater noise levels affecting critically endangered Southern Resident Killer Whales.

Howe Sound / Sea to Sky Corridor Regional Projects

- FBC is working with the provincial government as well as Squamish and Lil'wat First Nations to assist with engagement of multiple interests to address the challenge of unsustainable recreational demands in the Sea to Sky Corridor.

Youth Program Initiatives

- Co-Creating a Sustainable BC, with nearly \$1.5M in funding support from the federal government, is now in its third year, and is engaging youth 16-30 years old from five regions in BC to build their leadership skills in the sustainability field, including a pilot cohort focused on reconciliation and climate change. In 2021, five youth from Metro Vancouver communities (Langley, Surrey, Pitt Meadows) joined the Fraser Valley Cohort.
- My Climate Story is an online story-mapping platform developed by FBC for youth from across BC to share their personal stories of how climate change is affecting their lives, and what is inspiring them to take climate action.
- Youth Advisory Committee: In 2020-2021, 16 youth from across BC, including three representatives from the Greater Vancouver Sea-to-Sky region, participated in the YAC. The committee members provide advice and direction that helps shape FBC youth program's initiatives. The Committee also supports the youth director and provides an opportunity to inform the other directors about sustainability issues of importance to youth in BC communities.

To: MVRD Board of Directors

From: Jen McCutcheon, EAA Director

Date: October 12, 2021 Meeting Date: October 29, 2021

Subject: **External Agency Status Report for Fraser Valley Regional Library (FVRL) Board**

RECOMMENDATION

That the MVRD Board receive for information the report dated October 12, 2021, titled "External Agency Status Report for the Fraser Valley Regional Library FVRL Board".

EXECUTIVE SUMMARY

This report summarizes the relevant background and activities by the Metro Vancouver appointee to the Fraser Valley Regional Library (FVRL) Board of Directors for the period of May 2021 through October 2021. As required under the *Library Act*, Metro Vancouver's appointee to the FVRL Board of Directors is the Electoral Area A (EAA) Director. FVRL Board activity during this period has focused on the management and safe reopening of the libraries during the COVID 19 pandemic.

PURPOSE

This report provides a status update of 2021 activities of the Fraser Valley Regional Library (FVRL) that were directly relevant to Metro Vancouver.

BACKGROUND

Representatives appointed by Metro Vancouver to various external organizations are required to report to the Board of Directors on the activities of those organizations.

As required under the *Library Act*, Metro Vancouver's appointee to the FVRL Board of Directors is the Electoral Area A Director. The Director attends FVRL Board meetings to represent the interests of residents on Barnston Island, which is the sole portion of Electoral Area A that participates in the FVRL District. As the elected representative for Area A, it is important that the Director attend FVRL Board meetings. Given, however, the relatively small size of Barnston Island within the library service, and given the area's relatively limited involvement in library funding, it has been the practice since late 2014 that the Director does not attend all meetings per year and that all agendas and materials continue to be provided to the Director to ensure that the Director is apprised of all developments in the Library District.

2021 STATUS UPDATE

FVRL Board continued to adapt its programming in response to the ongoing COVID Public Health Orders. The libraries are all open again, providing not only key library services, but also a safe place for residents. This was particularly important during the June and July heat domes. Programming continues to be a mix of in person and online.

FINANCIAL IMPLICATIONS

There are no financial implications.

CONCLUSION

This report provided a status update of 2021 activities of the FVRL Board of Directors that were directly relevant to Metro Vancouver.

To: MVRD Board of Directors

From: Councillor Steve Ferguson, Township of Langley

Date: October 13, 2021 Meeting Date: October 29, 2021

Subject: **External Agency Status Report for the Katzie Treaty Negotiation Table**

RECOMMENDATION

That the MVRD Board receive for information the report dated October 13, 2021 titled "External Agency Status Report for the Katzie Treaty Negotiation Table."

EXECUTIVE SUMMARY

This information report provides an overview of the Katzie treaty table negotiation efforts over the past six months including: background on Katzie First Nation, information on the First Nation's Statement of Intent area, the status of negotiations, and the roles and responsibilities of the local government representative sitting at the treaty table.

PURPOSE

To provide the MVRD Board with a status report from the appointed local government representative at the Katzie treaty negotiation table.

BACKGROUND

As a representative appointed by Metro Vancouver to various external organizations, under Board policy, a report is to be provided to the Board of Directors on the activities of the external agency, twice annually in May and in October.

The *Memorandum of Understanding between the Union of British Columbia Municipalities and the Ministry of Indigenous Relations and Reconciliation*, renewed on September 14, 2021 at the Union of BC Municipalities Convention, includes a process for local government participation in the negotiation and implementation of treaties.

BACKGROUND ON KATZIE FIRST NATION AND TREATY NEGOTIATION TABLE

Katzie First Nation, with a current total population of 626 members, has five Indian Reserves in four different local government jurisdictions: Pitt Meadows, Township of Langley, Maple Ridge, and two within Metro Vancouver's Electoral Area A.

Katzie has been operating under a Land Code since 2017. A Land Code is a comprehensive law created by a First Nation to replace 44 sections of the *Indian Act* that relate to land management.

Since 2005, Katzie has also entered into a number of Forest and Range Consultation and Revenue Sharing [agreements](#) with the Provincial government.

Katzie has been involved at the treaty negotiation table since 1994. Its Statement of Intent area (equivalent to the First Nation's traditional territory) envelopes the following local government jurisdictions: Burnaby, Coquitlam, Delta, City of Langley, Township of Langley, Maple Ridge, Metro Vancouver's Electoral Area A, New Westminster, Pitt Meadows, Port Coquitlam, Richmond, Surrey, and White Rock (Attachment 1).

UPDATE ON TREATY TABLE ACTIVITIES

The Katzie treaty table, currently in Stage 4 of the six-stage BC Treaty Process (Agreement-in-Principle stage), is pursuing an Incremental Treaty Agreement with the governments of Canada and BC.

Tripartite negotiations have taken place on a monthly basis over the past six months. Katzie treaty negotiation meetings are held in-camera. As per the 2021 Memorandum of Understanding between the Union of BC Municipalities and the Province, negotiation updates can only be shared in-camera by the local government representative. However, for the purposes of this report, the following information can be shared publicly as it was released by the BC Treaty Commission as part of its 2020 Annual Report.

The focus of negotiations has been on treaty-related issues, including the exploration of options to recognize and protect Katzie's inherent title and rights.

In addition, Treaty Related Measures funding is supporting negotiation and governance planning. Treaty Related Measures are designed to resolve matters on an interim basis and to facilitate treaty negotiations. Treaty Related Measure projects are funded by Canada.

The First Nation's leadership team, including Council members, senior management, and treaty negotiators, is also working to reinvigorate engagement efforts with Katzie community members.

Looking ahead:

- Treaty negotiations at this table are expected to continue at the current pace in 2022;
- a presentation will be made at a future Katzie main table meeting on local government's role and representation in treaty negotiations as per the recently renewed MOU between the Union of BC Municipalities and the Province;
- the federal, provincial and Katzie treaty teams have been invited to appear at a future meeting of the regional district's Municipal Technical Advisory Committee on Indigenous Relations, made up of municipal staff representatives from Metro Vancouver-member jurisdictions, for an information-sharing session.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

Treaty table meetings are held over one or two days each month. By the end of this year, and at the current pace of negotiations, less than a dozen meetings will have been held in 2021. As such, the financial implications of attending treaty table meetings are minimal. Expenses incurred relate primarily to honoraria and staff time to attend meetings and possibly travel costs if meetings are held outside the region (e.g., Victoria, BC). Due to COVID-19 restrictions, meetings over the past six months

have been held online. The meetings are anticipated to continue to take place online for the rest of this year.

The roles and responsibilities of table representatives, as developed over time by local governments and provincial government staff, are set out in Attachment 2 of this report. Metro Vancouver pays the meeting honoraria for local government representation at the Katzie treaty table, and those costs were included in the 2021 budget.

CONCLUSION

Katzie First Nation has been involved in treaty negotiations since 1994. Currently, in Stage 4 of the six-stage treaty process, the table is meeting on a regular monthly basis. The focus of negotiations has been on the exploration of options to recognize and protect Katzie's inherent title and rights. Katzie is pursuing an Incremental Treaty Agreement with the governments of Canada and BC. The First Nation's leadership team, including Council members, senior management, and treaty negotiators, is also working to reinvigorate engagement efforts with Katzie community members.

Attachments

1. Statement of Intent Area Map: Traditional Territory Boundary, Katzie Indian Band.
2. The Roles and Responsibilities of Table Representatives.

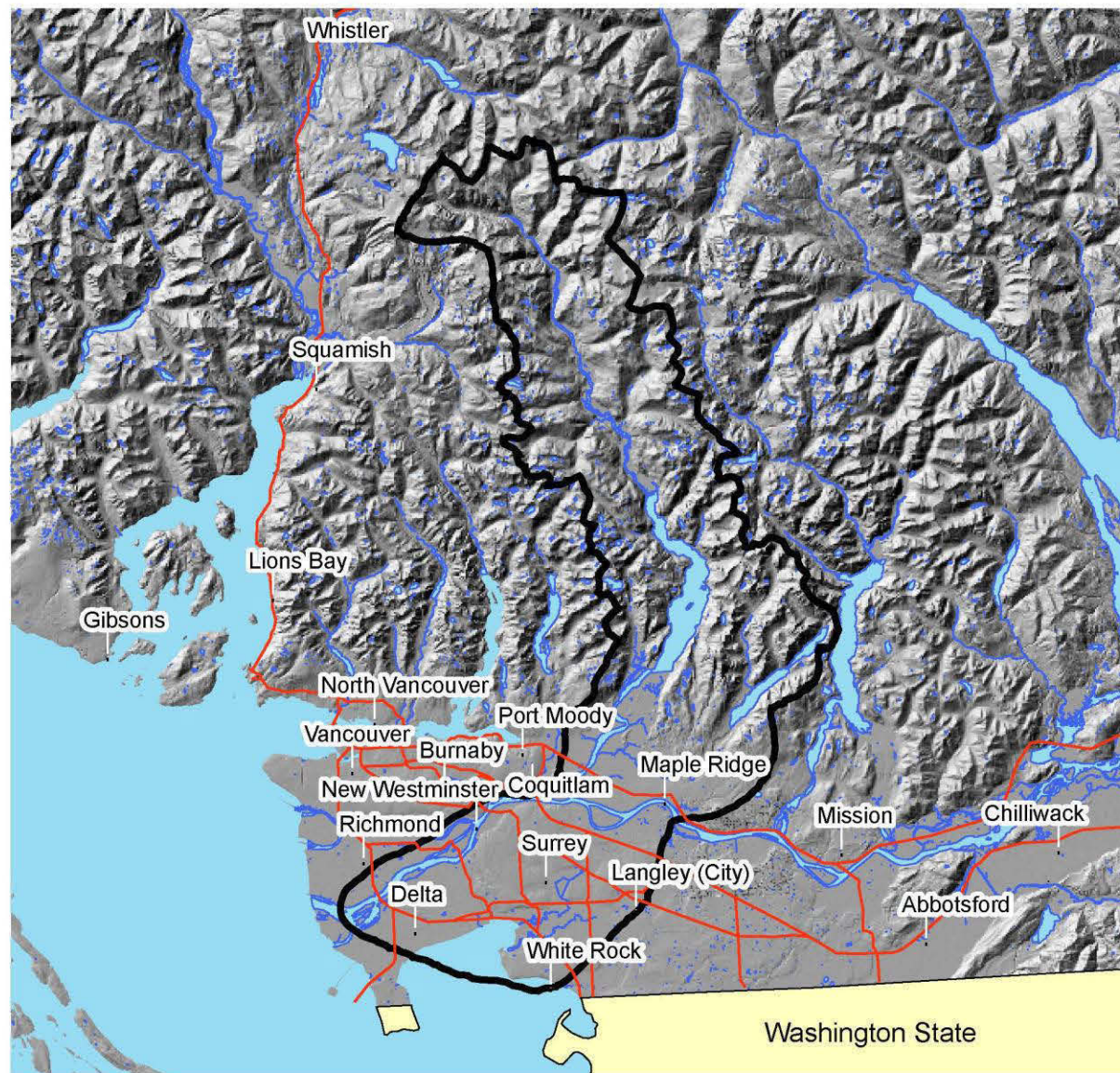
References

Memorandum of Understanding (MOU) between the Union of British Columbia Municipalities and the Ministry of Indigenous Relations and Reconciliation can be found here:

https://www.ubcm.ca/sites/default/files/2021-09/mirr_-_ubcm_mou_2021_-_signed.pdf

2020 Annual Report from the BC Treaty Commission can be found here:

<https://online.fliphtml5.com/apfsz/hmra/>

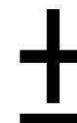


Kilometers
0 2 4 6 8



Produced by the
BC Treaty Commission

Statement of Intent
Traditional Territory Boundary
Katzie Indian Band



This map represents approximate boundary of the traditional territory described in the First Nation Statement of Intent. The boundary is for illustrative purposes only, and may be updated in the future.

The Roles and Responsibilities of Treaty Table Representatives

Provide information to the Indigenous Relations Committee from the Treaty Table

1. Attend Metro Vancouver's Indigenous Relations Committee meetings, engage in discussion, and record outcomes.
2. Provide regular verbal information reports on table activities.
3. Provide advice and commentary on emerging issues.
4. Complete and circulate issue tracking reports.
5. Provide regular written information reports and related documentation for circulation to the Indigenous Relations Committee.
6. Regularly forward original table documentation to keep the master record updated.
7. Forward technical and other information requests from the treaty table to the Indigenous Relations Committee for action.
8. Develop a personal information records system for table specific documentation.
9. Adhere to all confidentiality requirements.

Provide information from the Indigenous Relations Committee to the Treaty Table (via BC negotiators)

1. Attend table meetings, engage in discussion, and record outcomes.
2. Keep informed on treaty issues and Indigenous relations.
3. Represent member local government interests.
4. Provide advice and commentary from a community perspective on issues impacting local government interests.
5. Report back on technical and other information requested by the treaty table.
6. Develop a personal information records system for table specific documentation.

To: MVRD Board of Directors

From: Sav Dhaliwal, MVRD Chair
David Hocking, MVRD Director
Craig Hodge, MVRD Director

Date: October 21, 2021 **Meeting Date:** October 29, 2021

Subject: **External Agency Status Report for Lower Mainland Flood Management Strategy Leadership Committee**

RECOMMENDATION

That the MVRD Board receive for information the report dated October 21, 2021, titled "External Agency Status Report for Lower Mainland Flood Management Strategy Leadership Committee".

EXECUTIVE SUMMARY

The Lower Mainland Flood Management Strategy Leadership Committee provides guidance and advice on the development of the Strategy and the engagement with stakeholders. Since the last update in May, the comment period was completed for Draft 1 of the Lower Mainland Flood Management Strategy.

PURPOSE

To provide the Board with an update on the Lower Mainland Flood Management Strategy Leadership Committee.

BACKGROUND

The Fraser Basin Council is facilitating the development of the Lower Mainland Flood Management Strategy (LMFMS), which is aimed at reducing flood risk and improving the flood resilience of communities along BC's lower Fraser River and south coast. The LMFMS is a collaborative initiative involving lower mainland organizations that have responsibilities or interests related to flood management and include the Government of Canada, the Province of British Columbia, Lower Mainland local and regional governments, First Nations governments and non-governmental and private sector entities in the region.

Chair Dhaliwal, Director Hocking and Director Hodge are appointed by the MVRD Board to serve on the LMFMS Leadership Committee to provide regional input to the Leadership Committee and periodically report back to the MVRD Board.

CURRENT WORK

Since the last update to the Board, the Local Government Caucus (Leadership Committee members representing local governments in the MVRD and Fraser Valley Regional District) met on July 21, 2021.

The Fraser Basin Council completed the comment process on Draft 1 of the Flood Management Strategy. As reported earlier this year, there is a common consensus that the Draft strategy is on the

right track and needs further in-depth discussion on the key issues, including the appropriate form of governance, and level and sources of funding. The Local Government Caucus has supported a decision-making role of any future “entity” responsible for implementation of the LMFMS (as proposed in Draft 1). The next meeting of the Leadership Committee is scheduled for November 8, 2021.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

There are no financial implications associated with receiving this report for information.

Metro Vancouver provides the Fraser Basin Council with \$300,000 per year under an agreement approved by the Board.

Avoiding or reducing potentially catastrophic flood consequences, as modelled with the best available data, will far outweigh the costs associated with effective and coordinated flood mitigation. A regional strategy can mitigate or prevent the impacts of the expected flooding due to climate change over the next century. The governance and the costs of the strategy are still being developed, but the federal and provincial governments will be expected to contribute substantial funding to fulfil their mandates.

CONCLUSION

The Fraser Basin Council is facilitating the development of the Lower Mainland Flood Management Strategy (LMFMS) aimed at reducing flood risk and improving the flood resilience of communities along BC's lower Fraser River and south coast. The first draft of the strategy has been completed and a second draft is expected to be developed based on the feedback received, as well as strengthened First Nations participation, further engagement with all orders of government and additional technical analysis.

References

Lower Mainland Flood Management Strategy - https://www.fraserbasin.bc.ca/water_flood.html

To: MVRD Board of Directors

From: Malcolm Brodie, Mary-Ann Booth, Linda Buchanan, Jonathan Cote, Sav Dhaliwal, Jack Froese, George Harvie, Mike Hurley, Richard Stewart, Brad West

Date: September 30, 2021 Meeting Date: October 29, 2021

Subject: **External Agency Status Report for Municipal Finance Authority of BC**

RECOMMENDATION

That the MVRD Board receive for information the report dated September 30, 2021, titled “**External Agency Status Report for Municipal Finance Authority of BC.**”

EXECUTIVE SUMMARY

This report is intended to provide a summary of the activities of the Municipal Finance Authority of British Columbia (“MFA”) over the last six months.

GOVERNANCE

Representation from every community in British Columbia is provided through 39 Members from 28 regional districts and a 10-member Board of Trustees.

In 2021, Meetings of the **Members** were held on March 25, 2021 (Annual General Meeting) and September 13, 2021 (Semi-Annual Meeting).

The **Board of Trustees** met with management four times during the period of June 1, 2021 to September 30, 2021 to review operating performance, access to the financial markets, administration, and other miscellaneous items.

In addition, the Board of Trustees held four meetings of the Investment Advisory Committee, which provides oversight for Pooled Investment Funds. The purposes of these meetings were to review reports and performance from MFA staff and external pooled investment fund manager Phillips, Hager & North, to update investment guidelines and program offerings, and to approve various documents relating to the new upcoming Diversified Multi-asset Class (“DMAC”) fund. PH&N reports to the Investment Advisory Committee quarterly on fund positioning and performance, investment management processes, and portfolio compliance.

Work is continuing on the development of the new Diversified Multi-Asset Class (“DMAC”) fund, suitable for BC local government long-term reserves (not needed for 10 years or longer). Introduction is still expected in January 2022.

Trustees and management also made presentations on behalf of MFA at various local government conferences throughout the year.

RESULTS

Income from Operating Activities, Short-Term Debt Fund, and Retention Fund

Operating results for the 1st half of 2021 show a net profit of \$1,613,130 which is favorable to budget by \$137,930. Revenues are unfavorable by \$51,515 which is primarily attributed to revenue from pooled investment financial service fees being lower than expected. Expenditures are favorable by \$189,445 which is mainly contributed to delayed office expenditures as staff continue to work from home as well as delayed timing for requests for sponsorship and education funds due to the ongoing pandemic.

Short-term Debt Fund profit had a favourable variance of \$653,786 given the slower reduction in commercial paper outstanding to mitigate refinancing risk given unpredictable capital markets while income earned on retained assets was modestly favourable to budget by \$57,518.

Overall, the Retention Fund for the 1st half of the year is favorable to budget by \$849,234 and has a balance of \$100.1 million as of June 30, 2021. The Retention Fund and the Debt Reserve Fund form the organization's capital base which supports MFA's AAA ratings, which is in accordance with MFA's Capital Adequacy Policy adopted by the Board of Trustees in September 2019. Capital adequacy of the Authority was reviewed by the Board of Trustees on May 11, 2021 and the levels held are consistent with the policy and framework in place and appropriate given the risks of the organization.

BORROWING AND LENDING

Triple A Credit Ratings

MFA's AAA credit rating was reaffirmed by Moody's, Standard & Poor's (S&P), and Fitch Ratings in April 2021. This is the best attainable rating and allows MFA to access capital in the markets at the most favourable interest rates.

Borrowing in the Capital Markets and Long-Term Lending

On May 12th, 2021, MFA issued a new June 2026 debenture for \$475 million to fund refinancing requirements at a re-offer yield of 1.373%. The issue was 2x oversubscribed and well diversified between 34 investors. Concurrently, MFA reopened its 2.3% April 2031 debenture for \$500 million to fund new loan requirements for Metro Vancouver Regional District at a re-offer yield of 2.297%. The issue was 2x oversubscribed and well diversified between 24 investors. Although this is considered a dual tranche (2 separate bonds), collectively this is the largest 'tap' of the capital markets for MFA ever at one time (\$975 million in total).

On September 14th, 2021, MFA successfully completed its final bond issue of the year, raising \$350 million through the issuance of a new 20-year debenture (2.50% coupon due September 2041) to fund new loans requests at a yield of 2.507%. The issue was 2x oversubscribed and well diversified between 43 investors with 56% coming from international investors. MFA is hopeful the 20-year sector becomes a more regular issuance point for MFA alongside its traditional 5- and 10-year issues – continued issuance in this long-dated space is predicated on Member demand for amortizing loans over 20 years or longer and a desire to lock-in 20 years interest rates.

MFA continued to access the lowest long-term rates in Canada when compared to its Municipal peers.

Commercial Paper Issuance and Short-Term Lending

The Commercial Paper Program continues to provide low-cost short-term and equipment financing to clients. MFA's short-term lending rate is currently 0.94%.

MFA started to reduce its commercial paper in early 2021 and as of September 30, 2021, \$505 million was outstanding with the final \$5 million to be reduced in October. MFA will continue to monitor demand for short-term loans including revenue anticipation to determine when this decrease will need to be reversed. With "room" for short term lending of approximately \$280 million currently, MFA does not anticipate a need to increase its commercial paper program for the balance of the year.

MFA POOLED INVESTMENT FUNDS

The following chart provides total Member balances in MFA pooled fund offerings as well as recent returns. Since April, there has been a sharp increase in assets under management (AUM) of \$1.48 billion. Majority of growth can be attributed to an increase in high interest savings account participation with the introduction of MFA's third offering with Scotiabank.

As at	July 31, 2021	July 31, 2020	Change	1 Year Returns at July 31, 2021	
	\$ millions			Funds	Benchmark
Bond	653	554	99	0.73	0.37
Fossil Fuel Free Bond	149	73	76	0.74	0.37
Government Focused	313	269	44	0.34	0.19
Money Market	1,556	1,497	59	0.21	-0.04
Mortgage Fund	83	79	4	4.60	0.32
*Pooled High Interest Savings Account	2,523	1,324	1,199	N/A	N/A
AUM	5,277	3,796	1,481		

* Current Rate on CIBC is .80% on the first \$20 million, .50% on the next \$20 million and .22% on the remainder. National Bank and Scotiabank are .72% and .75% respectively.

Diversified Multi-asset Class ("DMAC") Fund

For the first time in its history, MFA will be introducing a multi-asset class fund in early 2022. MFA's current pooled fund offerings are all domestic Canadian fixed income pools (only investing in Canadian bonds, money market instruments and mortgages) that are most appropriate for short to medium term investment time horizons (overnight to 7 years). The DMAC fund will be professionally invested in a broad and diversified pool of global assets (including global stocks, bonds, mortgages and possibly other alternative asset types such as infrastructure or real estate) and will only be sold to Local Governments that have investment reserves that will not be needed for 10 years or longer. All local governments, regardless of size, will have access to the DMAC fund from its inception in early 2022. However, participation will require careful consideration and preparatory work at each Local Government - which may include re-writing of Investment Policies and a dialog between senior staff and Councils/Director boards so that all parties have a clear understanding of the potential risks and rewards of investing in the

fund. In particular, the most important discussion topic will be an understanding that the DMAC fund will provide better expected returns in the long run but with higher volatility of results over shorter periods of time – thereby requiring a long-term commitment to putting money into the fund and not redeeming funds prematurely.

MFA and its Trustees have carefully considered the introduction of the DMAC fund. The existing investment universe of exclusively fixed-income options available to local governments in BC are not an effective tool for investing funds that are not needed for a decade or longer. Expected returns on fixed income instruments (1% to 2% and even less for short-dated fixed income instruments) are currently lower than anticipated future inflation (1.5% to 3%). Several Provinces, such as Alberta, Ontario, Saskatchewan, and Nova Scotia, have recognized this deficiency and have introduced broader investment choices using the concept of Prudent Investor Rules over the years. Prudent investor rules allow for any asset class and type to be included in a portfolio as long as the portfolio is deemed suitable for the investor. As per the MFA and Trustee Acts in British Columbia, those Prudent Investor powers are already available to MFA Trustees in their capacity as fiduciaries of MFA pooled investment funds. The applicability of Prudent Investors to MFA pooled funds has been confirmed in late 2020 by both the Ministry of Municipal Affairs and Finance staff as well as supported through legal research.

Beginning in late 2020 and throughout 2021, MFA engaged parties within the local government ecosystem to educate them on the DMAC fund, and to signal and plan out the launch of the fund. In particular, MFA met with senior members of the Ministry of Municipal Affairs and Housing, Provincial Treasury, and with the Ministry of Finance’s Risk Committee. MFA emphasized a DMAC fund would be intended for BC local governments who can demonstrate a long-term investment horizon for earmarked monies. The primary benefits of a Long-term Multi-asset Class Fund were discussed and included:

- Projected returns for long-term Canadian bonds expected to remain very low (below the inflation rate) thereby reducing the purchasing power of long-term local government reserves in the long run;
- A diversified equity/bond portfolio generally provides positive returns over the long term with less volatility than equity or bond only portfolios; and
- A global multi-asset class portfolio further enhances diversification and smooths inter-period return volatility.

More recently, beginning in May 2021, MFA have been conducting an RFP process to select an Outsourced Chief Investment Officer (O-CIO) and institutional asset manager(s) to manage the fund. Several rounds of that process have been completed in 2021 and MFA Trustees will be selecting a winning asset manager to manage the fund in the near future.

2021 UBCM CONVENTION

MFA was represented at the virtual UBCM conference, tradeshow, and Community Excellence Awards. MFA is a Platinum sponsor for UBCM, funding both the keynote speaker and the Community Excellence Awards and the category of “Excellence in Asset Management”.

SUMMARY / CONCLUSION

The Annual General Meeting of MFA is scheduled to be held on Thursday, March 24, 2022 in Victoria.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

There are no financial implications.

To: MVRD Board of Directors

From: Jen McCutcheon, Director, Electoral Area A

Date: October 7, 2021 Meeting Date: October 29, 2021

Subject: **External Agency Status Report for Ocean Watch Action Committee**

RECOMMENDATION

That the MVRD Board receive for information the report dated October 7, 2021, titled "External Agency Status Report for Ocean Watch Action Committee".

EXECUTIVE SUMMARY

At its February 26, 2021 meeting, the MVRD Board appointed Electoral Area A Director Jen McCutcheon as the Metro Vancouver representative to the Ocean Watch Action Committee for 2021. The Ocean Watch Action Committee brings together local elected officials and others to advance actions identified in the Ocean Wise Report - Ocean Watch Átl'ka7tsem/Txwnéwu7ts/Howe Sound Edition 2020 (Reference 1). Metro Vancouver is the local government for Electoral Area A, portions of which are located in the Howe Sound region.

PURPOSE

This report provides the MVRD Board with a status report related to the Ocean Watch Committee.

BACKGROUND

At its February 26, 2021 meeting, the MVRD Board appointed Electoral Area A Director Jen McCutcheon as the Metro Vancouver representative to the Ocean Watch Action Committee for 2021. Since the Electoral Area A Director's appointment, one meeting of the Ocean Watch Committee has been held, highlights of which are provided in this report.

OCEAN WATCH ACTION COMMITTEE

The Ocean Watch Action Committee brings together elected officials, government staff, and advisors to advance government actions identified by the Ocean Wise Report - Ocean Watch Átl'ka7tsem/Txwnéwu7ts/Howe Sound Edition 2020 (Reference 1).

The report highlights seven key action areas:

1. **Research:** Increase knowledge of the local area and species through research.
2. **Protect and Restore:** Protect and restore marine species, habitats and ecosystem services.
3. **Educate and Engage:** Increase awareness and education and ensure consistent messaging on environmental issues.
4. **Legislation:** Drive high-level change using official channels (e.g., guideline, policy, bylaw) appropriate to the circumstances.
5. **Funding:** Financially support conservation actions and ensure stricter enforcement.
6. **Monitor:** Collect long-term data to identify trends, support decision making, and evaluate the outcome of actions taken.

7. **Greenhouse Gas Reductions:** Decrease greenhouse gas emissions and move towards zero carbon municipalities to align with recommended reductions in global greenhouse gas emissions.

The Ocean Watch Action Committee seeks to advance those actions and keep track of progress. The Howe Sound Biosphere Region Initiative Society is the coordinator and convener of this Committee.

June 25, 2021 Meeting (Reference 2)

The Ocean Watch Committee met virtually on June 25, 2021. Key highlights of the meeting include:

- Updates from local governments and other stakeholders on recent actions taken that support the seven key action areas.
- Status update on the Marine Reference Guide.
- Update on best practices for dock management and plans for workshop on marine debris, mooring buoys and vessels of concern, as well as sea level rise and species and habitat research and monitoring workshops.
- State of the Salish Sea Report (Reference 3)

October 1, 2021 Meeting (Reference 4)

The Ocean Watch Committee met virtually on October 1, 2021. Key highlights of the meeting include:

- Updates from local governments and other stakeholders on recent actions taken that support the seven key action areas.
- Discussion of Phase 2 work for the Marine Reference Guide.
- Presentation by Fraser Basin Council on the Safe Salmon Program

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

There are no financial implications associated with this report.

CONCLUSION

The ongoing work of the Ocean Watch Action Committee broadly aligns with Metro Vancouver's environmental, climate change, and reconciliation goals. Local governments from around Howe Sound, including three MVRD member municipalities (Bowen Island Municipality, the Village of Lions Bay, and District of West Vancouver) actively participate in this ongoing work, have appointed representatives to the Ocean Watch Action Committee. Metro Vancouver's role as the local government for Electoral Area A, a portion of which is located in Howe Sound, is one of the main reasons why there has been long-standing participation from the Electoral Area A Director and Electoral Area Services staff in Howe Sound initiatives such as the Ocean Watch Action Committee.

References

1. [Ocean Wise Report - Ocean Watch Átl'ka7tsem/Txwnéwu7ts/Howe Sound Edition \(2020\)](#)
2. [June 25, 2021 Meeting Notes of the Ocean Watch Action Committee](#)
3. [State of the Salish Sea Report](#)
4. [October 1, 2021 Meeting Notes of the Ocean Watch Action Committee](#)

To: MVRD Board of Directors

From: Director John McEwen and Director Ron McLaughlin

Date: October 1, 2021 Meeting Date: October 29, 2021

Subject: **External Agency Status Report for Pacific Parklands Foundation – Updates from May 1, 2021 to October 1, 2021**

RECOMMENDATION

That MVRD Board receive for information the report dated October 1, 2021 titled “External Agency Status Report for Pacific Parklands Foundation – Update from May 1, 2021 to October 1, 2021”.

EXECUTIVE SUMMARY

Reports on two regular meetings held by Pacific Parklands Foundation over a six- month period are provided. Changes in staff and volunteer positions are shared. The Foundation’s general operations as well as the impact of the COVID-19 outbreak on fundraising have been described.

PURPOSE

To provide the MVRD Board with an update on Pacific Parklands Foundation activities and highlights for the period May 1, 2021 to October 1, 2021.

BACKGROUND

Formed in 2000, Pacific Parklands Foundation is a registered charity with a mission to support Metro Vancouver Regional Parks and a goal to conserve, preserve and enhance Metro Vancouver’s Regional Parks system. The Foundation raises funds to help augment government funding for special projects and programs in Metro Vancouver’s Regional Parks.

An independent Board of volunteer directors meets a minimum of four times per year to oversee the management and operation of the Foundation. Since 2007, the Pacific Parklands Foundation has received annual contribution funding from Metro Vancouver.

In addition, the Foundation ensures that it remains both a society and a registered charity in good standing. Its fiscal year runs from October 1 to September 30, and each year its financial statements are audited. Pacific Parklands Foundation strives to provide a strong return on investment to Metro Vancouver and through its contribution funding, is able to ensure that donations received are directed to the projects and programs it supports.

HIGHLIGHTS

On June 22, 2021 and September 14, 2021, regular meetings of Pacific Parklands Foundation Board were held and updates were provided regarding the Foundation progress on the strategic plan, ongoing program support of CTS Youth Society, and the Reel Earth Day Challenge fundraising campaign.

Fundraising

In September, Regional Parks staff made a presentation to the PPF board on the Widgeon Marsh Regional Park development process. A discussion followed the presentation with many suggestions on how PPF and Regional Parks can work together. Suggestions included collaborating in Design Phase 2, working together on future projects, looking for an opportunity to find a landmark that PPF could focus on for fundraising and connecting with the First Nation community.

In June and September meetings, presentations were made about developments and new opportunities with Creative BC. In 2022, PPF will be a beneficiary of the Reel Earth Day Challenge (REDC), and will be sharing the proceeds (50% each) with an indigenous organization. This is an opportunity to be a leader in funding for environmental indigenous groups and partner with First Nations initiatives in regional parks.

The Foundation also shared plans to launch a pilot program for a direct mail marketing pilot project to test concepts and messaging.

Programs and Grants

The Foundation continues to work with Regional Parks and park partners to administer the George Ross Legacy Stewardship program and grants were approved for:

- bat monitoring with Minnekhada Park Association (\$2,500);
- a pollinator garden with the Derby Reach Brae Island Park Association (\$1,400); and
- hedge row improvement with the Delta Heritage Air Park in Boundary Bay Regional Park (\$20,000 over 2-years).

The Foundation also provides grants of \$500 for schools and community groups to charter a bus for field trips to regional parks. While there were very few bus grants made for the 2020/21 school year, the Foundation is seeing a strong demand for bus grants for the fall of 2021.

Further grants and activities include:

- a grant to the Delta Naturalists for the publication of educational brochures about the plants and wildlife of Boundary Bay (\$4,000).
- receiving a grant from the Bowen Island Community Foundation to support the Bowen Island Horse Owners and Riders Association for improvements in Crippen Regional Park (\$15,000).
- ongoing fundraising, administrative and promotional support of the educational mural at Kanaka Creek.
- fundraising for, managing and ongoing support for free youth camping programs in regional parks through the CTS Youth Society.
- funds raised through Reel Earth Day 2021 were transferred to Regional Parks for stewardship projects in Aldergrove, Tynehead, Kanaka Creek, Boundary Bay, Capilano River, Pacific Spirit and Crippen Regional Parks and Burnette-Fraser Regional Greenway (\$164,286 in total).

The Foundation is also exploring to create a new program that would help fund academic research and activities in the parks. The Foundation is investigating this further with Regional Parks and looking into issues such as research ethics, copyright and ownership of research results.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

There are no financial implications.

CONCLUSION

Pacific Parklands Foundation continues to deliver on their mission under the direction of its volunteer Board. In collaboration with Regional Parks staff, park partners and volunteers, the Foundation remains active in its commitment in fundraising for Regional Parks programs and projects.

References

1. [Reel Earth Day Video](#)
2. [Pacific Parklands Foundation Website](#)

To: MVRD Board of Directors

From: Darrell Penner, Alternate Director

Date: October 14, 2021 Meeting Dates: June 17, 2021
September 9, 2021

Subject: **External Agency Status Report for Sasamat Volunteer Fire Department Board of Trustees**

RECOMMENDATION

That the MVRD Board receive for information the report dated October 14, 2021, titled “External Agency Status Report for Sasamat Volunteer Fire Department”.

PURPOSE

To report to the Board of Directors on the activities of the Sasamat Volunteer Fire Department.

BACKGROUND

Board policy requires the reporting of activities twice annually in May and October.

KEY ACTIVITIES

Report dated June 15, 2021 from Bill Duvall, Director, Corporate Safety, Security and Emergency Management, Metro Vancouver, providing the SVFD Board of Trustees with the 2021 Sasamat Fire Protection Service YTD financials as at May 31, 2021 for information.

Report dated June 15, 2021 from Bill Duvall, Director, Corporate Safety, Security and Emergency Management, Metro Vancouver, providing the SVFD Board of Trustees with an update on the priorities and the quarterly work plan for the SVFD for the year 2021.

Report dated June 15, 2021 from Greg Smith, Senior Director, Corporate Services, Metro Vancouver, providing the SVFD Board of Trustees with an update to the fire truck procurement.

The Sasamat Volunteer Fire Department (SVFD) Board of Trustees endorsed the 2022 – 2026 Financial Plan for the Sasamat Fire Protection Service as presented in the report “2022 – 2026 Financial Plan – Sasamat Fire Protection Service” dated September 2, 2021 with an amendment to increase the proposed contribution to the Capital Facilities Reserve, to be borne equally by both municipalities, by sixty percent (60%) in 2022 and a further thirty percent (30%) increase in 2023 in relation to the 2022 amount, and forward it to the Finance and Intergovernmental Committee on October 13, 2021 for consideration.

The SVFD Board of Trustees receive for information the update to the Quarterly Work Plan as presented in the report “2021 SVFD Quarterly Work Plan Update” dated September 2, 2021.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

There are no unplanned/unbudgeted financial implications associated with these activities to-date.

SUMMARY / CONCLUSION

The Sasamat Fire Department Board of Trustees continues to oversee the planning, budgeting, and operation of the fire department through regular meetings and ongoing communication with the Fire Chief and Metro Vancouver SSEM staff.

To: MVRD Board of Directors

From: Director Craig Hodge

Date: October 8, 2021

Meeting Date: October 29, 2021

Subject: **External Agency Status Report for UBCM**

RECOMMENDATION

That the MVRD Board receive for information the report dated May 22, 2020 titled “External Agency Status Report for UBCM”.

PURPOSE

To report to the Board of Directors on the activities of the Union of BC Municipalities (“UBCM”).

BACKGROUND

The Union of B.C. Municipalities (UBCM) represents the common interests of local governments in dealings with the provincial and federal governments. UBCM is a non-partisan, members-based organization. The policy basis for the organization is developed through resolutions endorsed at its annual meeting, complemented by direct consultation and a range of working groups and committees. The Executive of UBCM, to which the GVRD provides a direct appointment, meets quarterly.

UBCM’s Recent Activities

- UBCM hosted its 2nd virtual convention September 14-17 with close to 1,000 delegates participating.
 - Notable sessions included a workshop on the impacts of the 2021 heat dome and a plenary session on how local governments might further the work of responding the Truth and Reconciliation Calls to Action.
 - UBCM members endorsed two policy papers: [Ensuring Local Government Financial Resiliency](#) and an updated [Primer on Climate Action and the Municipal Pension Plan](#). Premier Horgan committed that Finance Minister Selina Robinson, Municipal Affairs Minister Josie Osborne would enter an MOU with UBCM in order to the address the recommendations set out in the policy paper on financial resiliency.

- UBCM has completed a report that identifies priorities for a provincial framework to regulate the short-term rental industry. The priorities identified are based on member endorsed resolutions and the recommendations in UBCM's 2018 housing strategy, [*A Home for Everyone*](#). UBCM has met with Ministers Eby, Robinson and Osborne to discuss these priorities to inform provincial decision-making with regard to potential regulation.

ALTERNATIVES

This is an information report. No alternatives are presented.

*(*The link for this report will be available on Wednesday October 13)*

To: MVRD Board of Directors

From: Director, Darryl Walker

Date: October 14, 2021

Meeting Date: October 29, 2021

Subject: **External Agency Status Report for Western Transportation Advisory Council (WESTAC)**

RECOMMENDATION

That the MVRD Board receive for information the report dated October 14, 2021, titled “External Agency Status Report for Western Transportation Advisory Council (WESTAC).”

EXECUTIVE SUMMARY

This report provides the MVRD BOARD with an update related the activities of WESTAC since spring. This includes information related to a roundtable session that occurred with the federal Minister of Transport, a two-day Forum taking place in December in Vancouver, and the Western Canada Trade Infrastructure Initiative, out of which a live document was created to identify ongoing significant infrastructure projects of trade-enhancing significance. This report also includes a status update on Phase II of WESTAC’s human resources/labour markets initiative made possible through funding under the BC Labour Market Partnership Program. This phase allows WESTAC to examine international best practices and gain insight on how industry is preparing its workers to adapt to automation and new technologies in freight transportation through extensive primary and secondary research with a broad range of stakeholders. As well, the report includes mention of The Compass Leaders Survey conducted in September 2021 with transportation executives. A report will follow in 2022.

PURPOSE

To provide the MVRD Board with an update on the activities of the Western Transportation Advisory Council (WESTAC) since May 17, 2021.

BACKGROUND

This report is being presented pursuant to the Board policy related to Metro Vancouver Board member appointments on external agencies and the requirement to produce bi-annual reports. WESTAC is a council of organizations in the transportation sector represented by senior decision-makers spanning all aspects of freight transportation in Canada. This includes carriers and logistics providers, ports and terminals, shippers, labour unions, and the three levels of government. Members represent a significant share of the western Canadian economy. The council is focused on critical issues that affect Western Canada’s freight transportation network to ensure that it is safe, efficient, reliable and competitive.

ALTERNATIVES

This is an information report. No alternatives are presented.

MINISTERIAL ROUNDTABLE WITH HONOURABLE OMAR ALGHABRA

In July, WESTAC held a small roundtable with the Honourable Omar Alghabra, the federal Minister of Transport. The roundtable was an opportunity for Minister Alghabra to hear from a select group of freight transportation executives across the Western Canadian transportation industry.

Discussions focused on strategic issues facing the sector and opportunities for improvement across the system.

2021 FALL MEMBER FORUM

WESTAC is currently planning its first in-person Forum in two years. The Fall Member Forum will be held in Vancouver on December 8 & 9. It builds upon the 2021 Spring Member Forum and will delve more deeply into resiliency from two aspects: ensuring infrastructure is resilient from climate change and cyber risks. The Forum will also provide the opportunity to hear from members on developments affecting the transport of Canada's exports and imports. Stephen Poloz, Special Advisor, Osler (and former Governor, The Bank of Canada) will be the opening keynote speaker. Additional Fall Member Forum details are attached and available [online](#).

WESTERN CANADA TRADE INFRASTRUCTURE INITIATIVE (WCTII)

In 2019, WESTAC undertook an initiative to identify infrastructure projects of trade-enhancing significance across Western Canada. The initiative provides an opportunity for WESTAC members to think strategically about Western Canada's transportation network and position the industry and its customers for growth, looking towards economic recovery from the COVID-19 crisis. Key WESTAC members were interviewed in late 2020 to identify such projects, and a preliminary list was circulated to all members this summer. The list is updated as additional information becomes available.

ADAPTING TO AUTOMATION & TECHNOLOGY—INTERNATIONAL BEST PRACTICES AND LESSONS FOR BC'S FREIGHT TRANSPORTATION WORKFORCE

In 2019, the British Columbia Sector Labour Market Partnership Program (SLMP) awarded WESTAC a contract to validate the issues related to human resources/labour markets that transportation executives raised in its 2018 Compass Leader Survey. The goal of the project was to work with industry, labour, educational institutions and governments to develop programs, pilots and training to provide a qualified workforce that allows the Western Transportation Corridors to remain competitive and flourish.

In March 2021, the BC SLMP Program, awarded WESTAC a second contract to carry out Phase II of the project. This phase will examine international best practices and draw lessons for British Columbia. Extensive primary and secondary research will be conducted, and a broad range of stakeholders will be involved, including employers, labour unions, educational institutions and Indigenous communities.

Over the past few months, about 30 interviews have been held to gain insight into how other industries or transportation firms in other jurisdictions are preparing workers to work with new technologies. From these interviews, up to six case studies will be prepared. Findings and proposed

recommendations will be discussed at two roundtable sessions (for the freight transportation communities of Prince Rupert and Vancouver) in January 2022.

COMPASS LEADER SURVEY 2021

WESTAC deployed its 5th annual survey of transportation executives in September 2021. Like past surveys, leaders were asked to share their views on key business, economic, supply chain and technological challenges and opportunities for the Western transportation system. This edition will provide an interesting comparison of changes in the industry over the past five years. The report will be released in January 2022.

FINANCIAL IMPLICATIONS

There are no financial implications.

SUMMARY / CONCLUSION

This report provides information on the activities of Western Transportation Advisory Council (WESTAC).

ATTACHMENTS

1. WESTAC 2021 Fall Member Forum “A Legacy in the Making: The Impact of Critical Decisions on Canadian Prosperity” December 8 & 9, 2021 in Vancouver.

2021 FALL MEMBER FORUM

A Legacy in the Making:

The Impact of Critical Decisions on Canadian Prosperity

December 8 & 9, 2021, Westin Bayshore, Vancouver

Decisions of today will dictate our future. They should be guided not only by what we know but shaped by the risks we anticipate and the future we desire. The 2021 Fall Member Forum seeks to bring insights into the economic and tectonic forces shaping our future and encourage dialogue on creating a sustainable transportation trade network.

We know the value of investing in good infrastructure—it creates economic benefits and jobs. But, beyond the numbers, infrastructure is critical to the health and well-being of the country. Canada could not function without the roads, bridges, sewers, and clean water paid for by previous generations.

Over the past decade, weather events have cost the world nearly \$2 trillion and impacted almost four billion people. The frequency and severity of these events will only continue to increase due to climate change. Therefore, the need to build climate-resilient infrastructure through risk-informed decision-making has never been more acute.

Our future resilience will depend on our innovative investments, risk-reduction planning, mitigation strategies, the strength of our cybersecurity, and how we manage resource scarcity, inequity, and extreme weather events.

The 2021 Fall Member Forum is planned to be the first in-person Forum in two years. It builds upon the 2021 Spring Member Forum and will delve more deeply into resiliency from two aspects: ensuring infrastructure is resilient from climate change and cyber risks.

The Forum will also provide the opportunity to hear from members on developments affecting the transport of Canada's exports and imports. What are the headwinds now facing the industry? How can we improve our competitiveness?

Register [online](#)

*Your safety is our highest priority. By order of the Public Health Officer, proof of vaccination will be required to access conferences in BC. **All delegates must be fully vaccinated to attend this event.** We are closely monitoring the COVID-19 situation and will make any necessary changes to the format and/or program as required to support the health and safety of our attendees, speakers, and colleagues.*

WEDNESDAY

December 8, 2021

- | | |
|----------|---|
| 7:30 am | Informal Breakfast |
| 8:30 am | Welcoming Remarks and Introductions <ul style="list-style-type: none">▪ Hon. Rajan Sawhney, Minister of Transportation, Government of Alberta & Chair, WESTAC <i>(invited)</i>▪ Lindsay Kislock, President & CEO, WESTAC |
| 8:45 am | Compass Report: Leader Survey Highlights <p>Presentation by WESTAC on results of 5th annual survey.</p> <ul style="list-style-type: none">▪ Lindsay Kislock, President & CEO, WESTAC▪ Marzia Rizvi, Manager, Program Development & Communications, WESTAC |
| 9:00 am | Economic & Trade Outlook <p>Members will hear about Canada's economic outlook, the business climate and risks over the next 12 to 36 months, with a special focus on commodities and international trade.</p> <ul style="list-style-type: none">▪ Introduction by Shawn Denstedt, Vice Chair (Western Canada), Osler▪ Stephen Poloz, Special Advisor, Osler and former Governor, Bank of Canada |
| 10:00 am | Break |

10:30 am

Trade Winds & Head Winds: Changing Trade Patterns and Impacts on Capacity

Seven members will present their views on the changing trade patterns and impacts on capacity. More specifically they will address:

- How have trade patterns changed over the past 18 months? Are these permanent changes and what else can be anticipated?
- How have Western Canada's trade transportation networks been impacted?
- What is needed to improve competitiveness and reliability?

Speakers:

- **Gary Fast**, Vice President, Transportation, Canadian Tire
- **Ian Anderson**, Vice President, Logistics, Teck
- **Enno Koll**, Head of Americas, PSA International
- **Tim Heney**, Chief Executive Officer, Thunder Bay Port Authority

12:45 pm

Lunch

2:15 pm

Resilient Infrastructure: Climate Risk & Adaptation

In this session, a climate expert and an infrastructure expert will discuss the impacts of climate change and what this means for Western Canada. The focus will be on what to expect and when, along with actions that the industry can take now to address these issues and protect critical infrastructure. Following this, two WESTAC members will present their climate adaptation measures and strategies.

Speakers:

- **Dr. Simon Donner**, Professor of Climatology, University of British Columbia
- **Stephen Beatty**, Global Chairman, Infrastructure, KPMG

WEDNESDAY

December 8, 2021

3:30 pm	Break
4:00 pm	Resilient Infrastructure: Cybersecurity Robust cybersecurity is essential for a resilient organization. It ensures the security of individuals, the safe movement of goods and is critical to safeguard against operational disruptions. Ali Arasteh will talk about the latest advancements in cybersecurity and the best practices to build organizational resilience against cyber threats. <u>Speaker</u> <ul style="list-style-type: none">▪ Ali Arasteh, Managing Director, Mandiant
5:00 pm	Session ends
5:30 pm	Reception
7:00 pm	Reception ends

8:00 am **Breakfast**

WESTAC LEADERS COUNCIL – CONTINUING THE CONVERSATION

The Leaders Council is open to official representatives of member organizations. Sustaining members are allowed one additional representative.

8:30 am Each forum concludes with an in-camera, frank discussion among the most senior representatives of member organizations. Participation is limited to the Official representative from each member organization and excludes non-members. No reporting will take place.

Details on the Leaders Council will be released shortly.

10:30 am Meeting adjourns

10:45 am **Board of Directors Meeting**

Noon **Lunch**

To: MVRD Board of Directors

From: Chris Plagnol, Corporate Officer

Date: October 20, 2021 Meeting Date: October 29, 2021

Subject: **2022 Schedule of Regular Board Meetings**

RECOMMENDATION

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

a) Meeting Dates

- Friday, January 28, 2022..... Electronic Meeting
- Friday, February 25, 2022..... Electronic Meeting
- Saturday, February 26, 2022 Electronic Meeting
- Friday, March 25, 2022..... Electronic Meeting
- Wednesday, April 27, 2027 Electronic Meeting
- Friday, April 29, 2022..... Electronic Meeting
- Friday, May 27, 2022 Electronic Meeting
- Friday, June 24, 2022..... Electronic Meeting
- Friday, July 29, 2022 Electronic Meeting
- Friday, September 23, 2022 Electronic Meeting
- Wednesday, October 19, 2022..... Electronic Meeting
- Friday, October 28, 2022 In-Person Meeting
- Friday, November 25, 2022 In-Person Meeting

b) Time

All meetings are scheduled for 9:00 a.m., unless otherwise specified on the meeting notice.

c) Place

All in-person meetings will take place in the Metro Vancouver boardroom on the 28th Floor, 4730 Kingsway, Burnaby BC, and all electronic meetings will take place using a hybrid model of simultaneous use of electronic facilities and the Metro Vancouver boardroom on 28th Floor, 4730 Kingsway, Burnaby BC., unless otherwise specified on the meeting notice.

EXECUTIVE SUMMARY

The 2022 schedule of board meetings has been prepared in accordance with the provisions of the *Procedure Bylaw*. The schedule includes the date, time and place for thirteen (13) board meetings, mostly to be held on Fridays at the end of most months which will avoid conflicts with the standing committee schedule, municipal council meetings, and other conflicting events. Additional special board meetings may be scheduled, if required. Meetings on the 2022 Schedule of Meetings will be conducted as electronic meetings or in-person meetings.

PURPOSE

To provide the Board with its 2022 schedule of regular board meetings.

BACKGROUND

The Board *Procedure Bylaw* requires the Corporate Officer to provide the Board with an annual schedule of regular board meetings for the upcoming year, including the date, time and place of the meetings. This report brings forward the board meeting schedule for 2022.

BOARD MEETING SCHEDULE

To accommodate the business of the Board, nine (9) regular business meetings have been scheduled on a Friday at the end of most months (with the exception of August and December where there are no board meeting scheduled). Scheduling the board meetings on Friday avoids meeting conflicts with municipal council meetings, and holding such meetings at the end of the month accommodates standing committee meetings which are generally scheduled during the first two weeks of the month.

In addition, the schedule includes three (3) additional regular meetings, to be held in a workshop-style, to consider items related to the budget (Wednesday, April 27, 2022 and Wednesday, October 19, 2022) and strategic plan (Saturday, February 26, 2022). Finally, in accordance with the *Local Government Act*, the November 25, 2022 meeting will be the inaugural meeting of the term following the general local elections.

Furthermore, the meeting schedule avoids conflicts with statutory holidays, with conferences and conventions for elected officials (FCM, UBCM and LMLGA), and accommodates other regional events and meetings where possible.

In addition to the regular meetings on this schedule, special board meetings may be added, as necessary.

Meeting Place – In-Person and Electronic Meetings

At its meeting held September 24, 2021, the MVRD Board amended its *Procedure Bylaw* authorizing a flexible model for meeting attendance. Most meetings will be electronic meetings: essentially hybrid meetings at which a member may attend in-person or by electronic facilities at their discretion.

However, some meetings will require in-person attendance by all members in the meeting room. The 2022 Schedule of Meeting identifies two (2) meetings where in-person attendance is required: the first for the consideration of the budget in October 2022, and second for the administration of oaths of office and the board election in November 2022.

The Board may deem other meetings on the 2022 Schedule of Meeting to be held as in-person meetings by resolution or other notice mechanisms pursuant to the *Procedure Bylaw*.

Public Notice

For the purposes of public notice, the 2022 schedule will be made available on the Metro Vancouver website and on the public notice board.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

Board meeting expenses and remuneration have been allocated in the annual budget.

CONCLUSION

Pursuant to the Board *Procedure Bylaw*, an annual schedule of regular board meetings for 2022 has been prepared. The schedule establishes regular meetings on a monthly basis, usually on Fridays, in order to support the Boards' business, and accommodate committee meetings and other events. Notwithstanding the regular schedule, additional special meetings may be scheduled, if needed.

47361846

To: MVRD Board of Directors

From: Regional Planning Committee

Date: October 8, 2021 Meeting Date: October 29, 2021

Subject: ***Metro Vancouver 2040: Shaping Our Future Land Use Designation Amendment Request from the City of Surrey – South Campbell Heights***

REGIONAL PLANNING COMMITTEE RECOMMENDATION

That the MVRD Board:

- a) initiate the regional growth strategy amendment process for the City of Surrey's requested regional land use designation amendments for the South Campbell Heights area, including extension of the Urban Containment Boundary and removal of the Special Study Area overlay;
 - b) give first, second, and third readings to "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1328, 2021";
 - c) direct staff to notify and seek comment from affected local governments as per section 6.4.2 of *Metro Vancouver 2040: Shaping our Future*; and
 - d) direct staff to notify and seek comment from local First Nations on the proposed *Metro 2040* amendment.
-

At its October 8, 2021 meeting, the Regional Planning Committee considered the attached report titled "*Metro Vancouver 2040: Shaping Our Future Land Use Designation Amendment Request from the City of Surrey – South Campbell Heights*", dated September 20, 2021. The Committee subsequently amended the recommendation as presented above in underline style.

The Committee members expressed support for increasing employment lands, given the shortage in the region as well as the site's location in relation to the goods movement network and the existing Campbell Heights development. In addition, Committee members recognized the Special Study Area overlay for the lands, which indicates contemplated land use change after additional municipal planning work. The Committee members recognized the additional protection of nearly 70 hectares of land adjacent to the Little Campbell River by designating them Conservation / Recreation in *Metro 2040*.

However, four areas of concern were discussed:

- Concern was expressed about the lack of environmental work undertaken to date. Most environmental work is being planned for Phase II of the local planning process, but the proposed land use change is being advanced now without better understanding about how environmental values will be protected, particularly impacts on infiltration and groundwater;
- Concern was expressed that local First Nations, and particularly the Semiahmoo First Nation, had not been engaged regarding the proposal to date;
- Concern was expressed about the broad nature of the Mixed Employment designation and the potential commercial job sprawl and climate impacts this would enable. It was noted that if the intent is to create industrial jobs, that the regional designation proposed should be Industrial, not Mixed Employment; and

- Concern was expressed about the proposal's extension south of 16 Avenue, despite the 2018 MVRD Board response seeking to limit extension of the Urban Containment Boundary to 16 Avenue.

This matter is now before the Board for its consideration.

Attachment

"Metro Vancouver 2040: Shaping Our Future Land Use Designation Amendment Request from the City of Surrey – South Campbell Heights", dated September 20, 2021

47807222 FINAL

To: Regional Planning Committee

From: James Stiver, Division Manager Growth Management and Transportation and
Mark Seinen, Senior Planner, Regional Planning and Housing Services

Date: September 20, 2021 Meeting Date: October 8, 2021

Subject: ***Metro Vancouver 2040: Shaping Our Future Land Use Designation Amendment Request from the City of Surrey – South Campbell Heights***

RECOMMENDATION

That the MVRD Board:

- e) initiate the regional growth strategy amendment process for the City of Surrey's requested regional land use designation amendments for the South Campbell Heights area, including extension of the Urban Containment Boundary and removal of the Special Study Area overlay;
 - f) give first, second, and third readings to "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1328, 2021"; and
 - g) direct staff to notify affected local governments as per section 6.4.2 of *Metro Vancouver 2040: Shaping our Future*.
-

EXECUTIVE SUMMARY

The City of Surrey is requesting a *Metro 2040* amendment corresponding with the Revised Stage 1 South Campbell Heights Land Use Plan. This is an update to a proposed amendment for the area considered by the MVRD Board in 2018 that was referred back to the City of Surrey for further refinement of the of the proposal. The requested amendment includes: the redesignation of Rural designated lands (within a Special Study Area) to Mixed Employment (160.8 ha), Conservation and Recreation (55.5 ha) and Agricultural (12.1 ha); extension of the Urban Containment Boundary by 223.7 hectares; and redesignation of some Mixed Employment lands within the Urban Containment Boundary to Conservation and Recreation (13.4 ha).

Consideration of requested regional land use amendments is often about evaluating the trade-offs among regional growth strategy objectives. The implications of introducing much needed job lands must be considered against the expansion of the Urban Containment Boundary in terms of regional servicing and transit costs, and impacts to the natural environment and climate action. These lands have long been contemplated for land use change, and their Special Study Area overlay highlights that fact. On balance, the requested amendment for South Campbell Heights is supportable based on the evaluation against *Metro 2040's* policy framework.

PURPOSE

This report provides the Regional Planning Committee with the opportunity to review and comment on the City of Surrey's request to amend *Metro Vancouver 2040: Shaping our Future (Metro 2040)*, the regional growth strategy, for the South Campbell Heights area.

BACKGROUND

Metro 2040 includes provisions for member jurisdictions to request amendments to the regional growth strategy. The proposed amendments are intended to enable approval of the Revised Stage 1

South Campbell Heights Land Use Plan (Reference 1), which was given 3rd reading by Surrey City Council on July 26, 2021. On July 12, 2021, City of Surrey Council initiated *Surrey Official Community Plan Amendment Bylaw, 2013, No. 18020, Amendment Bylaw, 2021, No. 20393* by undertaking 1st and 2nd readings. A municipal public hearing was held on July 26, 2021 and subsequently, at the same meeting, City Council at 3rd reading of *Bylaw No. 20393* passed the following resolution:

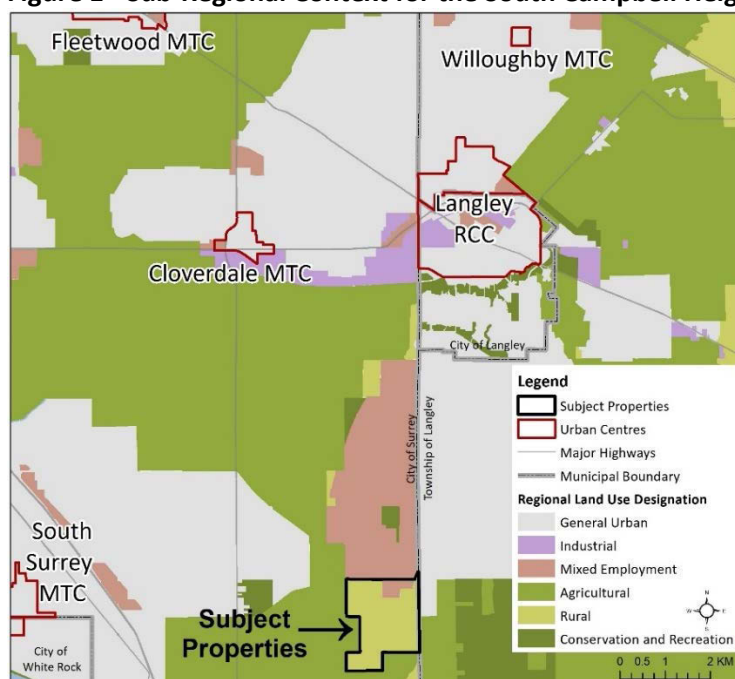
Subject to Council granting third reading to Amendment Bylaw No. 20393, authorize staff to submit a Type 3, Minor Regional Growth Strategy amendment and Regional Context Statement amendment application to the Metro Vancouver Board for approval of the Regional Growth Strategy Regional Land Use Designation amendments as shown in Appendix “IV” and Appendix “V”.

On July 30, 2021, Metro Vancouver received a written request (Attachment 1) from the City of Surrey to consider an amendment to *Metro 2040* for the subject area in South Campbell Heights. The requested amendment constitutes a Type 3 minor amendment; this requires adoption of the amending through an affirmative 50%+1 weighted vote of the MVRD Board. Additionally, there is no requirement for a regional public hearing. A Council decision on the final adoption of the Official Community Plan (OCP) Bylaw will be scheduled following the decision of the MVRD Board on the requested.

SITE CONTEXT

The South Campbell Heights area is located in the southeast area of the City of Surrey adjacent to the municipal boundary with the Township of Langley (Figure 1). The area is characterized by rural development and forested natural areas. The Little Campbell River and its tributaries run diagonally through the area, and large-lot rural residences exist alongside pastures and other small-scale uses such as a kennel and a cemetery. One property is currently being used for agricultural production.

Figure 1 - Sub-Regional Context for the South Campbell Heights Area

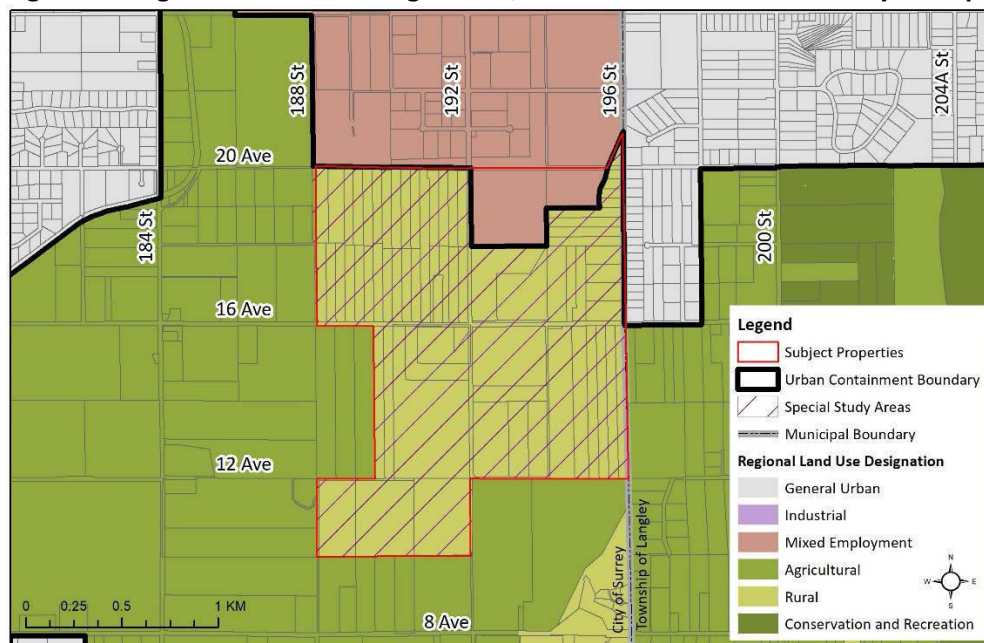


Existing Regional Land Use Designations and Special Study Area

The subject area includes lands currently identified in *Metro 2040* as a Special Study Area. This overlay was established in *Metro 2040* to reflect where, prior to its adoption in 2011, a municipality had expressed intent for future land use changes following further municipal planning work. The Special Study Area overlay does not alter the underlying regional land use designations. All lands in the South Campbell Heights Special Study Area (228.29 ha) are designated Rural in *Metro 2040*, and are located outside the Urban Containment Boundary.

The proposed amendment also includes 13.38 ha of Mixed Employment lands within the Urban Containment Boundary that does not form part of the Special Study Area (Figure 2).

Figure 2 - Regional Land Use Designations, Urban Containment Boundary and Special Study Area



PROPOSED AMENDMENT

The proposed amendment is an update to the City of Surrey's 2018 application that was previously considered by the MVRD Board for the same lands (Reference 2). That application was referred back to the City of Surrey, citing that the extension of the Urban Containment Boundary and redesignation of Rural lands to General Urban (for urban residential development), particularly south of 16 Avenue, were inconsistent with the policy framework in *Metro 2040*.

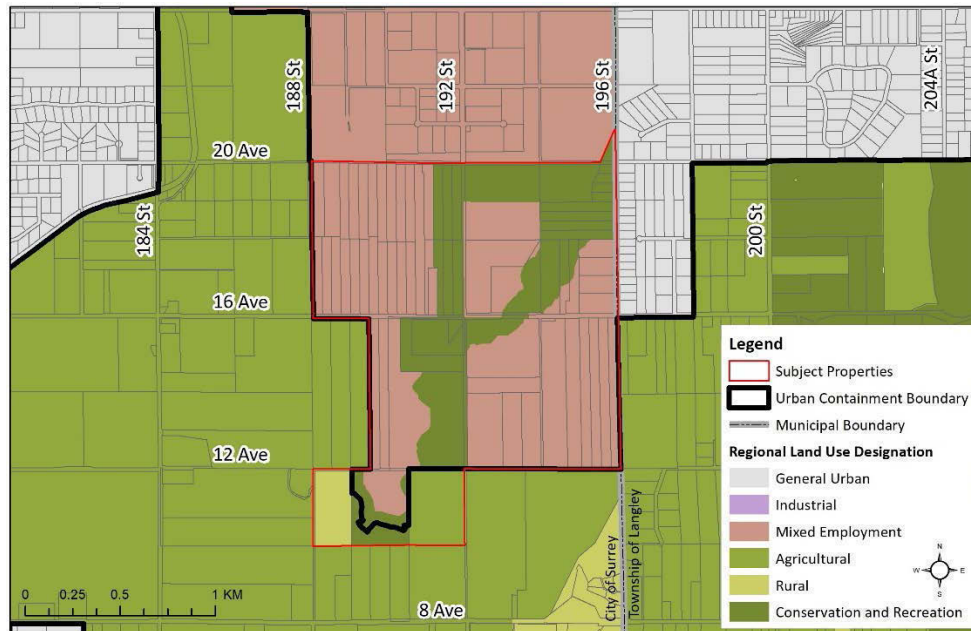
The updated proposal encompasses 72 properties, as depicted below in Figure 3. The amendment seeks to:

- redesignate 13.4 ha from Mixed Employment to Conservation and Recreation within the Urban Containment Boundary;¹
- redesignate a total of 228.4 hectares outside the Urban Containment Boundary and within the Special Study Area from:

¹ There is an adjacent 7.91 ha Mixed Employment parcel within the subject area that is proposed to remain designated as Mixed Employment. No regional land use designation amendment is required.

- i. Rural to Mixed Employment (160.8 ha)
- ii. Rural to Conservation and Recreation (55.5 ha)
- iii. Rural to Agricultural (12.1 ha);
- c) extend the Urban Containment Boundary to include an additional 223.7 hectares; and
- d) remove the Special Study Area designation from the entire South Campbell Heights area.

Figure 3 - Proposed Regional Land Use Designations and Urban Containment Boundary Alignment



The proposed amendment is a Type 3 minor amendment as per sections 6.3.4(b) and (g) of *Metro 2040*. Type 3 minor amendments require an amendment bylaw that receives a 50%+1 weighted vote of the Board at each reading, with no regional public hearing.

REGIONAL PLANNING ANALYSIS

The proposed amendment has been assessed in relation to the applicable *Metro 2040* goals and policies, noting that the regional growth strategy is currently being updated. The assessment focuses on potential regional planning implications and the regional significance of the proposed land use changes in consideration of the regional growth strategy.

The current proposal updates Surrey's 2018 regional growth strategy amendment request (Reference 1). The 2018 proposed amendment was assessed for alignment with the goals, strategies and objectives of *Metro 2040*. The policy framework, supported amending the Rural lands north of 16 Avenue to Mixed Employment, and protecting ecologically important lands by amending the designation on such lands to Conservation and Recreation. As a result, this report does not re-evaluate those aspects of the proposed amendment.

The main difference between the two applications is that the 2018 application requested that 143 ha be redesignated from a regional land use designation of Rural to General Urban to facilitate urban residential development. The 2021 application seeks instead to redesignate from Rural to Mixed Employment, thereby eliminating the residential component, and focusing on responding to the

region's strong need for industrial and job lands. As a result, the updated request from the City addresses many of the concerns previously noted with respect to introducing new urban residential development in this area. However, the proposed Mixed Employment land uses introduces some additional regional planning issues that have been examined through the *Metro 2040* policy framework below.

GOAL 1: Create a Compact Urban Area - Implications of Expanding the Urban Containment Boundary

Metro Vancouver's analysis of Surrey's 2018 application noted that residential development would increase pressure on nearby Rural lands by signaling potential availability for urban development; there is some risk that Mixed Employment development in the same area could generate similar outcomes. However, given market dynamics of residential comparative to employment development, this pressure will likely be less intensive.

The Urban Containment Boundary (UCB) is intended to be a long term, stable boundary for urban growth in Metro Vancouver. Regional Planning projections and analysis demonstrates that there is sufficient land within it to accommodate future growth in the region over the coming decades. As such, the current policy framework does not generally support its expansion.

However, the subject lands are identified as a Special Study Area in *Metro 2040*. This overlay does not alter the underlying regional land use designation(s), however it does reflect a municipality's intent to seek future land use change following more detailed local planning work. Reflecting this potential for change, the Special Study Area overlay reduces the MVRD Board's voting threshold needed for a proposed amendment to *Metro 2040* on lands outside the UCB and designated Rural, from a 2/3 weighted vote of the Board to a 50%+1 vote; additionally, it also removes the requirement for a regional public hearing.

The UCB is also an essential tool for supporting the efficient provision of urban infrastructure across the region. Regional sewerage and water services and transit expansions are necessitated by realigning the UCB, ultimately requiring increased service levels and costs. If the proposed amendment is adopted, the City of Surrey will need to seek an amendment to the Fraser Sewerage Area (FSA) from the GVS&DD Board; the review of this amendment would be predicated on the technical and financial feasibility and capacity of services. Staff note that the existing Metro Vancouver sewerage infrastructure required to service these lands may not be sufficient; further analysis will need to be undertaken in this regard.

GOAL 2: Protect the Supply of Industrial Land: Regional Need for Employment Lands

The proposed amendment proposes four times as much Mixed Employment designated lands than 2018 application. The City's planning report (Reference 1) cites the constrained supply of industrial lands as a rationale for redevelopment of the South Campbell Heights area. The report specifically addresses the demand for, and availability of, alternative employment lands within the Urban Containment Boundary, estimating that the existing North Campbell Heights employment area will reach its development capacity within seven to nine years. The recently-completed Regional Industrial Lands Strategy documented the extremely limited supply of industrial lands in the region, the consistently strong demand for industrial space, and the few opportunities to add more lands to

the regional market. In many areas, existing industrial lands are also being threatened by conversion to other uses.

The proposal for South Campbell Heights is for a Mixed Employment, not Industrial, regional land use designation, which is an important distinction. While the Mixed Employment designation permits industrial uses, it also permits commercial and other employment-related uses. Staff appreciate the flexibility Surrey would like to retain for land uses in the South Campbell Heights area, and that residential use is not intended. However, an extension of the UCB and use of these lands for Mixed Employment uses does have the potential to attract employment uses away from the City's existing Urban Centres and transit-rich locations. If the amendment is supported, it will be incumbent on the City of Surrey to ensure that the land uses in this area support industry and do not compete with major trip-generating uses that are more appropriately located in Urban Centres, in an effort to reduce auto-oriented "job sprawl." The existing North Campbell Heights business park area is designated Mixed Employment in *Metro 2040*, and primarily supports light industrial uses, with some commercial and other employment uses.

GOAL 3: Protect the Environment and Respond to Climate Change Impacts

A significant land use change for 160 ha of rural lands to more urban forms of development will have ecological impacts. The City has identified ecologically-sensitive locations which it has indicated will be protected through the South Campbell Heights Land Use Plan, providing for a continuous biodiversity hub along the Little Campbell River riparian corridor. As a result of this work, The City is proposing to redesignate 55.52 ha from Rural to Conservation and Recreation to support the protection of this ecological corridor. These lands are being introduced, in part, to provide a buffer function, with stream setbacks that exceed the requirements of The City of Surrey's Zoning Bylaw and riparian area regulations. The proposed Conservation and Recreation designation component totals 86 ha, or 35 percent of the subject area.

Beyond the conservation plans for the Little Campbell River corridor itself, questions remain about broader aquifer protection and potential infiltration into neighbouring communities. The City of Surrey has committed to additional study and monitoring of groundwater impacts through subsequent phases of the South Campbell Heights Land Use Plan.

The City of Surrey's comprehensive Climate Adaptation Strategy sets out progressive policies and initiatives and will help the City anticipate and respond to a changing climate. Any expansion of the UCB will have impacts on the area's resilience to climate change and will contribute to increased greenhouse gas emissions. If the proposed amendment is adopted, the City's future local planning work will need to ensure that the policies of the Strategy are applied to the development of the South Campbell Heights lands; this will support our collective actions in meeting our shared climate targets.

GOAL 5: Support Sustainable Transportation Choices

The 2018 Metro Vancouver report noted that "as the location of the proposed redesignation is adjacent to the existing Campbell Heights industrial area and a major transportation route, it is an appropriate and regionally-strategic location for industrial related development." While the area is accessible by two truck routes and the Major Road Network, most roads in the area are two-lane roads, with a rural cross-section, that have the potential of not accommodating the additional

commercial vehicles/traffic; in addition, the road network south of 16 Avenue is incomplete and fragmented. Future road upgrades by the City will likely be necessary to accommodate the increases in commercial truck traffic.

If the regional land use designation amendment is adopted, pressure will increase to expand transit service beyond what is contemplated in the current TransLink Investment Plan for the area. This creates challenges from a transit service design and fare recovery perspective, particularly due to South Campbell Heights' outlying location and limited street connectivity.

The area is strategically located from a goods movement and jobs perspective. South Campbell Heights is proximate to the United States border and adjacent to an existing Mixed Employment area; it connects with the regional truck route network and Major Road Network; and it would serve job markets in both South Surrey and Langley.

Regional Planning Advisory Committee Comments

As required by *Regional Growth Strategy Procedures Bylaw No. 1148, 2011*, Metro Vancouver staff prepared a report to the Regional Planning Advisory Committee (RPAC) for its meeting of September 27, 2021. The City of Surrey presented the application, and RPAC members were able to ask questions and discuss. RPAC received the report for information.

AMENDING METRO 2040 AND NEXT STEPS

Metro 2040 is the region's collective vision for how to manage regional growth in a way that reflects the federation's values. It includes regional land use designations, which are a key tool for protecting and enhancing the region's supply of Conservation and Recreation, Mixed Employment, Agricultural, and Industrial lands.

In accordance with Subsections 6.3.4(c) of *Metro 2040*, for sites within a Special Study Area or within the Urban Containment Boundary, land use designation amendments are a Type 3 Minor Amendment. Adoption of a Type 3 amendment requires an affirmative 50%+1 weighted vote of the MVRD Board, and does not require a regional Public Hearing.

If the amendment bylaw (Attachment 2) receives 1st, 2nd, and 3rd readings by the MVRD Board, it will be referred to affected local governments and other agencies, as well as posted on the Metro Vancouver website for a minimum of 30 days for the opportunity to provide comment. Any comments received would be summarized and included in the report advancing the bylaw to the MVRD Board for consideration of final adoption. Should the initial readings of the amendment bylaw be given, staff will report back to the MVRD Board at a meeting in early 2022 with a summary of any comments received on the proposed amendment, and the amendment bylaw for consideration of final reading. The City's updated Regional Context Statement will also be provided for consideration of acceptance at the same time as final adoption of the proposed amendment.

ALTERNATIVES

1. That the MVRD Board:
 - a) initiate the regional growth strategy amendment process for the City of Surrey's requested regional land use designation amendments for the South Campbell Heights area, including extension of the Urban Containment Boundary and removal of the Special Study Area overlay;

- b) give first, second, and third readings to “Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1328, 2021”; and
- c) direct staff to notify affected local governments as per section 6.4.2 of *Metro Vancouver 2040: Shaping our Future*.

2. That the MVRD Board decline the proposed amendments for South Campbell Heights and notify the City of Surrey of the decision.

FINANCIAL IMPLICATIONS

If the MVRD Board chooses Alternative 1, notification will be given to all affected local governments as laid out in the *Local Government Act* and *Regional Growth Strategy Implementation Guideline #2: Amendments to the Regional Growth Strategy* (Reference 3).

If the MVRD Board chooses Alternative 2, the City of Surrey will be notified of the Board’s decision. A dispute resolution process may take place as described in the *Local Government Act*. The cost of this dispute resolution is prescribed based on the proportion of assessed land values. Metro Vancouver would be responsible for most of the associated costs.

CONCLUSION

The City of Surrey has submitted a request for a *Metro 2040* amendment corresponding with the Revised Stage 1 South Campbell Heights Land Use Plan (Reference 1). The plan includes the redesignation of 228.39 hectares of Rural designated lands outside the Urban Containment Boundary (within a Special Study Area) to Mixed Employment (160.77 ha), Conservation and Recreation (55.52 ha) and Agricultural (12.1 ha). It also includes the redesignation of 13.38 ha of Mixed Employment lands, within the Urban Containment Boundary, to Conservation and Recreation.

The proposed amendment aligns with the *Metro 2040* policy framework in the following ways:

- The extension of the Urban Containment Boundary can be supported by a demonstrated land need as there are few alternative employment lands available within the UCB;
- The subject area will provide jobs and expand the supply of much-needed employment-generating lands in the region;
- Given planned land use change in this area, environmental impacts have been largely addressed through the designation of Conservation and Recreation lands including buffer areas around the Little Campbell River and its tributaries; and
- The area is strategically located from a goods movement and trade perspective.

It should be noted that passenger transportation will be a challenge, particularly given the current lack of transit service, bikeways and pedestrian facilities. Further work will need to be undertaken in an effort to resolve these issues. This is also a significant addition to the Urban Containment Boundary, which has significant servicing impacts. These will not be as substantial as if the land use contemplated was residential, however the City of Surrey will need to apply to the GVS&DD for inclusion in the Fraser Sewerage Area, and there remains uncertainty as to the capacity of the current sewerage infrastructure to accommodate this planned use. And, there are significant environmental impacts when this scale of land use change is occurring, despite mitigating efforts.

Consideration of proposed regional land use amendments is often about evaluating the trade-offs among regional growth strategy objectives. The implications of introducing much-needed job lands must be considered against the expansion of the Urban Containment Boundary in terms of regional servicing and transit costs, impacts to the natural environment and climate action. On balance, the requested amendment for South Campbell Heights is supportable based on the above analysis of *Metro 2040's* policy framework. Staff recommend Alternative 1.

Attachments (47807423)

1. Correspondence, dated July 30 2021, from City of Surrey, to Metro Vancouver Board re: City of Surrey Regional Growth Strategy Amendment Application.
2. Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1328, 2021

References

1. [City of Surrey Corporate Report, dated July 8, 2021 \(No. R147\): Revised South Campbell Heights Land Use Plan](#)
2. [Metro Vancouver 2040: Shaping our Future Land Use Designation Amendment Request from the City of Surrey – South Campbell Heights](#). MVRD Board Regular Meeting, May 25, 2018
3. [Regional Growth Strategy Implementation Guideline #2: Amendments to the Regional Growth Strategy](#)

47807222

July 30, 2021

File: 3900-20-18020 (OCP)
6520-20 (South Campbell Heights)

Metro Vancouver Board
c/o Chris Plagnol, Corporate Officer
4730 Kingsway (Metrotower III)
Burnaby, BC
V5H 0C6

Dear Mr. Plagnol:

RE: City of Surrey Regional Growth Strategy Amendment Application

The City of Surrey is processing several Official Community Plan ("OCP") amendments that also require amendments to the Metro Vancouver Regional Growth Strategy ("RGS") prior to final adoption for the following areas:

1. Revised South Campbell Heights Land Use Plan
2. South Campbell Heights Agricultural Land Reserve ("ALR") Inclusion Property

Although these are two separate processes, they are included together in this RGS amendment application.

Background

On July 24, 2017, Surrey Council endorsed Stage 1 of the South Campbell Heights Land Use Plan ("the Plan") following a comprehensive land use planning process. Following Stage 1 approval of the Plan, Council also granted third reading to the necessary OCP amendments and bylaw readings that were consistent with the Stage 1 Plan. On January 16, 2018, the City submitted a request to Metro Vancouver to amend the RGS to accommodate the land uses proposed in the Plan.

The 2017 application proposed the Rural "Special Study Area" designation (235 hectares) within the Plan area to be amended to General Urban (143 hectares), Mixed Employment (37 hectares), and Conservation and Recreation (55 hectares). These changes necessitated an expansion of the regional Urban Containment Boundary ("UCB") which outlines the catchment for regional utility servicing. It also proposed land use amendments within the existing UCB, including 16.4 hectares from Mixed Employment to Conservation and 6.0 hectares from Mixed Employment to General Urban.

On April 20, 2018, the Metro Vancouver Regional Planning Committee ("RPC") received a report from Metro Vancouver staff titled "Metro Vancouver 2040: Shaping our Future Land Use Designation Amendment from the City of Surrey - South Campbell Heights." The report indicated support for proposed amendments to redesignate lands to Mixed Employment, Conservation and Recreation, and Agricultural because these were generally consistent with the provisions of Metro 2040; however, for the portion of the proposed amendment that was seeking to extend the UCB and redesignate 143 hectares from Rural to General Urban for urban residential development, there was not the required support. The report indicated that this component of the request was inconsistent with Metro 2040 and recommended that the entire amendment application be referred back to the City to consider an alternate amendment.

At the May 25, 2018 Metro Vancouver Board meeting, the Board approved the RPC recommendations and referred the RGS amendment application back to the City to consider alternatives.

In response to the amendment application being referred back to the City, staff liaised with Metro Vancouver staff and employment lands stakeholders in Surrey to prepare a revised Stage 1 South Campbell Heights Land Use Plan that better responds to regional concerns.

On July 12, 2021 at the Regular Council - Public Hearing Meeting, Surrey Council approved recommendations in the report titled, "Revised Stage 1 South Campbell Heights Land Use Plan and Proposed Official Community Plan, Regional Context Statement, and Regional Growth Strategy Amendments" (Attachment "1"). This included approval of the revised Stage 1 Land Use Plan, resolutions to give first and second readings to the required OCP bylaw amendments, and instructions to the City Clerk to set a date for public hearing (Attachment "2").

On July 26, 2021, at Regular Council - Public Hearing Meeting, Surrey Council passed a resolution to give third reading to the proposed Surrey OCP bylaw amendments and endorsed referring an application to Metro Vancouver to support amendments to the RGS (Attachment "3"). These amendments include adjustments to the UCB, removal of the entire Special Study Area, and amendments to the Regional Land Use Designations from Rural and Mixed Employment to Conservation Recreation, Mixed Employment, and Agriculture.

Revised South Campbell Heights Local Area Plan

The Plan has been revised in consideration of the region's constrained industrial land supply and Metro Vancouver's previous refer back of Surrey's initial RGS amendment. The revised Plan focuses on creating more employment opportunities by increasing the inventory of regional employment lands. Residential uses have been removed from the revised Plan. The proposed UCB extension has been modified to only contain lands north of the southernmost reach of the Little Campbell River in this area. These proposed changes to the Plan better align with RGS goals.

Surrey is a significant contributor to regional industrial growth and holds a significant portion of the region's vacant industrial land; however, across the region the demand for industrial land continues to outpace supply. In the absence of additional land to meet continued demand, the region is anticipated to absorb all effective supply sometime between 2028 and 2035.

The proposed South Campbell Heights Plan will help address the industrial land supply and provide opportunities to accommodate both new industrial businesses and those businesses that are seeking to expand their operations. Given applicable lot sizes, the Plan has advantage for uses that require larger parcels with the necessary access to services and transportation infrastructure. It is important for the City and the region to remain open for business and to provide opportunity for businesses seeking to relocate or expand operations.

The following RGS amendments are proposed:

- Amend the RGS Land Use Designations for the South Campbell Heights Land Use Plan from 227.3 hectares of Rural and 22.4 hectares of Mixed Employment to 80.6 hectares of Conservation and Recreation and 169.1 hectares of Mixed Employment (as shown in Attachment "4").
- Remove the entire 247 hectares of regional Special Study Area Overlay for all areas of South Campbell Heights.
- Amend the RGS to extend the UCB by 223.7 hectares (as shown in Attachment "5"). to support the proposed land uses within the South Campbell Heights Land Use Plan

South Campbell Heights Agricultural Land Reserve Inclusion Property

In a separate process from the preparation of the South Campbell Heights Local Area Plan, an application to include land into the Agricultural Land Reserve ("ALR") was approved by the Agricultural Land Commission ("ALC") for the property shown in Attachment "6". In order to be consistent with that ALC decision, the Regional Land Use Designation is recommended to be adjusted from Rural to Agricultural as a housekeeping amendment.

Conclusion

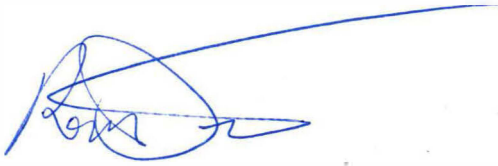
The City of Surrey requests that the Metro Vancouver Board amend the Regional Growth Strategy to:

- extend the Urban Containment Boundary;
- remove Surrey's Special Study Area; and
- amend Regional Land Use Designations from Rural and Mixed Employment to Mixed Employment, Conservation Recreation, and Agricultural (as shown in Attachments "4" and "5").

The ALC has already approved the inclusion of the property shown in Attachment "6" into the ALR and is, therefore, simply a housekeeping measure to ensure the RGS is consistent with the existing designations.

Should Metro Vancouver staff require any additional information regarding this application, please contact Patrick Klassen, Community Planning Manager, at 604-598-5858 or at pklassen@surrey.ca.

Sincerely,

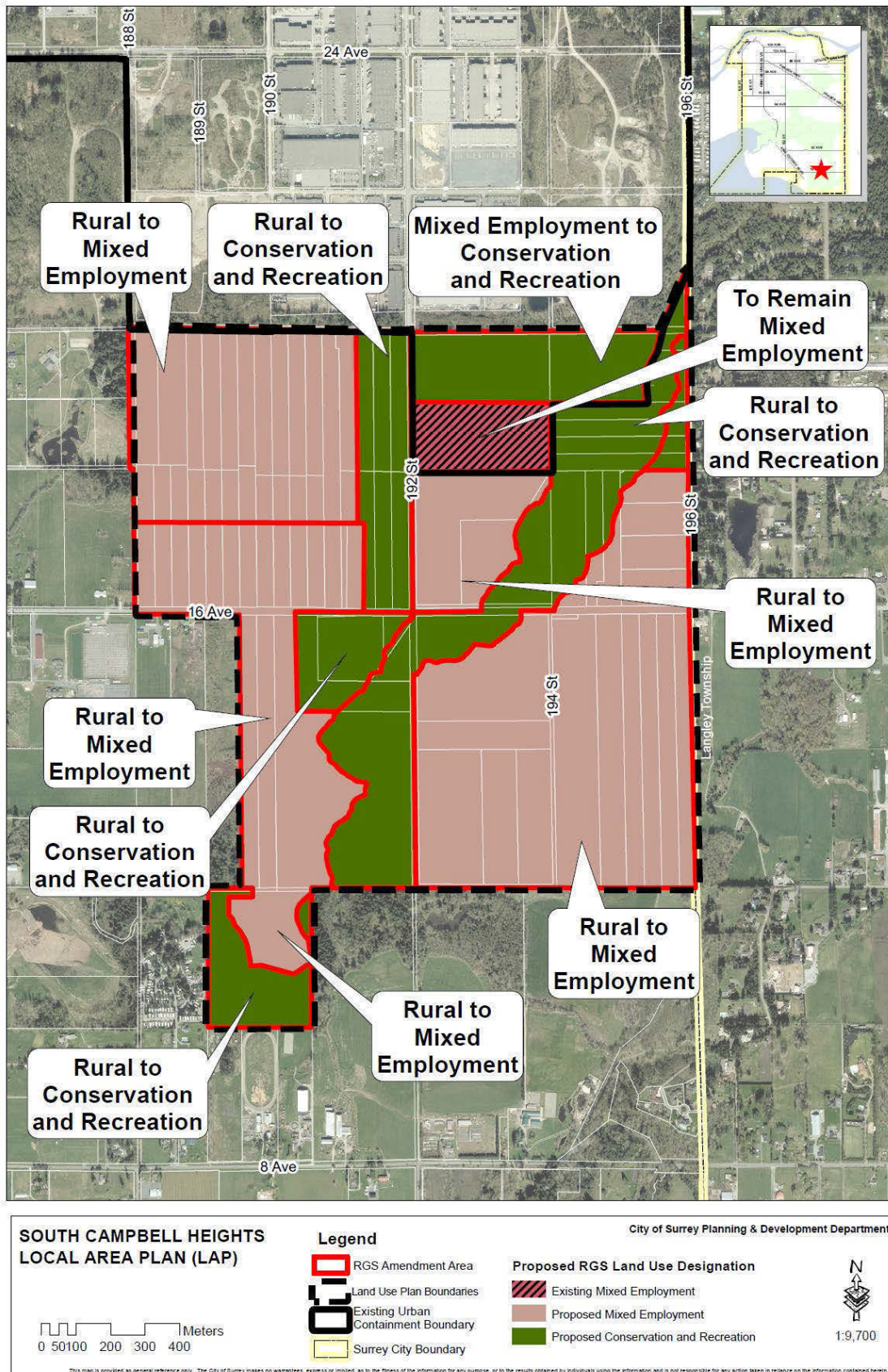
A handwritten signature in blue ink, appearing to read 'Rémi Dubé', with a long horizontal stroke extending to the right.

Rémi Dubé, P.Eng.
Acting General Manager, Planning & Development

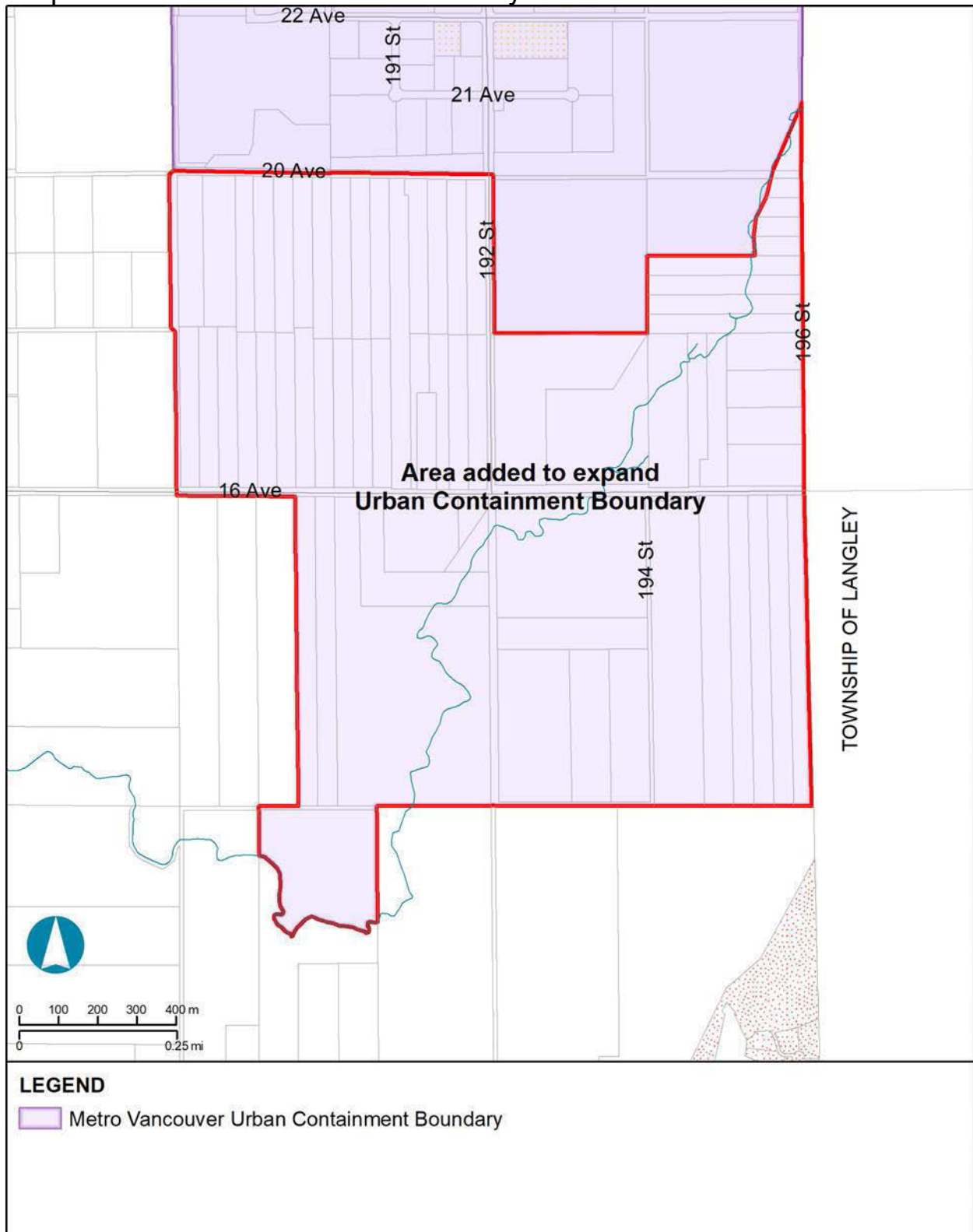
Cc Heather McNell, General Manager, Regional Planning and Housing Services, Metro Vancouver
Sean Galloway, Director, Regional Planning, Metro Vancouver
James Stiver, Manager, Growth Management and Transportation
Mark Seinen, Senior Planner, Metro Vancouver
Preet Heer, Manager, Community Planning, Planning & Development, City of Surrey
Patrick Klassen, Community Planning Manager, Planning & Development, City of Surrey
Markus Kischnick, Community Planner, Planning & Development, City of Surrey
Yonatan Yohannes, Manager, Utilities, Engineering, City of Surrey

Attachment "1"	Corporate Report - "Revised Stage 1 South Campbell Heights Land Use Plan and Proposed Official Community Plan, Regional Context Statement, and Regional Growth Strategy Amendments"
Attachment "2"	Council Resolutions - July 12, 2021 Regular Council - Public Hearing Meeting
Attachment "3"	Council Resolutions - July 26, 2021 Regular Council - Public Hearing Meeting
Attachment "4"	Proposed RGS Land Use Designation Amendments
Attachment "5"	Proposed UCB Extension
Attachment "6"	South Campbell Heights ALR Inclusion Property

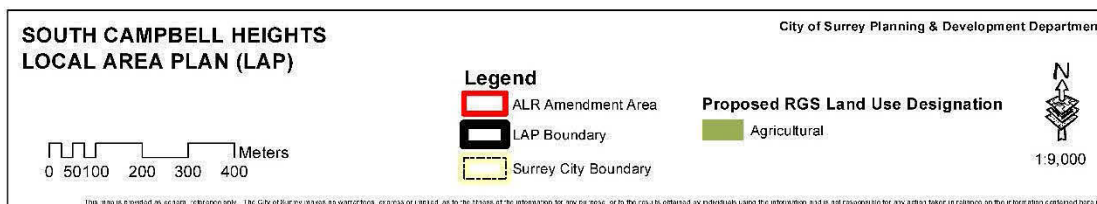
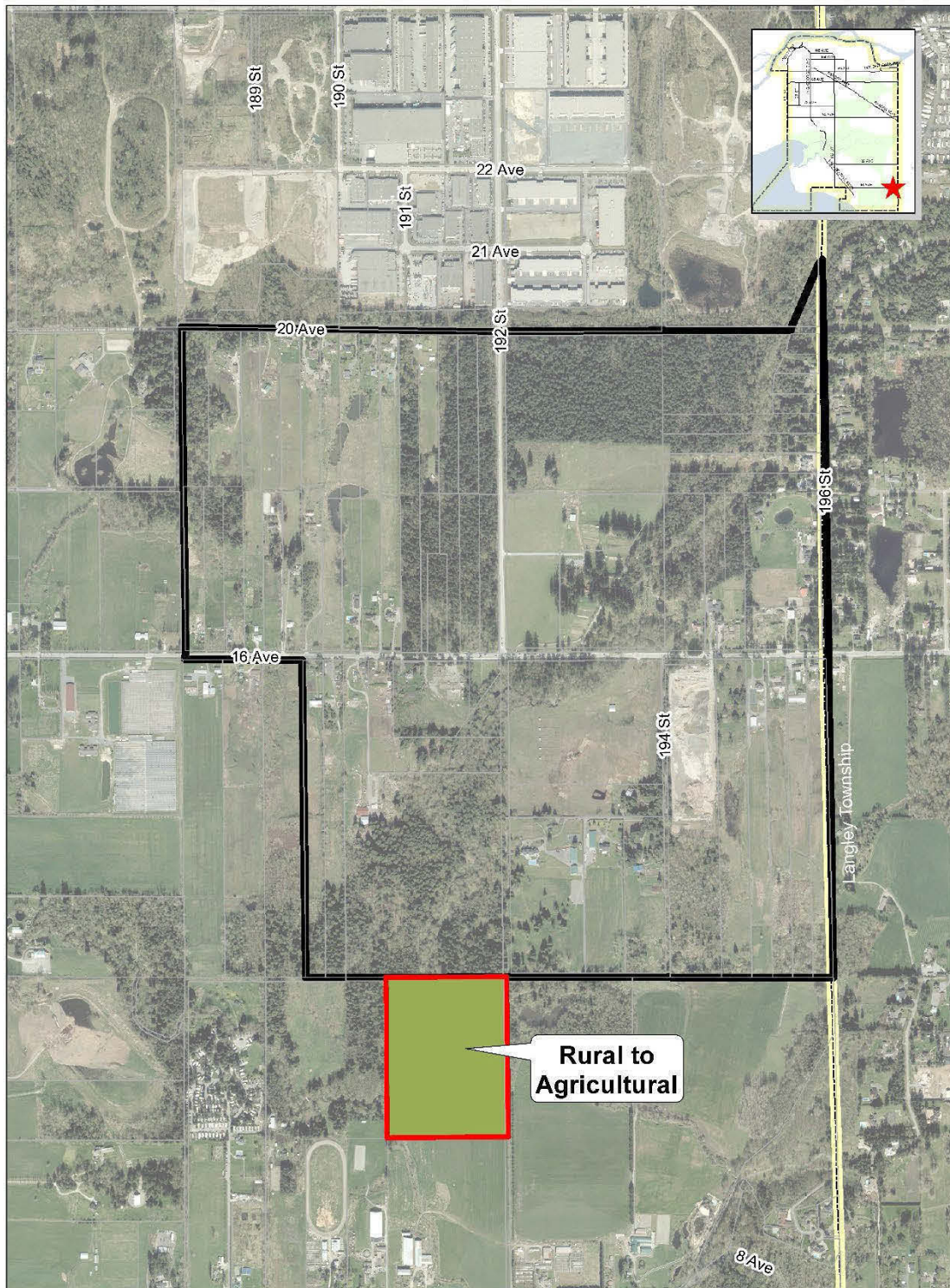
Proposed RGS Land Use Designation Amendments



Proposed Urban Containment Boundary Extension



South Campbell Heights ALR Inclusion Property



**METRO VANCOUVER REGIONAL DISTRICT
REGIONAL GROWTH STRATEGY AMENDMENT BYLAW NO. 1328, 2021
A Bylaw to Amend "Greater Vancouver Regional District Regional Growth Strategy
Bylaw Number 1136, 2010"**

WHEREAS:

- A. The Metro Vancouver Regional District Board (the "Board") adopted the *Greater Vancouver Regional District Regional Growth Strategy Bylaw No. 1136, 2010* on July 29, 2011;

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

1. The *Greater Vancouver Regional District Regional Growth Strategy Bylaw No. 1136, 2010* is hereby amended as follows:
 - a) re-designating portions of the subject properties from 'Rural' to 'Mixed Employment', re-designating portions of the subject properties from 'Rural' to 'Conservation and Recreation', re-designating portions of the subject properties from 'Rural' to 'Agricultural', re-designating portions of the subject properties from 'Mixed Employment' to 'Conservation and Recreation', removing the Special Study Area, and adjusting the Urban Containment Boundary, as shown in Schedule "A"; and
 - b) the official regional land use designation maps numbered 2, 3, 4, 5, 6, 7, 8, 9, 11, and 12 are revised to record the changes in regional land use designation, removal of the Special Study Area, and adjustments to the Urban Containment Boundary, as shown in the maps contained in Schedule "B".

Citation

2. The official citation for this bylaw is "*Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1328, 2021*". This bylaw may be cited as "*Regional Growth Strategy Amendment Bylaw No. 1328, 2021*".

Schedules

3. The following Schedules are attached to and form part of this bylaw:
Schedule "A"; and
Schedule "B".

Read a first time this _____ day of _____, _____.

Read a second time this _____ day of _____, _____.

Read a third time this _____ day of _____, _____.

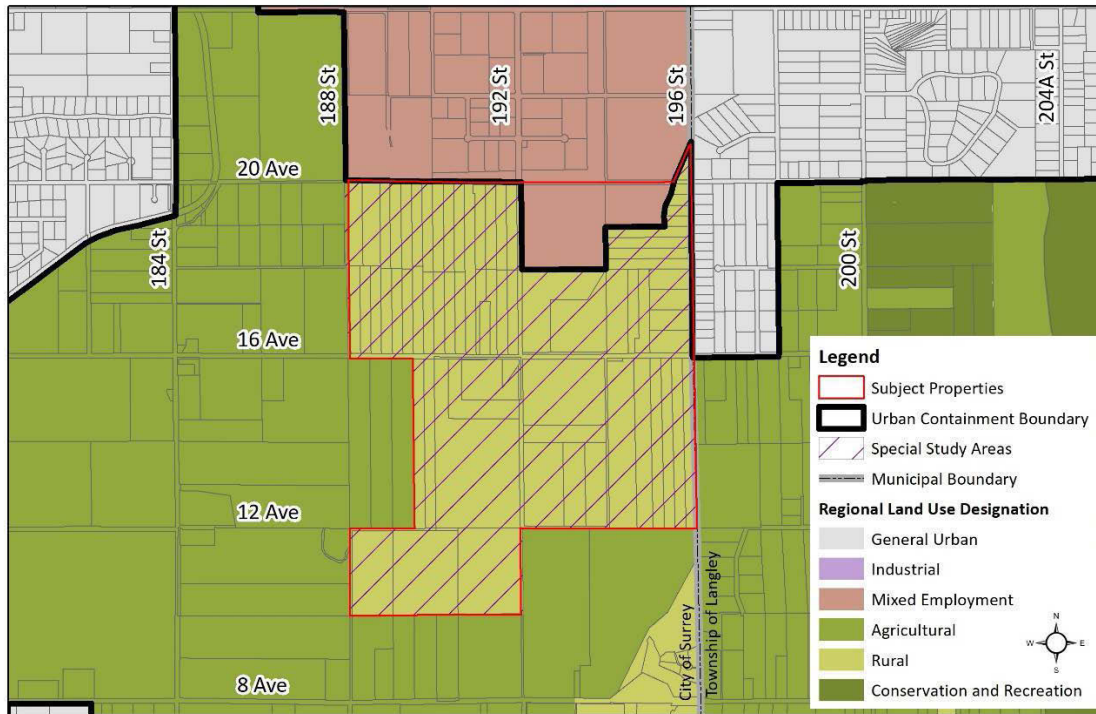
Passed and finally adopted this _____ day of _____, _____.

Sav Dhaliwal, Chair

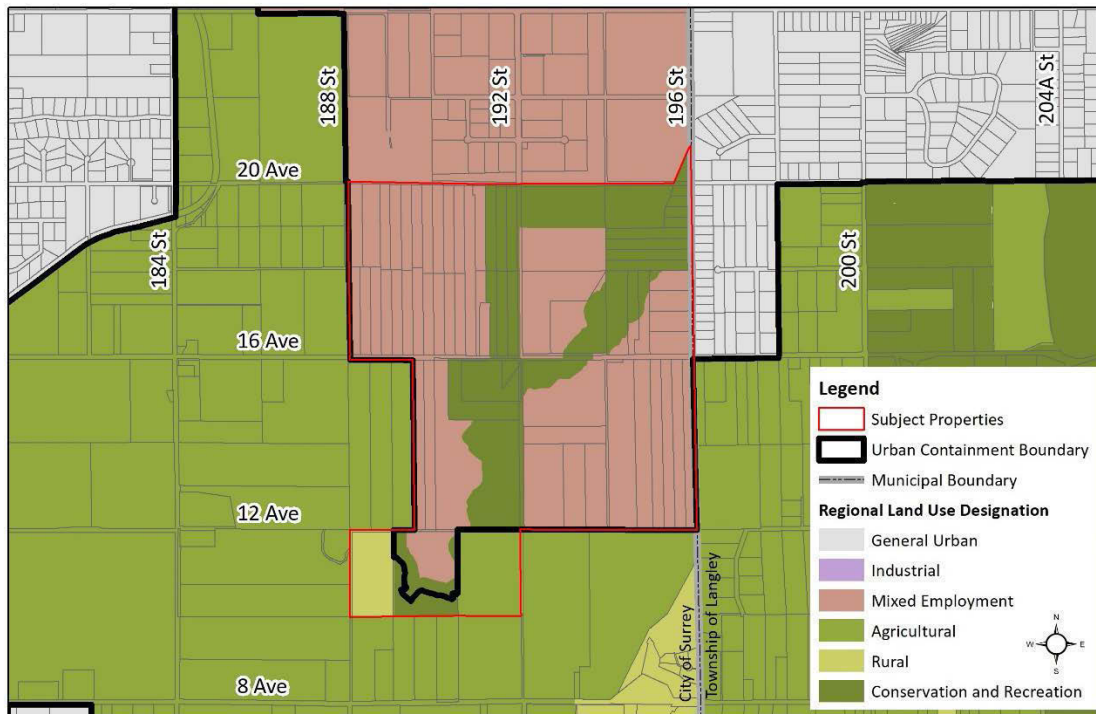
Chris Plagnol, Corporate Officer

Schedule A

Prior to Amendment

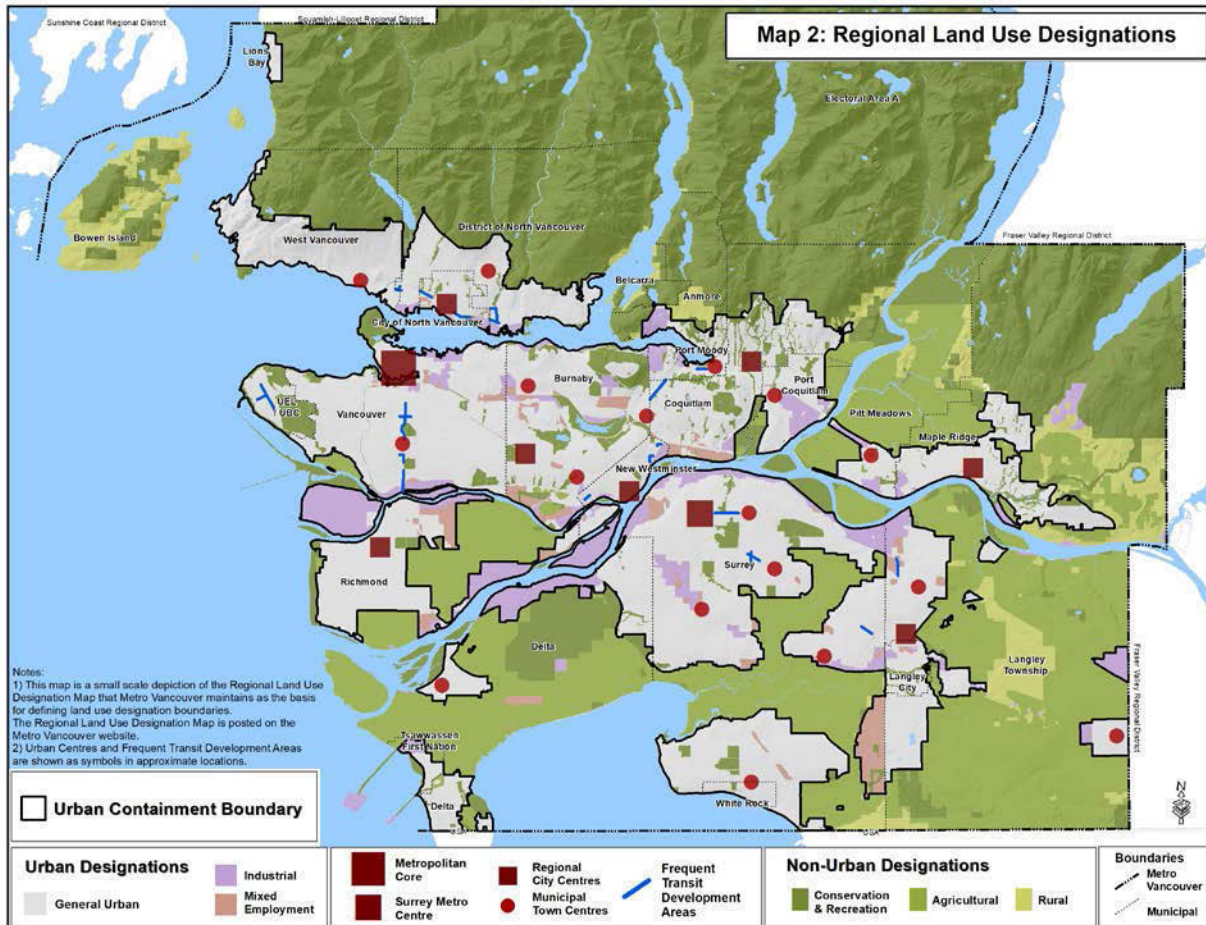


Post Amendment



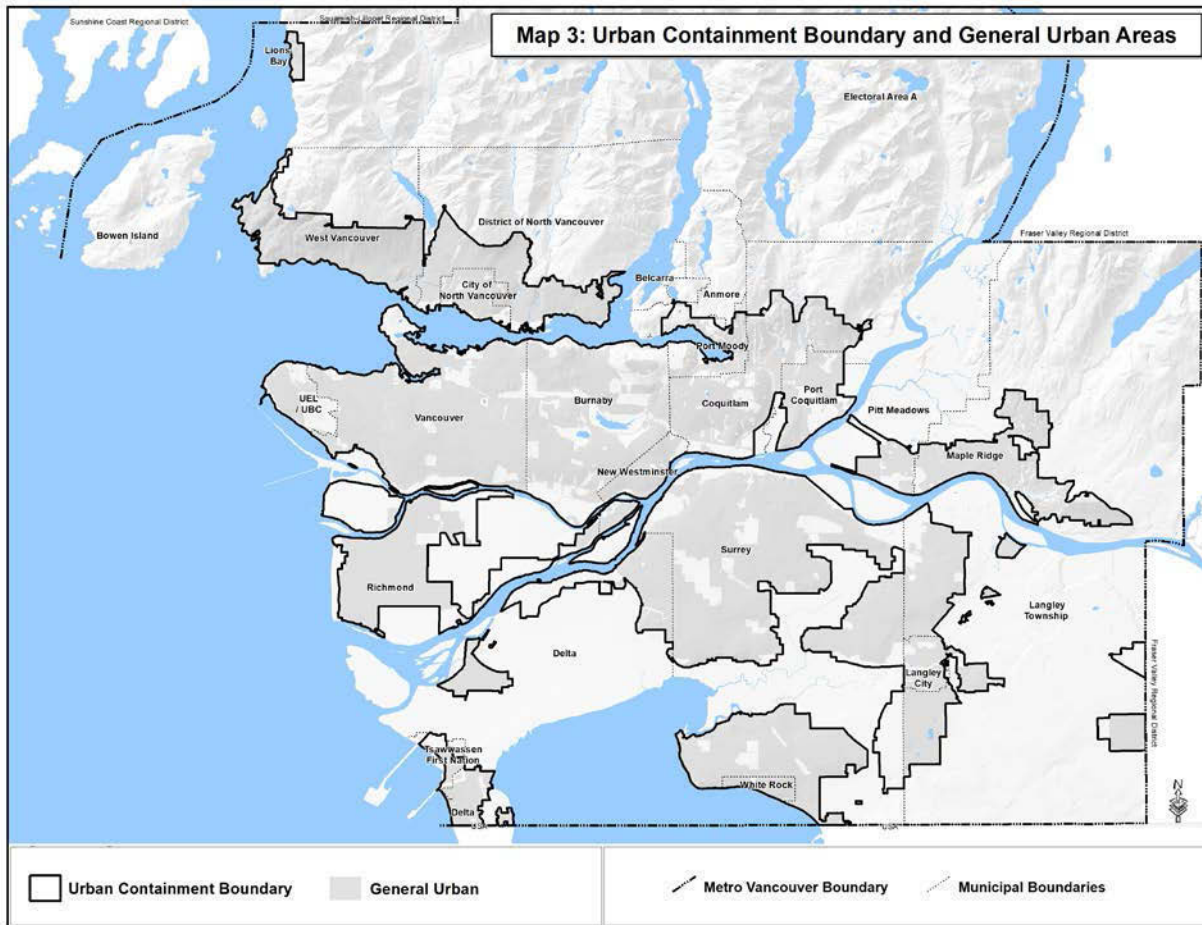
Schedule B

Map 2: Regional Land Use Designations



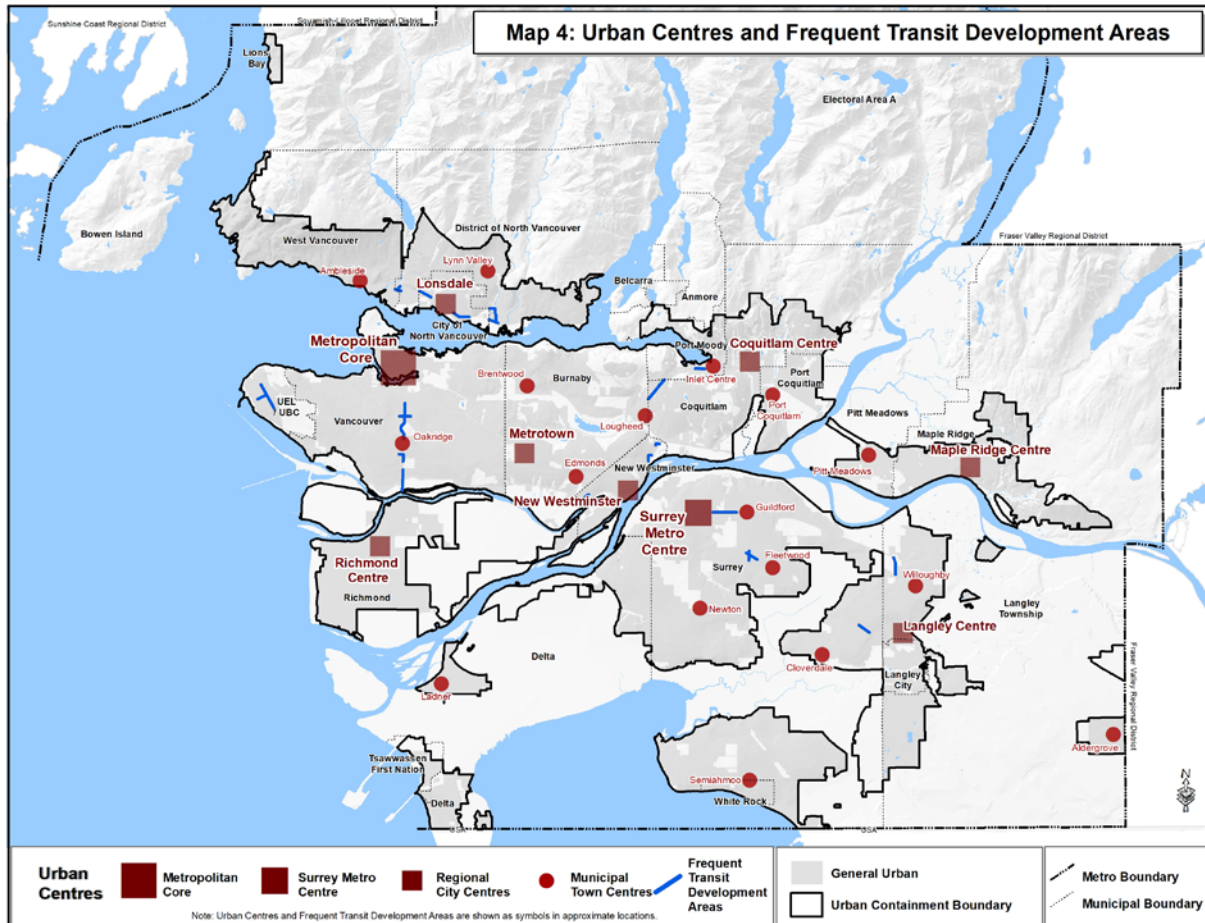
Schedule B

Map 3: Urban Containment Boundary and General Urban Areas



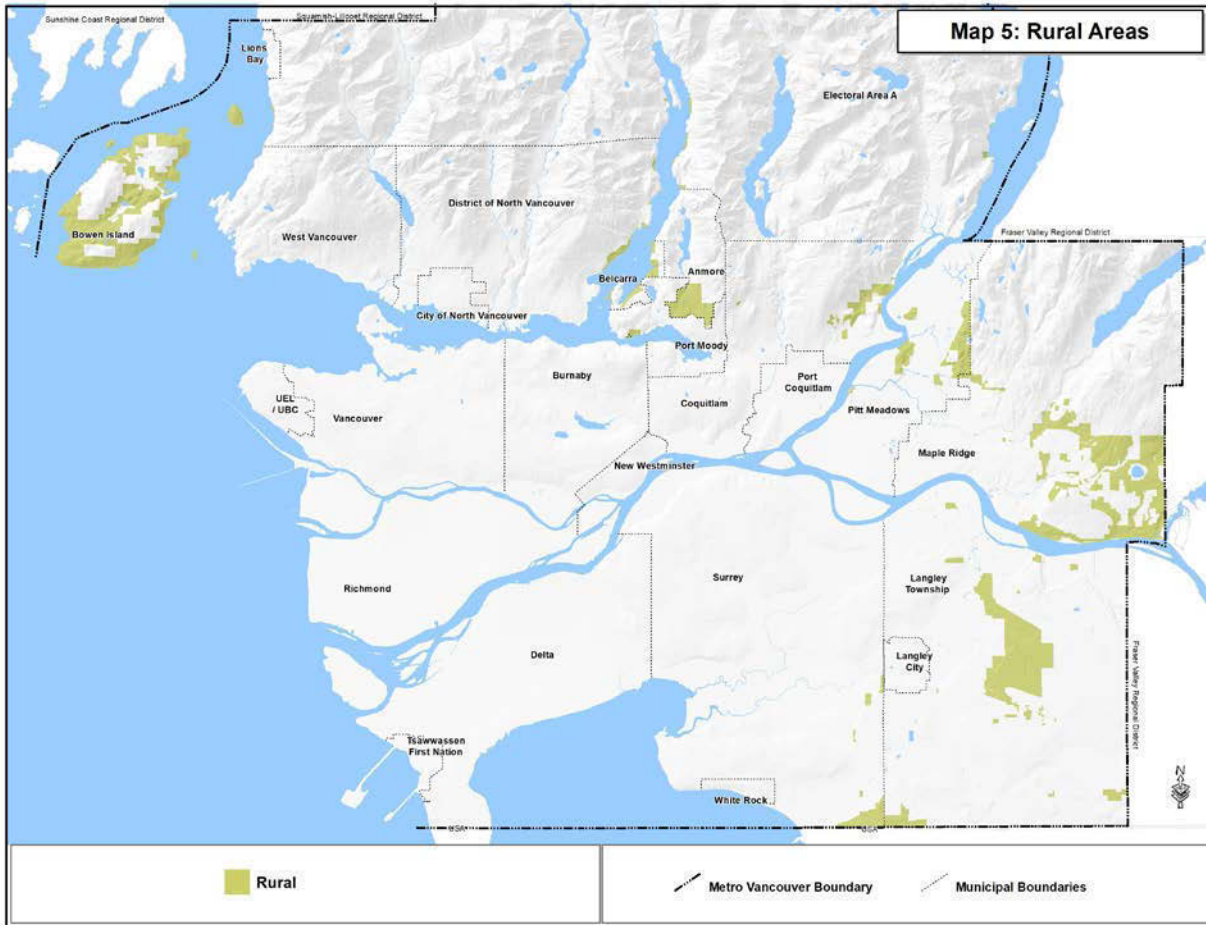
Schedule B

Map 4: Urban Centres and Frequent Transit Development Areas



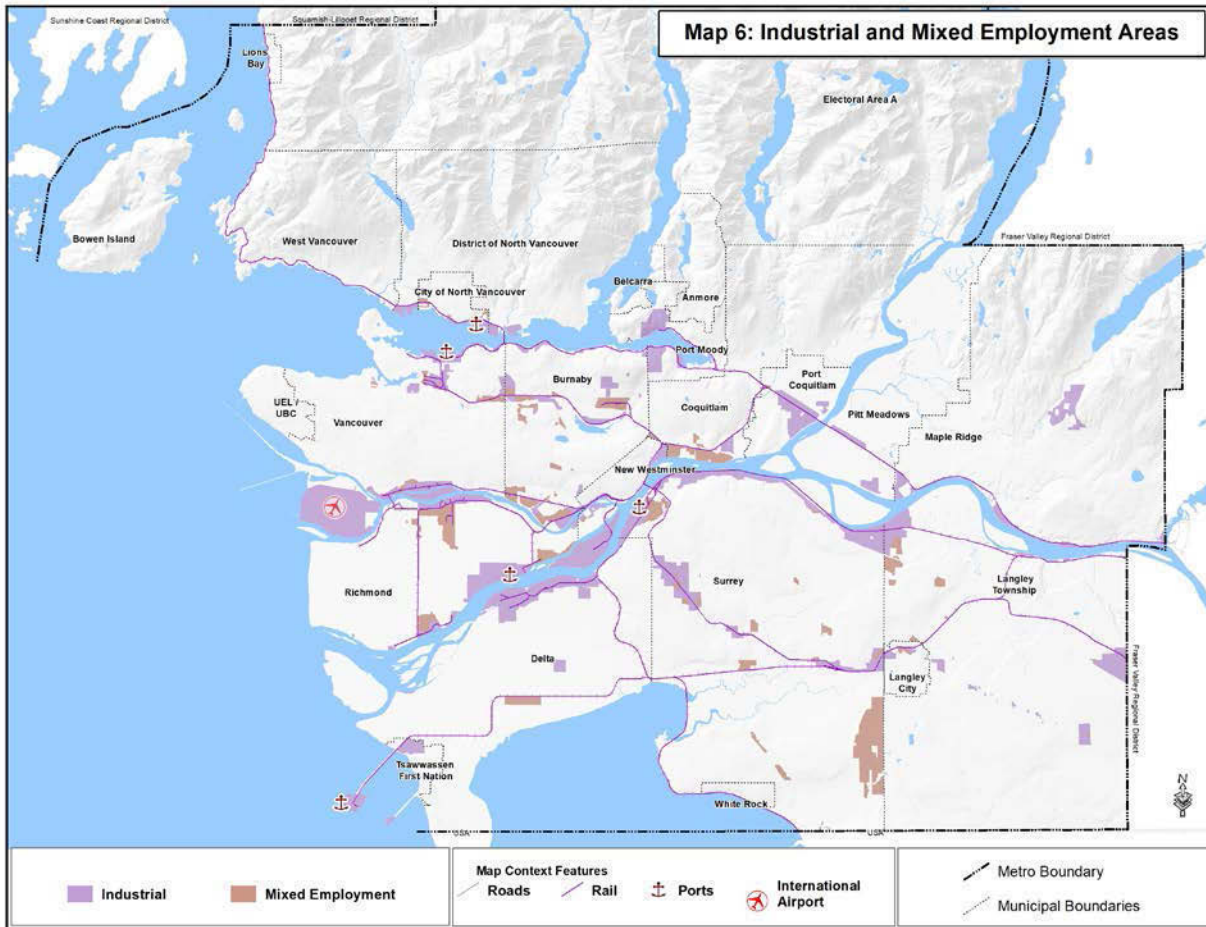
Schedule B

Map 5: Rural Areas



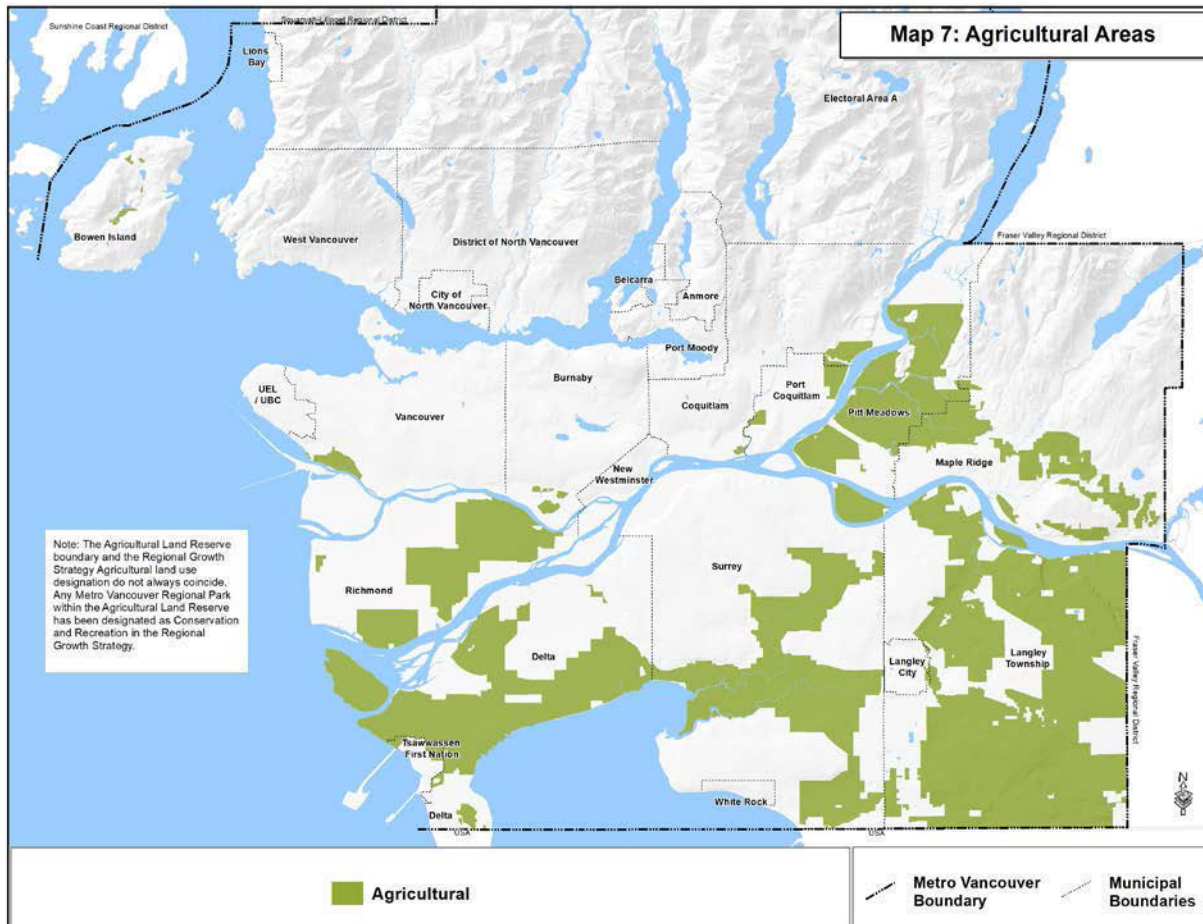
Schedule B

Map 6: Industrial and Mixed Employment Areas



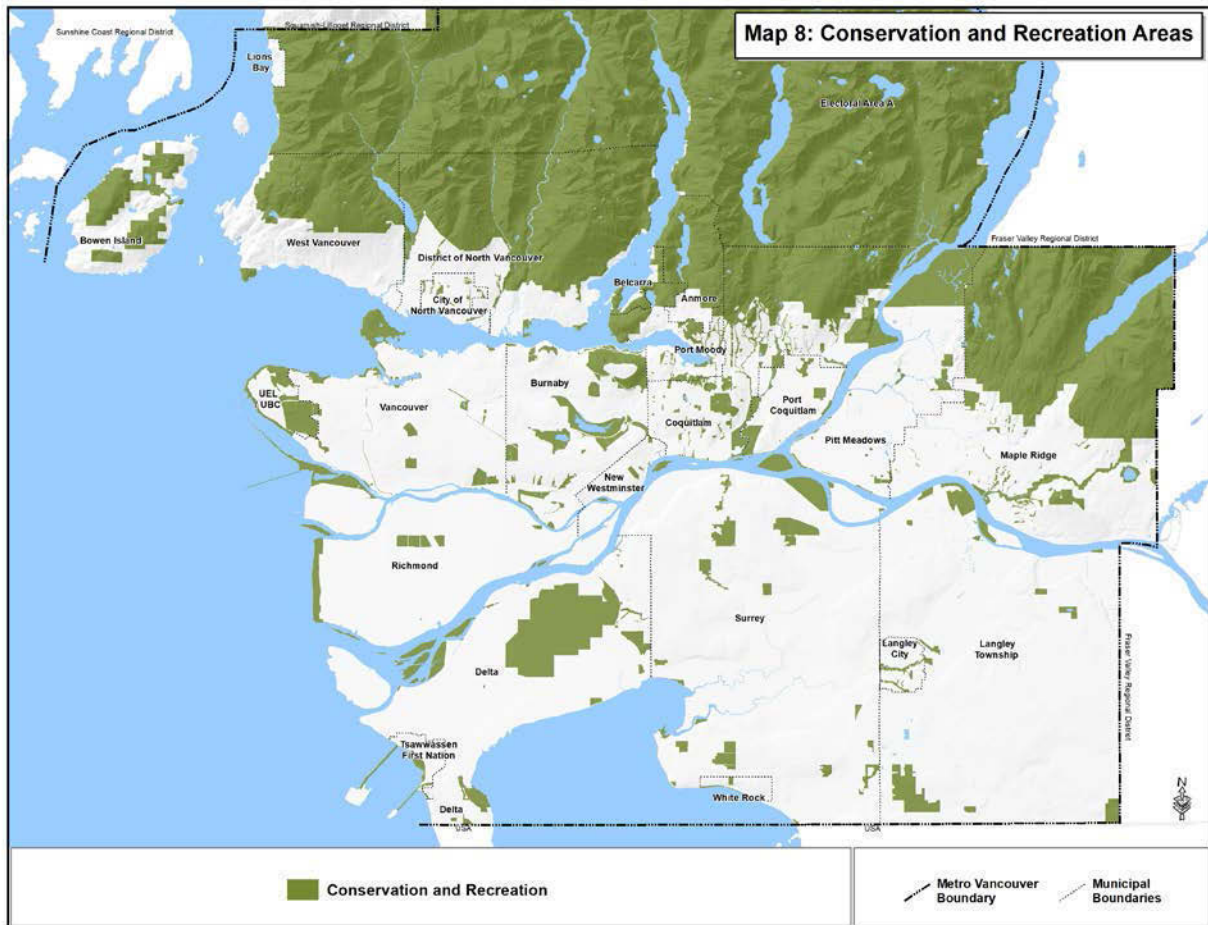
Schedule B

Map 7: Agricultural Areas

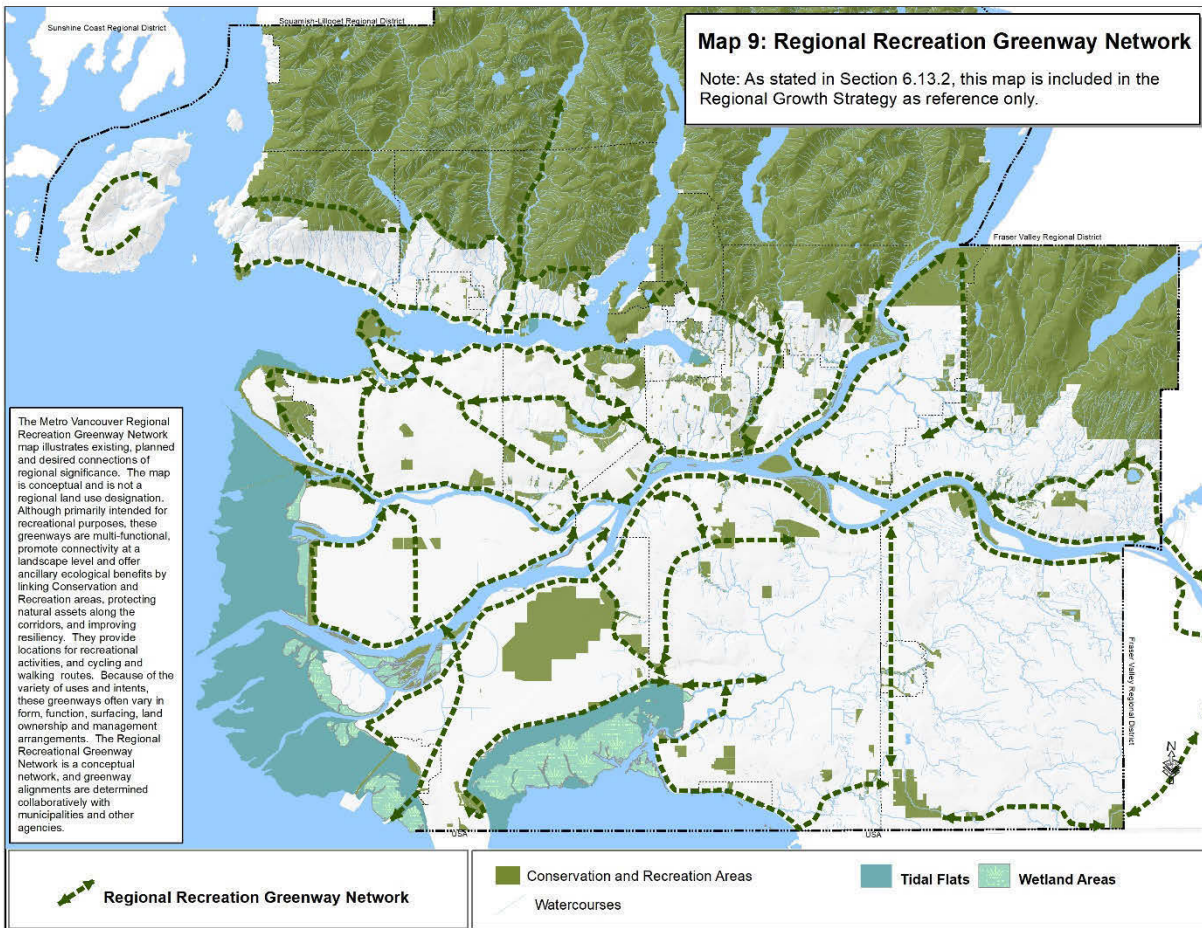


Schedule B

Map 8: Conservation and Recreation Areas

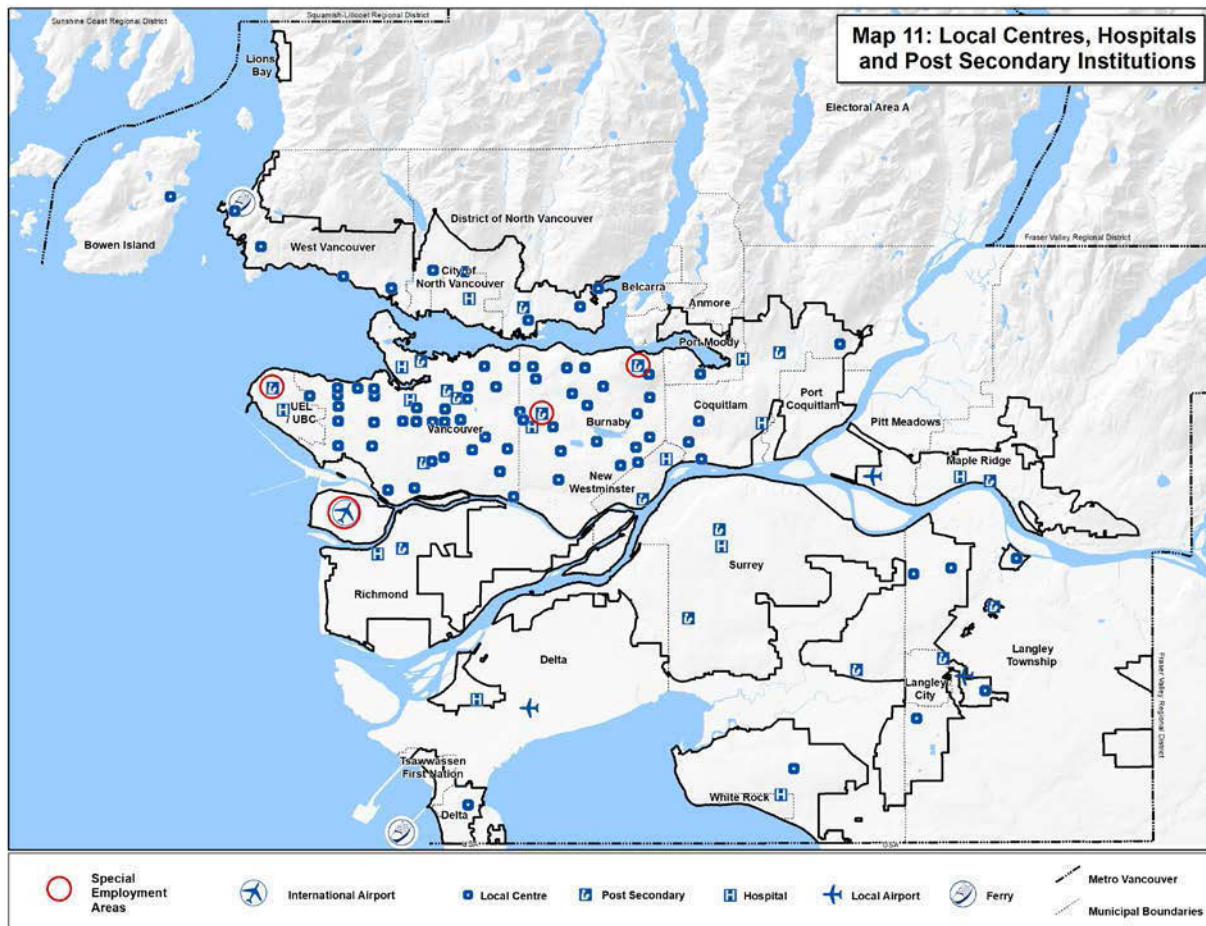


Map 9: Regional Recreation Greenway Network



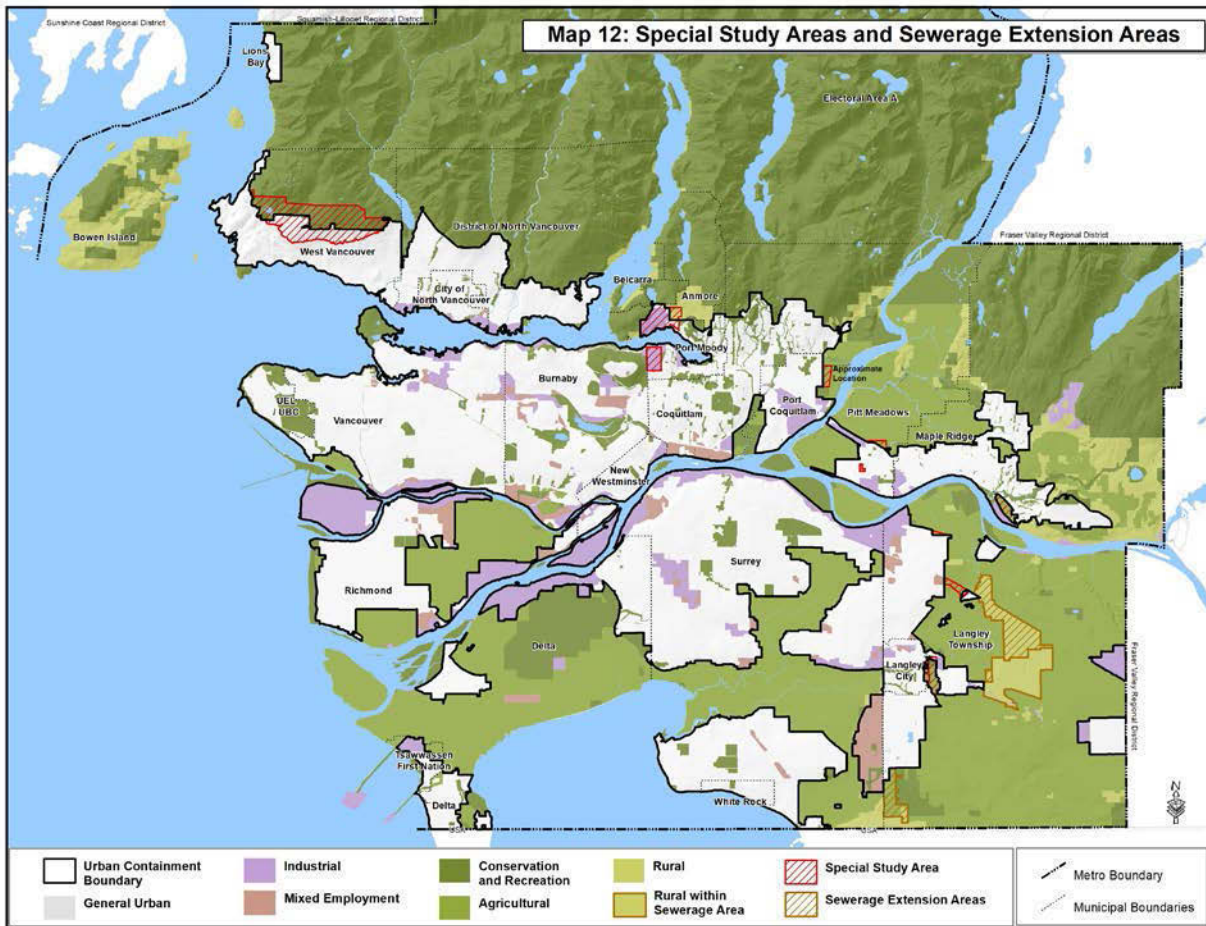
Schedule B

Map 11: Local Centres, Hospitals and Post-Secondary Institutions



Schedule B

Map 12: Special Study Areas and Sewerage Extension Areas



To: Regional Planning Committee

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

Date: September 27, 2021 Meeting Date: October 8, 2021

Subject: ***Metro Vancouver 2040: Shaping our Future* Land Use Designation Amendment Request from the City of Surrey – 228 175A Street**

RECOMMENDATION

That the MVRD Board:

- a) initiate the regional growth strategy amendment process for the City of Surrey's requested regional land use designation amendment from Mixed Employment to General Urban for the lands located at 228 175A Street;
- b) give first, second, and third readings to "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1326, 2021"; and
- c) direct staff to notify affected local governments as per section 6.4.2 of *Metro Vancouver 2040: Shaping our Future*.

EXECUTIVE SUMMARY

The City of Surrey is requesting a Type 3 minor amendment to *Metro 2040*, the regional growth strategy, for an approximately 2.5 hectare site located at 228 175A Street in the Douglas area of south Surrey. The amendment would redesignate the site from the current regional land use designation of Mixed Employment to General Urban to allow for proposed medium-density residential and commercial uses and an assisted living facility.

The proposed amendment supports *Metro 2040* in several respects and provides needed jobs and housing. It is not anticipated to lead to further applications, as the site is surrounded by General Urban lands. Should the proposed amendment be approved by the MVRD Board, the City of Surrey is requested to mitigate transportation impacts through strategies such as noise reduction, continued active transportation investment, and Transportation Demand Management (TDM) programs.

PURPOSE

To provide the Regional Planning Committee and the MVRD Board with the opportunity to consider the City of Surrey's request to amend *Metro Vancouver 2040: Shaping our Future (Metro 2040)* to accommodate the development of a mixed-use project consisting of 39 townhouse units, 77 apartment units, and a care facility.

BACKGROUND

Metro 2040 includes provisions for member jurisdictions to request amendments to regional land use designations. On July 30, 2021, Metro Vancouver received a written request from the City of Surrey to consider a *Metro 2040* amendment for the subject site (Attachment 1). The proposed amendment constitutes a Type 3 minor amendment requiring an amendment bylaw to *Metro 2040* that receives an affirmative 50%+1 weighted vote of the MVRD Board at each reading; there is no requirement for a regional public hearing. A Council decision on the final adoption of the Official Community Plan

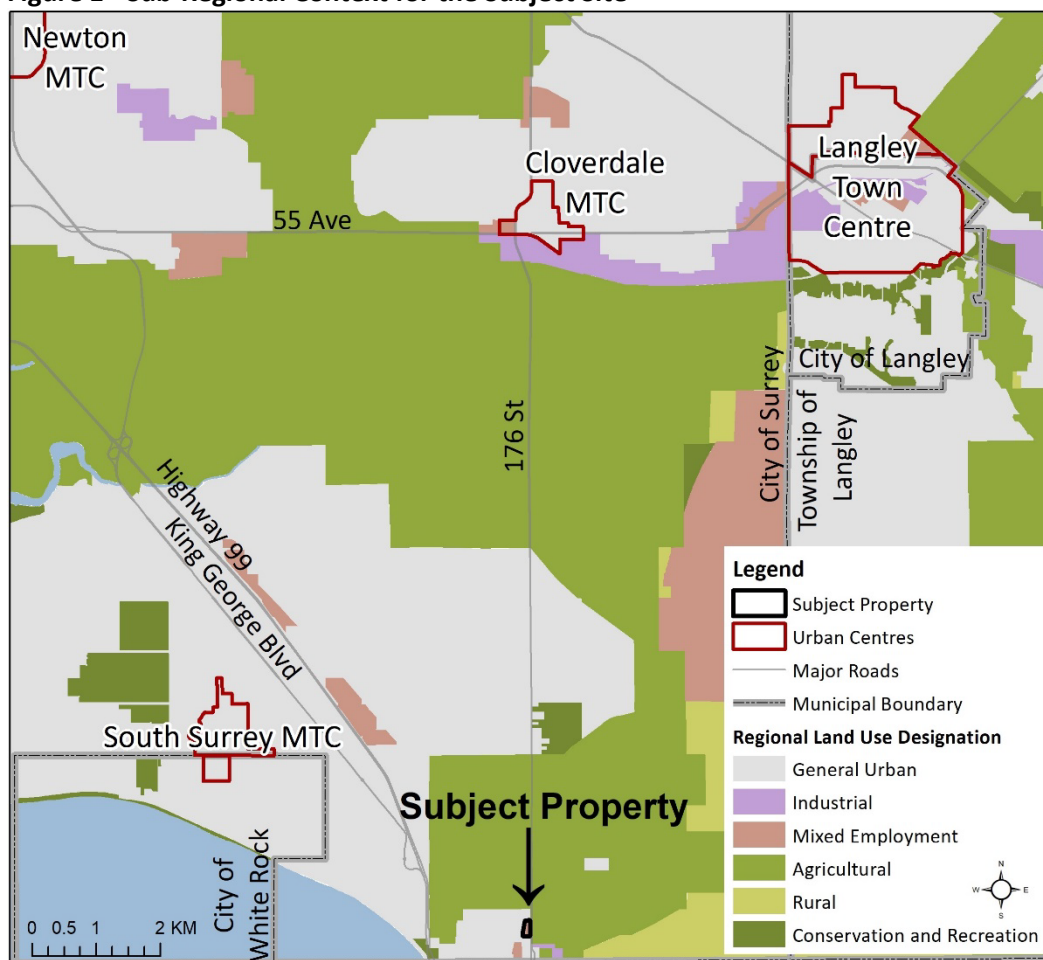
(OCP) Bylaw will be scheduled following a MVRD Board decision on the proposed *Metro 2040* amendment.

SITE CONTEXT

The City of Surrey is processing a development application (Reference 1) in the Douglas neighbourhood of south Surrey to permit the development of a mixed-use project consisting of 39 townhouse units, 77 apartment units, and a care facility comprised of 86 senior assisted living units and 96 care rooms, with a commercial (office/retail) building.

The subject site, 2.5 hectares in size, is located approximately five kilometres southeast of Semiahmoo Municipal Town Centre (Figure 1). Located on Highway 15, the site is approximately 400 metres north of the Pacific Highway Border Crossing.

Figure 1 - Sub-Regional Context for the Subject Site



PROPOSED AMENDMENT

The site is within the Urban Containment Boundary and is currently designated Mixed Employment by *Metro 2040* (Figure 2). The proposed regional land use designation is General Urban (Figure 3). In Surrey's Official Community Plan, the current designation is Mixed Employment and the proposed designations are Multiple Residential and Commercial. The amendment constitutes a Type 3 minor amendment as per section 6.3.4(b) of *Metro 2040* (i.e. for sites within the Urban Containment

Boundary, and proposed amendments from Mixed Employment to any other regional land use designation).

Figure 2 - Current Regional Growth Strategy Land Use Designations

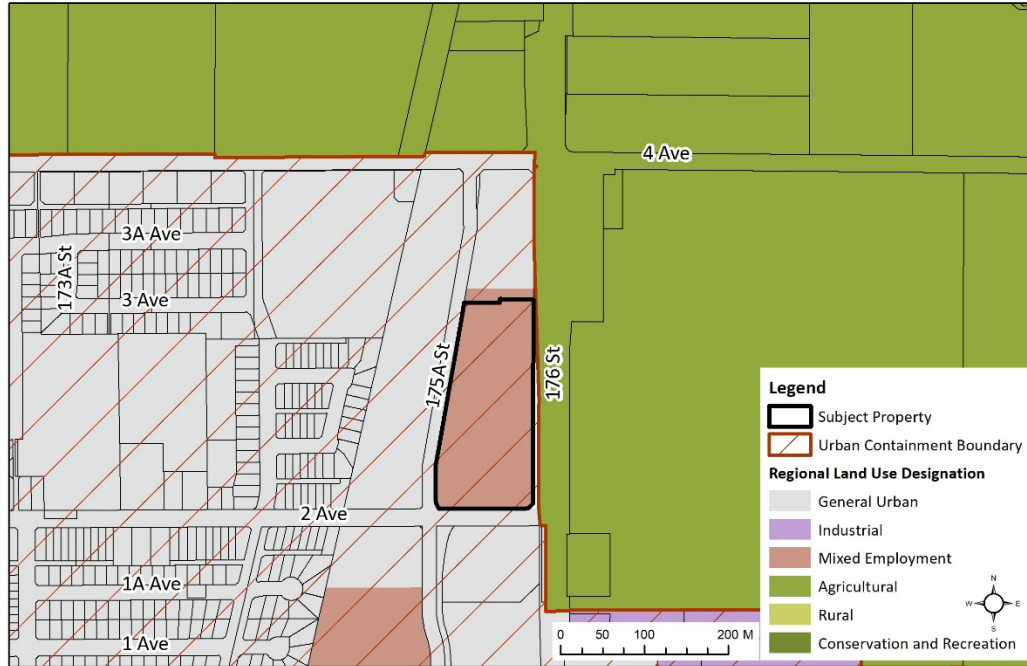
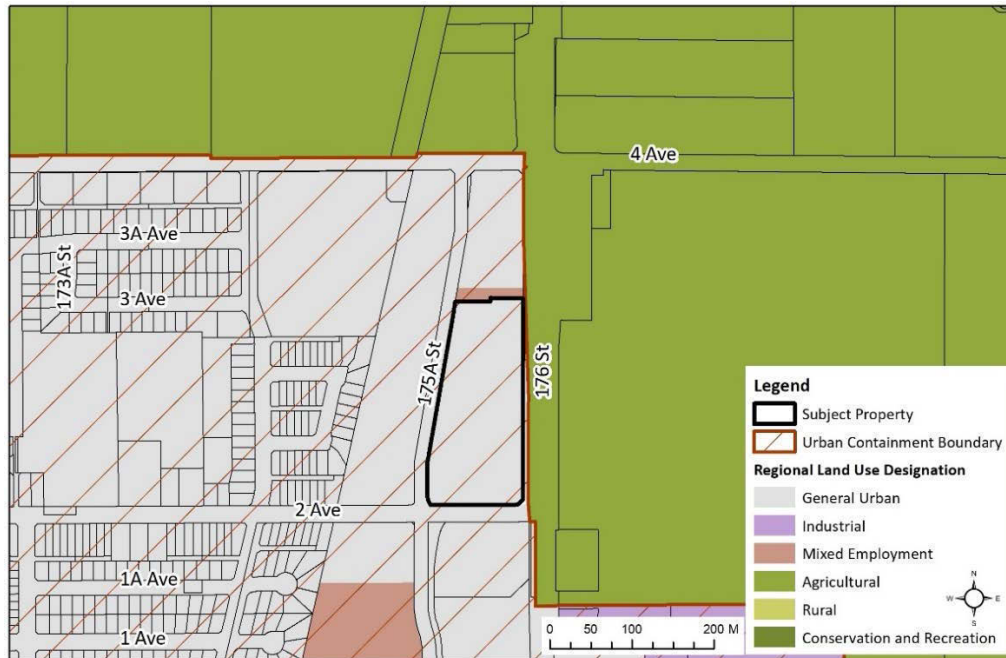


Figure 3 - Proposed Regional Growth Strategy Land Use Designations



REGIONAL PLANNING ANALYSIS

The City of Surrey's proposed amendment has been assessed in relation to the applicable *Metro 2040* goals and policies, noting that the regional growth strategy is currently being reviewed for an update. The intent of the assessment is not to duplicate that of the municipal planning process, but rather to identify any potential regional planning implications and the regional significance of the proposed land use changes in consideration of the regional growth strategy.

Goal 1: Create a Compact Urban Area

Metro Vancouver and its member jurisdictions have committed to focusing growth within the Urban Containment Boundary (UCB), and more specifically, within Urban Centres. The site at 228 175A street is located within the UCB, but is about five km from the nearest Urban Centre. However, the application is not expected to result in further nearby applications, as the surrounding lands are designated as General Urban.

Goal 2: Support a Sustainable Regional Economy

Metro 2040 commits to promoting land development patterns that support a diverse regional economy and protecting the region's supply of Industrial land. The proposed regional land use designation amendment for 228 175A Street supports jobs creation through the seniors' care facility and commercial building. Although it represents the loss of Mixed Employment lands located in a strategic trade location (near the US border crossing and along a significant truck route), the proposed development nonetheless creates significant job space. Moreover, considering the significant addition of Mixed Employment lands through other concurrent proposed amendments proximate to this site, the subject site is relatively small.

Goal 4: Develop Complete Communities

Metro 2040 strives to provide diverse and affordable housing choices in communities that are complete with a range of services and amenities. The proposal expands the housing supply through a variety of compact development forms (i.e. townhouse and apartment). However, since all the housing units will be strata tenure, the project will make only minor contributions to regional housing affordability objectives.

Goal 5: Support Sustainable Transportation Choices

The strategies under this goal encourage the coordination of land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking, and support the safe and efficient movement of vehicles for passengers, goods and services.

The proposed development is not served by public transit and is not well-connected to regional walking and cycling networks. The majority of trips to and from this location will be made by motor vehicle. The site is located on a truck route and provincial highway, so residents and workers may experience excessive noise, vibration, and air quality impacts. These impacts may be particularly acute for the more sensitive seniors' centre uses, located closest to Highway 15.

Should the proposed regional land use designation amendment be advanced by the MVRD Board, the City of Surrey is encouraged to take steps to mitigate noise, vibration, and air quality impacts from the adjacent highway on the residential units; integrate active transportation options to and from the site and the adjacent neighbourhoods; and work with the applicant to develop Transportation Demand Management programs (e.g. vanpools, secure bicycle parking) for the future residents.

Regional Planning Advisory Committee Comments

As required by *Regional Growth Strategy Procedures Bylaw No. 1148, 2011*, Metro Vancouver staff prepared a report to the Regional Planning Advisory Committee (RPAC) for information at its meeting of September 27, 2021. The following questions were asked by RPAC members at that meeting:

- *What would be the employment capacity of the subject site under its current Mixed Employment designation?* City of Surrey confirmed that, at 22 jobs per acre, the subject site would actually provide a higher job density than comparable Mixed Employment sites in the area.
- *What is the difference between the loss of Mixed Employment land in this proposal versus the proposed addition of Mixed Employment land in South Campbell Heights?* Surrey staff noted that, in terms of scale, this site is relatively small, so it is less regionally-significant than South Campbell Heights and is more constrained in terms of the types of employment uses that could be accommodated. This site will involve the conversion of some 2.5 hectares of Mixed Employment land, while the South Campbell Heights proposal represents a net gain of approximately 147 hectares.
- *What noise and air quality interventions are proposed?* The City of Surrey requires that any development next to an arterial roadway perform an acoustic analysis and submit a report.

AMENDING METRO 2040 AND NEXT STEPS

Metro 2040 is the region's collective vision for how to manage regional growth in a way that reflects the federation's values. It includes regional land use designations which are a key tool for protecting and enhancing the region's supply of Conservation and Recreation, Mixed Employment, Agricultural, and Industrial lands. In accordance with Subsections 6.3.4(c) of *Metro 2040*, for sites within the Urban Containment Boundary, land use designation amendments are a Type 3 Minor Amendment. Adoption of a Type 3 amendment requires an affirmative 50%+1 weighted vote of the MVRD Board, and does not require a regional Public Hearing.

If the amendment bylaw (Attachment 2) receives 1st, 2nd, and 3rd readings by the MVRD Board, it will be referred to affected local governments and other agencies, as well as posted on the Metro Vancouver website for a minimum of 30 days for the opportunity to provide comment. Any comments received would be summarized and included in the report advancing the bylaw to the MVRD Board for consideration of final adoption. Should the initial readings of the amendment bylaw be given, staff will report back to the MVRD Board at a meeting in early 2022 with a summary of any comments received on the proposed amendment, and the amendment bylaw for consideration of final reading. The City's updated Regional Context Statement will also be provided to the Board for consideration of acceptance at the same time as final adoption of the proposed amendment.

ALTERNATIVES

1. That the MVRD Board:
 - a) initiate the regional growth strategy amendment process for the City of Surrey's requested regional land use designation amendment from Mixed Employment to General Urban for the lands located at 228 175A Street;
 - b) give first, second, and third readings to "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1326, 2021"; and
 - c) direct staff to notify affected local governments as per section 6.4.2 of *Metro Vancouver 2040: Shaping our Future*.

2. That the MVRD Board decline the proposed amendment for 228 175A Street and notify the City of Surrey of the decision.

FINANCIAL IMPLICATIONS

If the MVRD Board chooses Alternative 1, notification will be given to all affected local governments as laid out in the *Local Government Act* and *Regional Growth Strategy Implementation Guideline #2: Amendments to the Regional Growth Strategy* (Reference 2).

If the MVRD Board chooses Alternative 2, the City of Surrey will be notified of the Board's decision. A dispute resolution process may take place as described in the *Local Government Act*. The cost of this dispute resolution is prescribed based on the proportion of assessed land values. Metro Vancouver would be responsible for most of the associated costs.

CONCLUSION

The City of Surrey has submitted a request for a *Metro 2040* amendment for the site located at 228 175A Street. The request proposes changing the regional land use designation of approximately 2.5 hectares of land from Mixed Employment to General Urban, to facilitate the development of residential units, a commercial building, and an assisted living facility for seniors.

The proposed amendment supports *Metro 2040* in several respects, and provides needed jobs and housing. The proposal is not anticipated to lead to further applications, as it is surrounded by General Urban lands. Should the proposed amendment be approved by the MVRD Board, the City of Surrey is requested to mitigate the transportation impacts through strategies such as noise reduction, continued active transportation investment, and Transportation Demand Management programs. Staff recommend Alternative 1.

Attachments (47816117)

1. Correspondence, dated July 30 2021, from City of Surrey, to Metro Vancouver Board re: City of Surrey Regional Growth Strategy Amendment Application
2. Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1326, 2021

References

1. [City of Surrey Planning Report, dated June 28, 2021 \(Application No.: 7916-0679-00\)](#)
2. [Regional Growth Strategy Implementation Guideline #2: Amendments to the Regional Growth Strategy](#)

47816118

July 30, 2021

File No: 3900-20-18020 (OCP)
7916-0679-00

Metro Vancouver Board
c/o Chris Plagnol, Corporate Officer
4730 Kingsway (Metrotower III)
Burnaby, BC
V5H 0C6

Dear Mr. Plagnol:

RE: City of Surrey Regional Growth Strategy Amendment Application

The City of Surrey is processing a development application in South Surrey to permit the development of a mixed-use project consisting of 39 townhouse units, 77 apartment units, and a care facility comprised of 86 senior assisted living units and 96 care rooms, with a commercial/office building. The proposal includes a Regional Growth Strategy ("RGS") amendment application to redesignate a portion of the site from "Mixed Employment" to "General Urban," making the entire site "General Urban".

Summary of Proposal and Background

The proposal includes subdivision of the site into two lots, rezoning to Comprehensive Development ("CD") Zones, amendments to the Official Community Plan ("OCP"), and the Metro Vancouver RGS, as well as a Development Permit for Form & Character.

The proposal partially complies with the Mixed Employment and Commercial designations in the OCP. The proposed amendments include the expansion of the Commercial designation from approximately 4% of the site to 10.9% of the site, with the remainder of the site proposed to be redesignated to Multiple Residential. The proposed amendments will provide housing opportunities, while still providing employment opportunities through the proposed care facility and commercial/office building.

The proposal partially complies with the Mixed Employment and General Urban designation in the Metro Vancouver RGS. There is a small northern portion of the site that is already designated General Urban (4%). This proposal includes the redesignation of the remainder of the site from Mixed Employment to General Urban, so that the entire site would be designated General Urban.

The applicant has demonstrated community support and has held two Public Information Meetings over the past five years to present the proposal to the public and collect comments.

47816117

Council Resolution

At the Regular Council – Land Use meeting held on June 28, 2021, Surrey Council passed resolution R21-1196 (Attachment "A") to refer Development Application No. 7916-0679-00 to Metro Vancouver for consideration to amend the RGS Regional Land Use Designations, upon the application receiving third reading. This resolution was passed after reviewing the June 28, 2021, Planning Report (Attachment "B") detailing the extent of development and the subsequent Surrey OCP and Metro Vancouver RGS amendments that would be required prior to any final development approvals being granted. Application No. 7916-0679-00 subsequently received third reading from Council at its Regular Council – Public Hearing meeting on July 12, 2021 (Attachment "A"); therefore, an application is now being made to Metro Vancouver for the above proposed amendments.

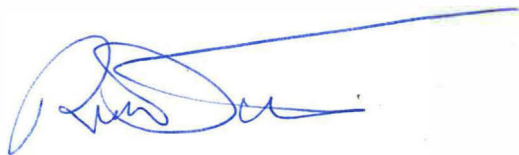
Prior to the June 28, 2021, resolution from Surrey Council to refer Application No. 7916-0679-00 to Metro Vancouver, Council received two previous Planning Reports, which are attached to the June 28, 2021 report as appendices, for reference.

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

The City requests that the Metro Vancouver Board amend the Regional Growth Strategy for the property illustrated in Attachment "C" from General Urban and Mixed Employment to General Urban.

Should Metro Vancouver staff require any additional information regarding this matter, please contact Luci Moraes, Planner, at 604-591-4615 or at LFMoraes@surrey.ca.

Sincerely,



Rémi Dubé, P.Eng.
Acting General Manager, Planning & Development

Attachment "A"	June 28, 2021, and July 12, 2021, Surrey Council Resolutions Supporting Application to Metro Vancouver and granting third reading to the Application
Attachment "B"	Surrey Development Application Planning Report dated June 28, 2021
Attachment "C"	Regional Growth Strategy Land Use Designation Adjustment

Cc Preet Heer, Manager, Community Planning, Planning & Development, City of Surrey
Luci Moraes, Planner, Planning & Development, City of Surrey

**METRO VANCOUVER REGIONAL DISTRICT
REGIONAL GROWTH STRATEGY AMENDMENT BYLAW NO. 1326, 2021
A Bylaw to Amend "Greater Vancouver Regional District Regional Growth Strategy
Bylaw Number 1136, 2010"**

WHEREAS:

- A. The Metro Vancouver Regional District Board (the "Board") adopted the *Greater Vancouver Regional District Regional Growth Strategy Bylaw No. 1136, 2010* on July 29, 2011;

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

1. The *Greater Vancouver Regional District Regional Growth Strategy Bylaw No. 1136, 2010* is hereby amended as follows:
 - a) re-designating the subject site from 'Mixed Employment' to 'General Urban', as shown in Schedule "A"; and
 - b) the official regional land use designation maps numbered 2, 3, 4, 6, and 12 are revised to record the change in regional land use designation, as shown in the maps contained in Schedule "B".

Citation

2. The official citation for this bylaw is "*Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1326, 2021*". This bylaw may be cited as "*Regional Growth Strategy Amendment Bylaw No. 1326, 2021*".

Schedules

3. The following Schedules are attached to and form part of this bylaw:
Schedule "A"; and
Schedule "B".

Read a first time this _____ day of _____, _____.

Read a second time this _____ day of _____, _____.

Read a third time this _____ day of _____, _____.

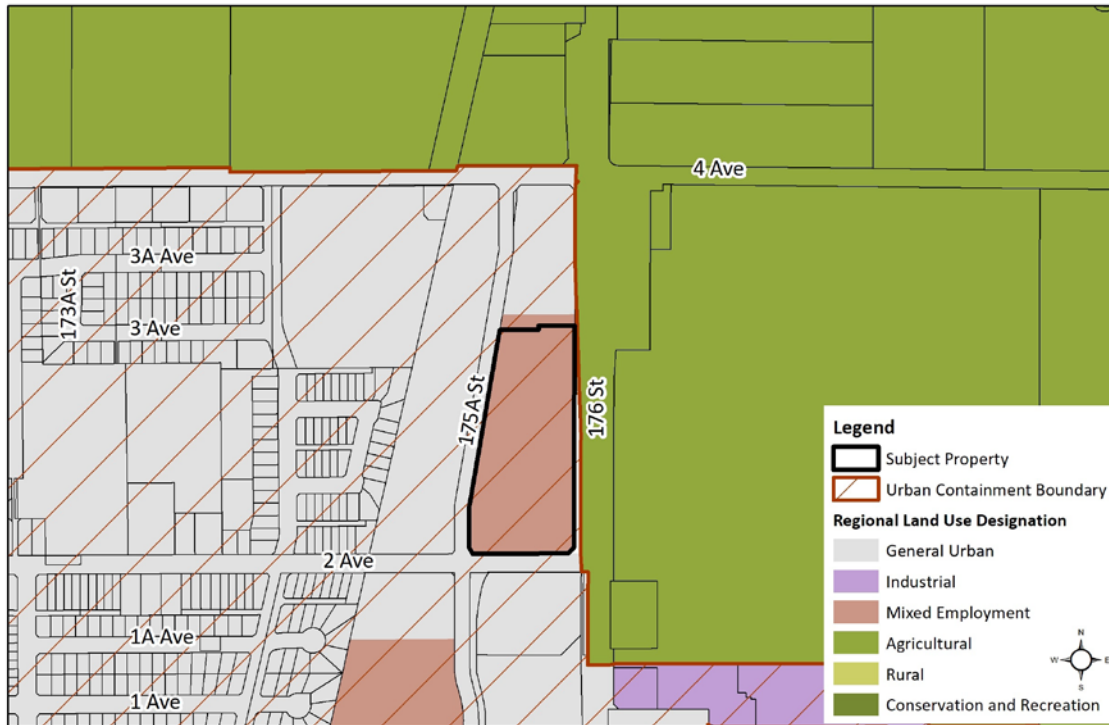
Passed and finally adopted this _____ day of _____, _____.

Sav Dhaliwal, Chair

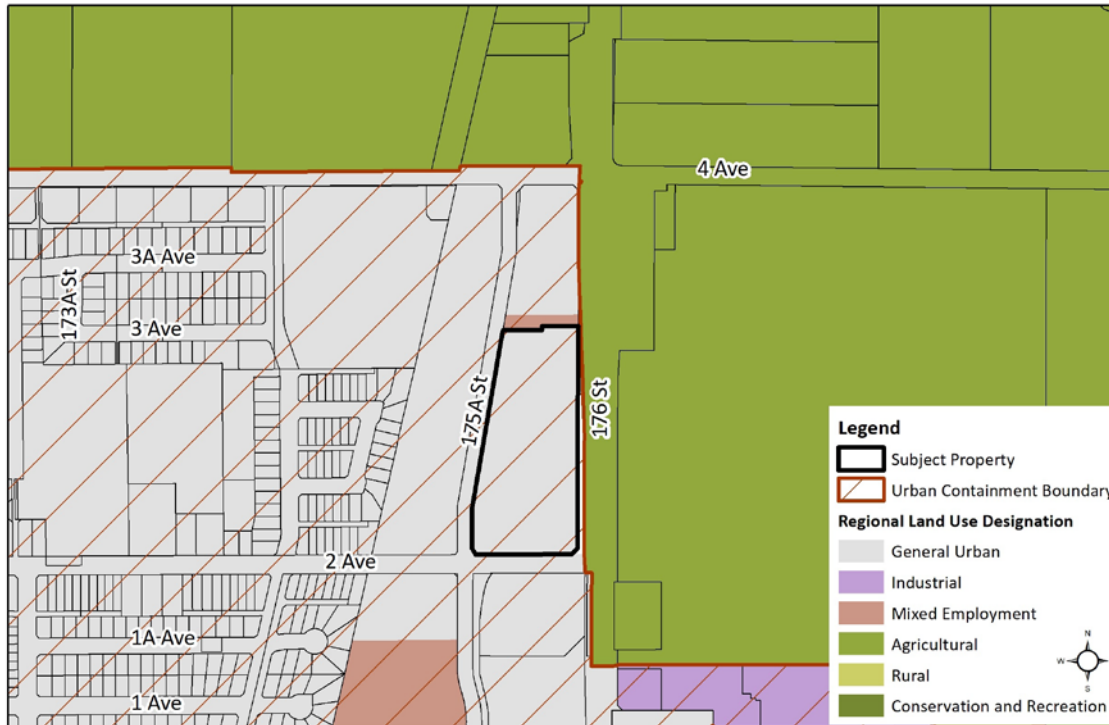
Chris Plagnol, Corporate Officer

Schedule A

Prior to Amendment

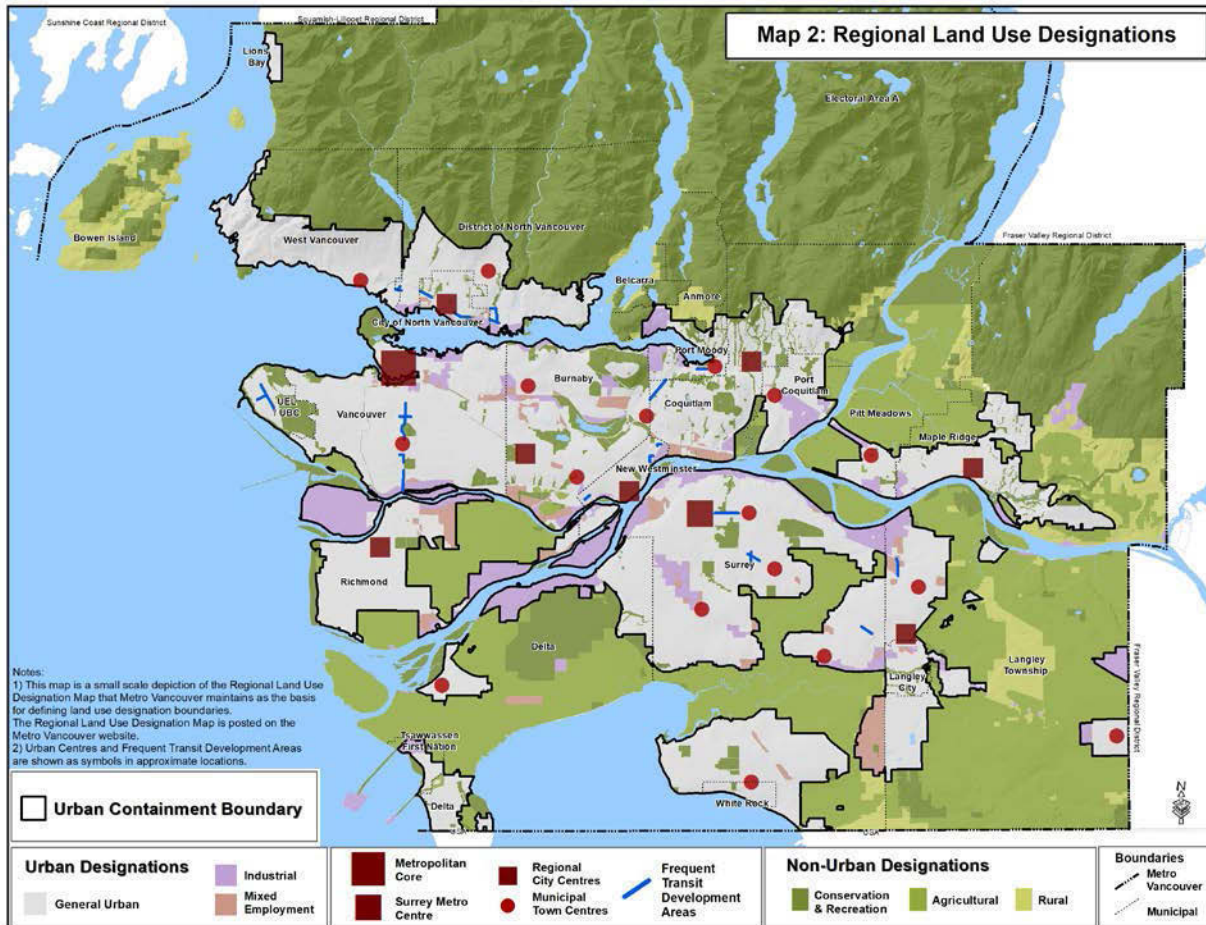


Post Amendment



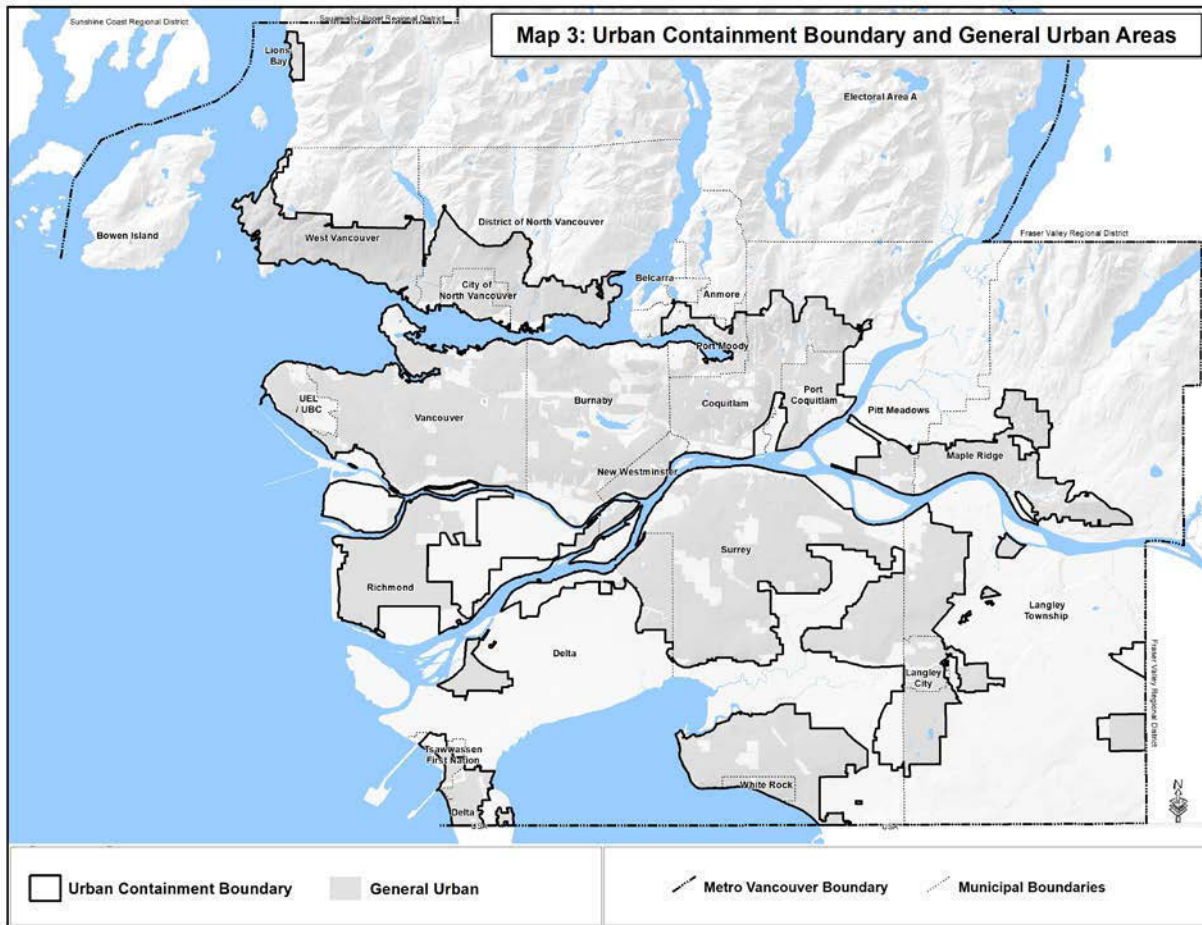
Schedule B

Map 2: Regional Land Use Designations



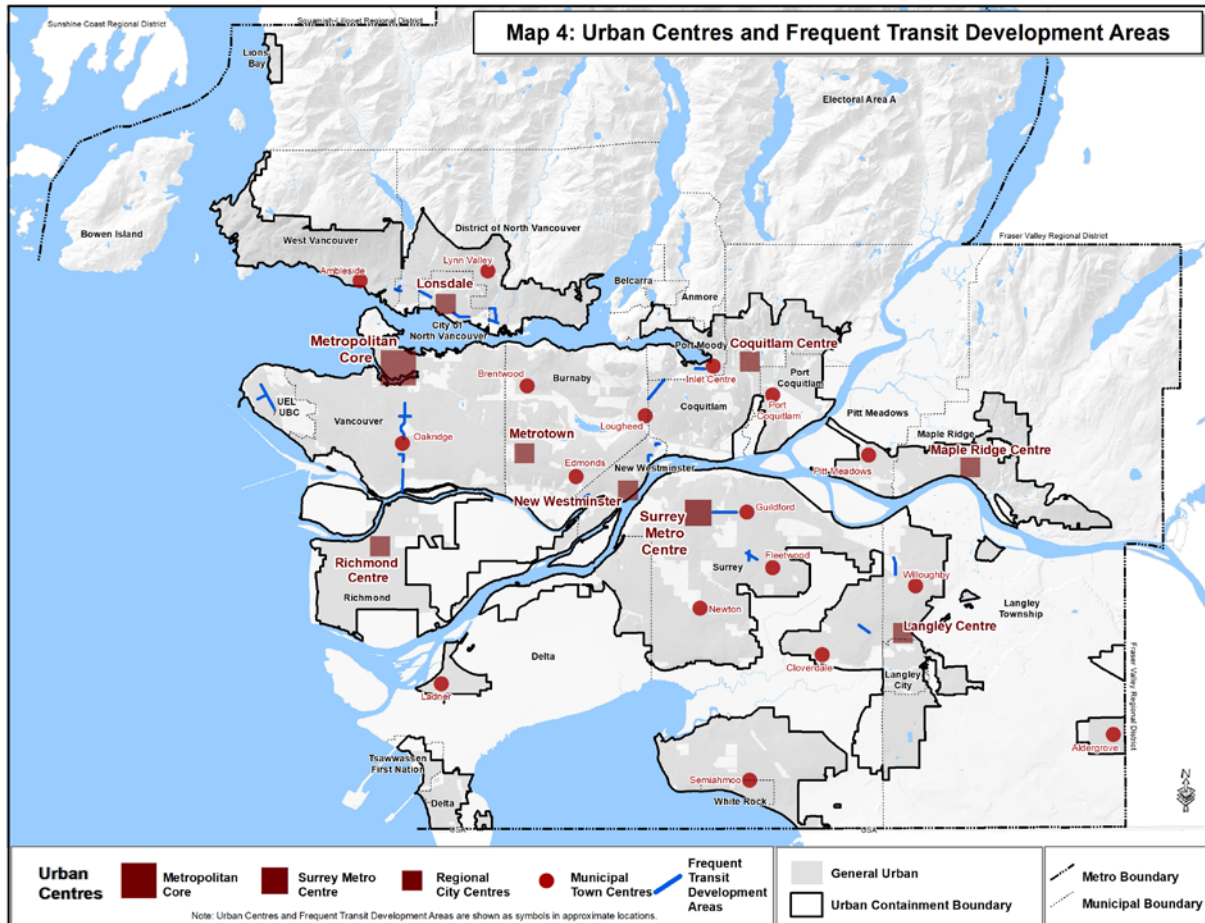
Schedule B

Map 3: Urban Containment Boundary and General Urban Areas



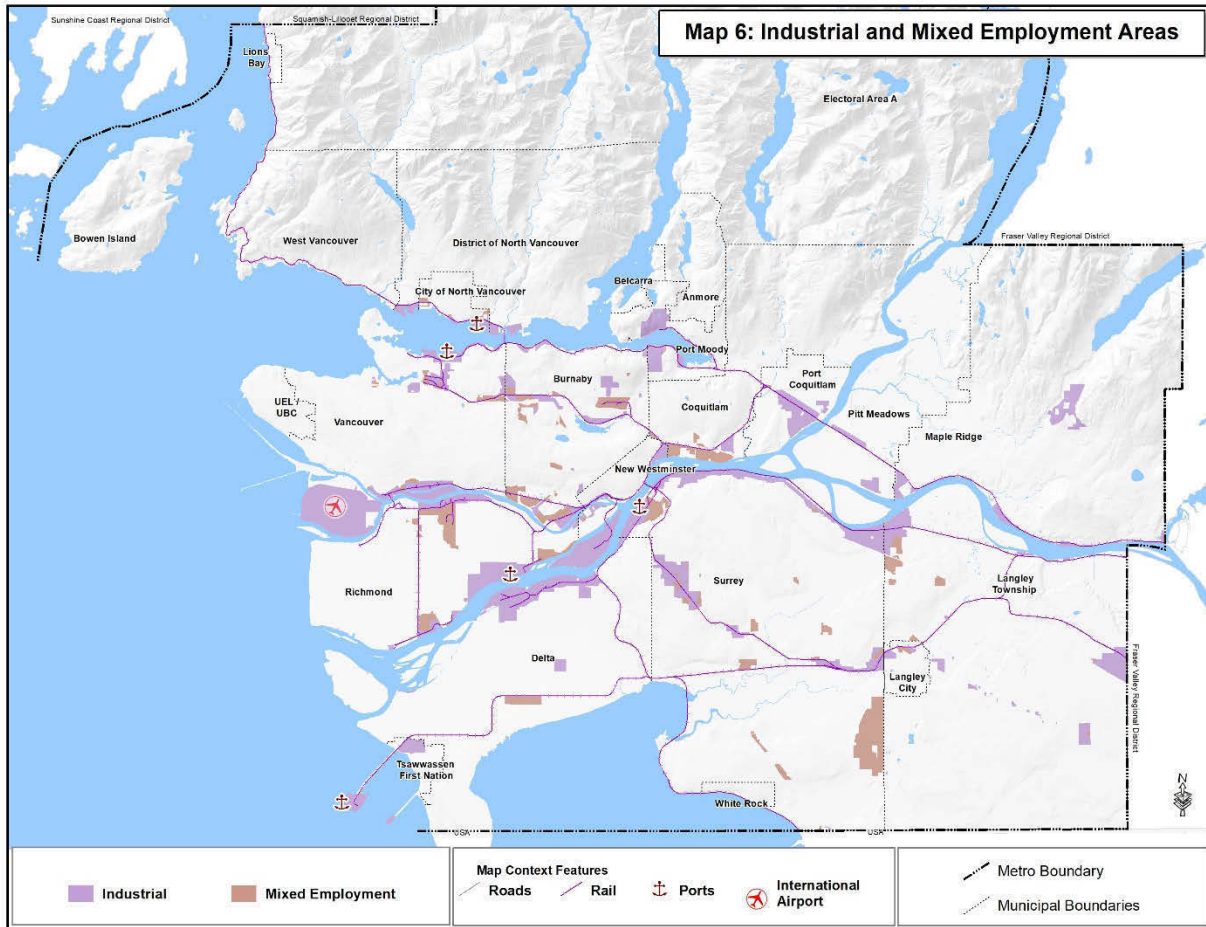
Schedule B

Map 4: Urban Centres and Frequent Transit Development Areas



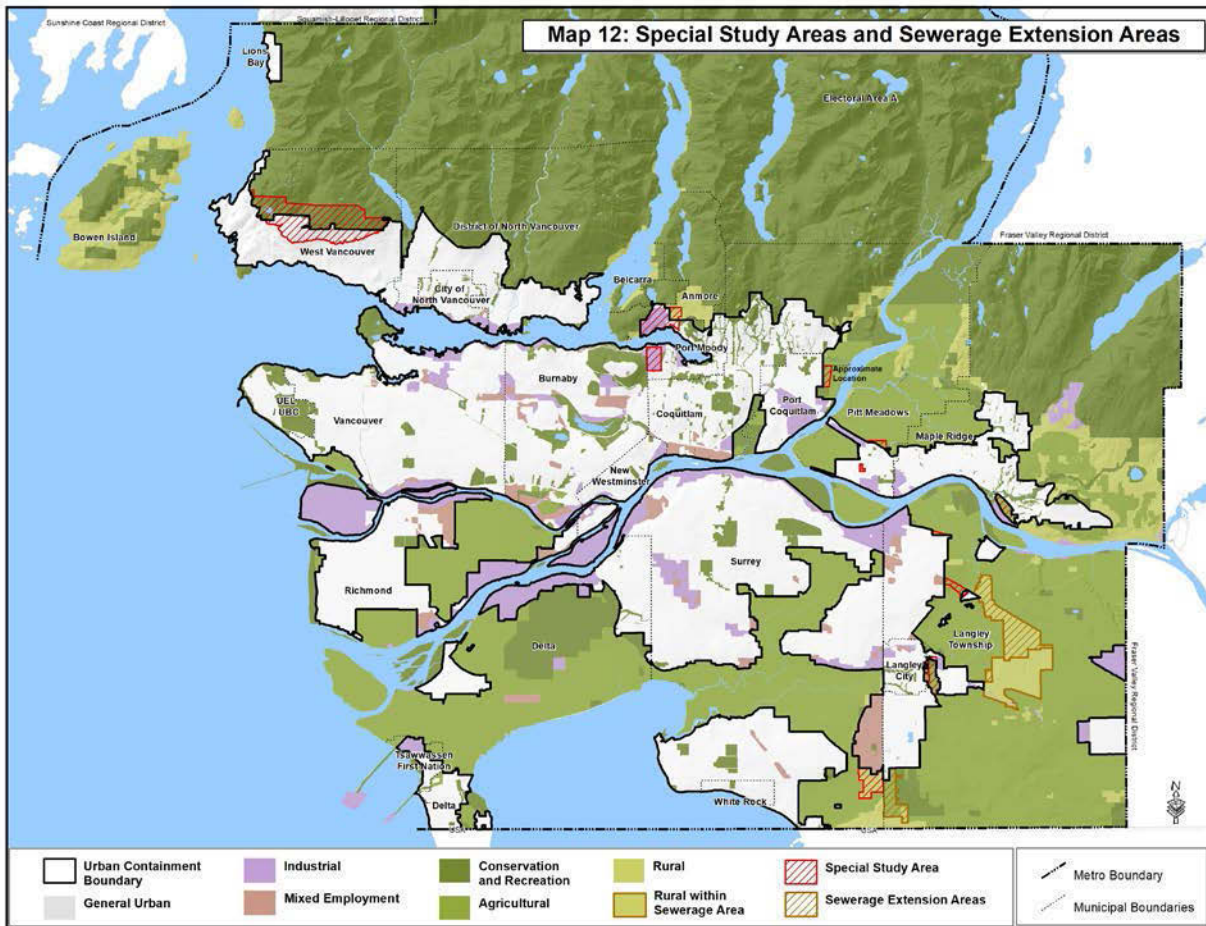
Schedule B

Map 6: Industrial and Mixed Employment Areas



Schedule B

Map 12: Special Study Areas and Sewerage Extension Areas



To: Regional Planning Committee

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

Date: September 17, 2021 Meeting Date: October 8, 2021

Subject: ***Metro Vancouver 2040: Shaping our Future Land Use Designation Amendment Request from the City of Surrey – Cloverdale Hospital Site***

RECOMMENDATION

That the MVRD Board:

- a) initiate the regional growth strategy amendment process for the City of Surrey's requested regional land use designation amendment for the Cloverdale Hospital Site located at 5510 180 Street, amending approximately 9 hectares of land designated 'Industrial' to 'Mixed Employment';
 - b) give first, second, and third readings to "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1327, 2021"; and
 - c) direct staff to notify affected local governments as per section 6.4.2 of *Metro Vancouver 2040: Shaping our Future*.
-

EXECUTIVE SUMMARY

The City of Surrey is requesting a Type 3 minor amendment to *Metro 2040*, the regional growth strategy, for an approximately 9-hectare site at 5510 180 Street. The proposed amendment would redesignate the regional land use designation on a portion of the site from 'Industrial' to 'Mixed Employment' to allow for the proposed Cloverdale Hospital and Cancer Centre, immediately south of the existing Kwantlen Polytechnic University Cloverdale Campus. The proposed amendment has been considered in relation to *Metro 2040's* goals, strategies, and policies. The analysis demonstrates that on balance, this proposed amendment is supportable and aligned with many of *Metro 2040's* goals and strategies. Overall, the proposed amendment allows the hospital use, which is consistent with the surrounding neighbourhood context and ensures employment generating uses in close proximity to a Municipal Town Centre and future enhanced transit service area.

PURPOSE

To provide the Regional Planning Committee and the MVRD Board with the opportunity to consider the City of Surrey's request to amend *Metro Vancouver 2040: Shaping our Future (Metro 2040)* to accommodate the development of the new Cloverdale Hospital and Cancer Centre.

BACKGROUND

Metro 2040 includes provisions for member jurisdictions to request amendments to regional land use designations. On July 12, 2021, City of Surrey Council gave 1st and 2nd reading of *Official Community Plan Amendment Bylaw, 2013, No. 18020, Amendment Bylaw, 2021, No. 20417*. The amendment is to allow for the development of the new Cloverdale Hospital and Cancer Centre on the site. A

municipal public hearing was held on July 26, 2021, and at the same meeting City Council gave the Official Community Plan Amendment (OCP) Bylaw 3rd reading, and passed the following resolution:

That Council authorize staff to refer the application to Metro Vancouver for consideration of the following upon the application receiving Third Reading: to amend the Metro Vancouver Regional Growth Strategy (RGS) designation for a portion of the site from Industrial to Mixed Employment.

The City of Surrey Council's consideration of the final adoption of the OCP bylaw can be scheduled following the MVRD Board's decision on the requested *Metro 2040* amendment.

On July 30, 2021, Metro Vancouver received the written request from the City to consider a *Metro 2040* amendment for the Cloverdale Hospital site (Attachment 1 and Reference 1). The proposed amendment seeks to redesignate an approximately 9-hectare site within the Urban Containment Boundary (UCB) from an 'Industrial' regional land use designation to 'Mixed Employment'. This constitutes a Type 3 minor amendment requiring an amendment bylaw that receives an affirmative 50%+1 weighted vote of the MVRD Board at each reading; there is no requirement for a regional public hearing.

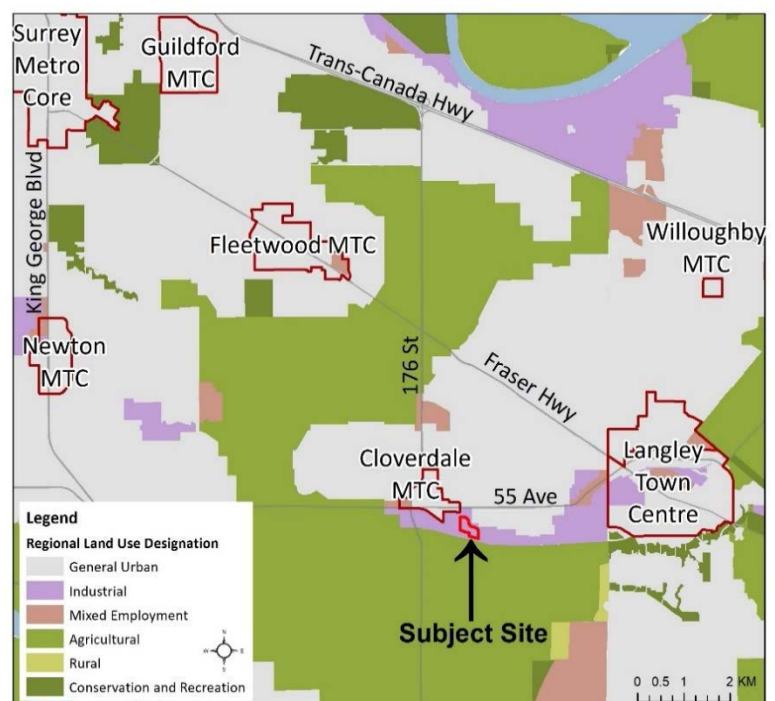
SITE CONTEXT AND SURROUNDING USE

The subject site is located at 5510 180 Street, and consists of 9 hectares of the southern, vacant part of the Kwantlen Polytechnic University (KPU) Cloverdale Campus property (Figure 1). The site is currently owned by KPU, which is in the process of subdividing the larger property to sell the southern portion to the Fraser Health Authority as the site for the new hospital complex. The northern portion of the lot will continue to be owned and occupied by KPU, and no change in land use designation is proposed for that portion of the lands.

As surrounding context, lands to the west are developed as industrial uses, to the east are currently vacant (designated Industrial), and to the north-east have older single detached houses (designated General Urban).

The site is located immediately south of the KPU campus and north of existing BC Rail and CP Rail lines, on the east side of 180 Ave. These lands are within the City of Surrey's Cloverdale Area Plan, however are not within the boundaries of the regional growth strategy's identified Cloverdale Municipal Town Centre.

Figure 1 - Context for Proposed Amendment



As stated in the Cloverdale Town Centre Plan, completed in 2019, Cloverdale is the historical centre of Surrey (Figure 2). The plan area is centred on the crossroads of Highway 10 (56 Avenue) and Highway 15 (176 Street), and multiple railway lines, and includes a mix of commercial, industrial, and residential uses surrounding the downtown core. The Cloverdale Town Centre Plan encompasses 297 hectares and includes an estimated 5,126 residents, 2,250 housing units, and 3,573 jobs. The Cloverdale Centre is becoming increasingly urban through redevelopment, with many vacant and underutilized sites being redeveloped with mixed-use apartments and townhouses. The plan supports future growth, including new housing, commercial, and amenity spaces.

The City of Surrey's OCP change seeks to redesignate the site from 'Industrial' to 'Mixed Employment'. In the Cloverdale Town Centre Plan, the site is currently designated as 'Industrial / Business Park or Institutional', which will be maintained.¹

Figure 2 - Cloverdale Town Centre Plan (the subject site is circled in red)



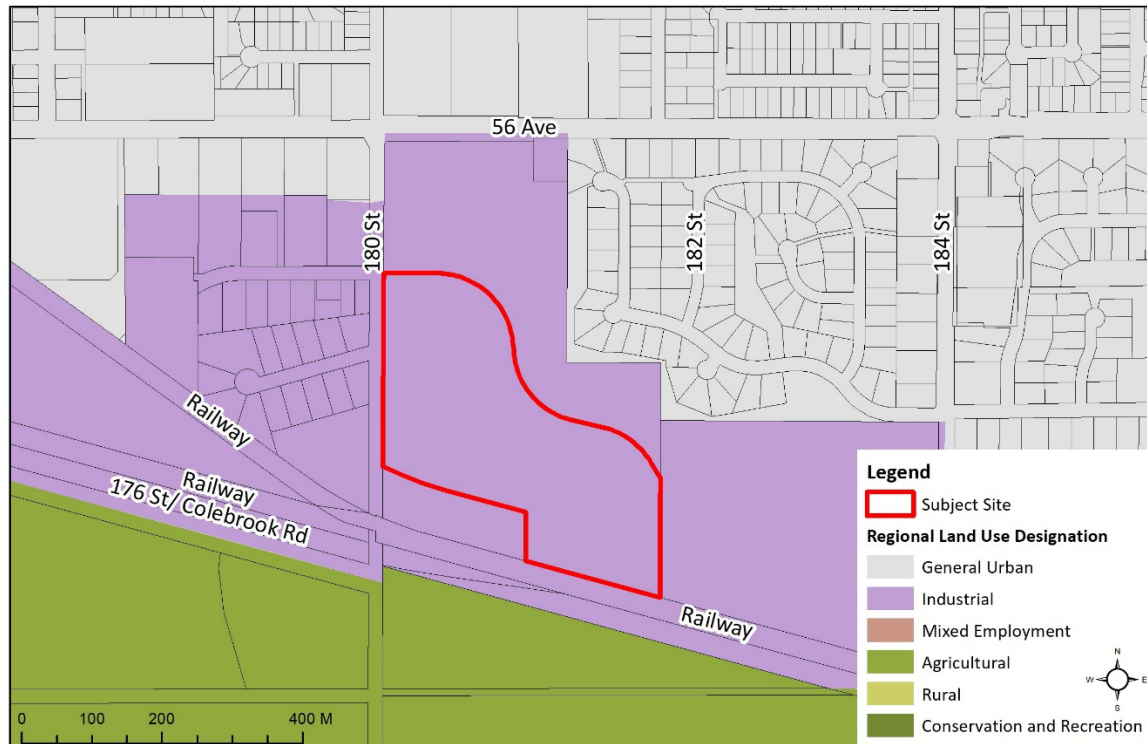
PROPOSED REGIONAL LAND USE DESIGNATION AMENDMENT

The new Surrey Hospital and Cancer Centre facility will comprise approximately 71,000 square metres of floor space, provide 168 beds, an emergency centre, a cancer centre, and a child care centre, and employ over 1,900 people.

¹ Separately, KPU has applied to the City of Surrey to subdivide the larger property into two parcels in order to allow for the sale of the southern part to Fraser Health Authority. That application includes providing a road dedication through the centre of the site to make the existing private driveway a public road (55 Ave / James Hill Drive), plus other statutory rights-of-way.

The current regional growth strategy designation of 'Industrial' is intended for heavy and light industrial activities, and appropriate accessory uses (Figure 3). The proposed hospital use is not consistent with the current designation and an amendment to the regional growth strategy is required. The site and surrounding lands are within the Urban Containment Boundary.

Figure 3 - Current Regional Growth Strategy Land Use Designations



REGIONAL PLANNING ANALYSIS

The City of Surrey's proposed amendment has been assessed in relation to the applicable *Metro 2040* goals and policies, noting that the regional growth strategy is currently being reviewed for an update. The intent of the assessment is not to duplicate that of the municipal planning process, but rather to identify any potential regional planning implications and the regional significance of the proposed land use changes in consideration of the regional growth strategy.

Goal 1: Create a Compact Urban Area

Metro Vancouver and its member jurisdictions have committed to focusing growth within the UCB and more specifically within Urban Centres. The City is encouraged to use edge planning and other land use and design policies to denote that further urban development is not intended south of Clearbrook Road and the railway lines beyond the UCB.

The site is within the Surrey Cloverdale Town Centre Plan, but not within the Regional Cloverdale Municipal Town Centre's boundary in *Metro 2040*. Co-locating the new hospital and associated facilities with the existing KPU post-secondary institution and in the Cloverdale Municipal Town Centre would be consistent with the growth management principles of *Metro 2040*, helping to create

a compact urban area with a mix of uses and employment opportunities and support regional transportation objectives. To better align these plans, a separate and subsequent process should be considered by the City of Surrey to adjust the boundary of the regional Municipal Town Centre to include the KPU and hospital site; this change could be reflected in the next update of its Regional Context Statement. The adjustment would also allow the site to be better aligned with TransLink's transit service, which uses the locations of Urban Centres and Frequent Transit Development Areas as inputs into service planning decisions. This alignment would allow for the growth of the Urban Centre to better support local planning objectives and regional growth targets. The significance of the proposed hospital development also raises the possibility of other inter-municipal corridor and area planning efforts along Highway 10 (56 Avenue), between two Urban Centres (i.e. Cloverdale Municipal Town Centre and Langley Regional City Centre).

Goal 2: Support a Sustainable Regional Economy

Metro 2040 commits to protecting the region's supply of Industrial land. This strategy contains two regional land use designations ('Industrial' and 'Mixed Employment'), which are both intended to support employment-generating uses to ensure the needs of the regional economy are met. Neither land use designation permits residential uses.

The City of Surrey's 2014 Regional Context Statement includes the following statement about industrial land protection:

2.2.4(b)(i) INDUSTRIAL PROTECTION As populations increase within all areas of the Lower Mainland, pressures increase to accommodate residential construction on lands designated for commercial or industrial purposes. Surrey has a significant portion of the Region's available industrial base and in order to ensure land exists in the future for well-paying employment opportunities, existing industrial land needs to be retained for future industrial development. Policies within Surrey's OCP supporting the protection of industrial land include: E1.1, E1.2 and E1.11.

While a hospital is not an Industrial land use, it is a major employer, accommodating a significant number of jobs and providing medical services to both the City of Surrey and the wider region, and with associated trip generating implications. A redesignation of the site to 'Mixed Employment' would allow the hospital use given that 'Mixed Employment' allows for "industrial, commercial, and other employment-related uses." This project is a unique major institutional use and the land use designation change does not support nor imply other possible additional amendments to adjacent Industrial lands.

The amendment to a 'Mixed Employment' regional land use designation supports the proposed hospital use and allows various forms of employment uses, which further maintains the character of larger scaled building forms in the area.

Goal 5: Support Sustainable Transportation Choices

The strategies under this goal encourage the coordination of land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking, and support the safe and efficient movement of vehicles for passengers, goods and services. Land use changes can and often

significantly influence travel patterns. As identified in the proposal, these transportation matters are to be addressed by the City through the development plan at a future stage of design. The review of the development by the City should consider transportation-demand management strategies, including such things as: investing in and enhancing the surrounding transportation network; encouraging transit usage by employees and visitors; facilitating goods movement access to the site and surrounding area; adding bicycle infrastructure and facilities on site; enhancing pedestrian infrastructure and connections; right-sizing the amount of on-site parking; and the pricing of parking.

In addition, the development of the hospital site and changes to the associated road network should be done in a manner that does not restrict truck access or goods movement potential to the surrounding industrial land and existing KPU Campus and the possible future development of the lands to the east. Furthermore, the design of the interface between existing surrounding industrial and rail activities, and the proposed future hospital should reduce possible conflicts.

REGIONAL GROWTH STRATEGY AMENDMENT PROCESS AND NEXT STEPS

As per the *Regional Growth Strategy Procedures Bylaw No. 1148, 2011*, Metro Vancouver staff prepared a report to the Regional Planning Advisory Committee (RPAC) for information and comment at its meeting of September 17, 2021. No comments were provided by RPAC members at that meeting.

If the amendment bylaw (Attachment 2) receives 1st, 2nd, and 3rd readings by the MVRD Board, it will be referred to affected local governments and other agencies, as well as posted on the Metro Vancouver website for a minimum of 30 days for the opportunity to provide comment. Any comments received would be summarized and included in the report advancing the bylaw to the MVRD Board for consideration of final adoption. Should the initial readings of the amendment bylaw be given, staff will report back to the MVRD Board at a meeting in early 2022 with a summary of any comments received on the proposed amendment, and the amendment bylaw for consideration of final reading. The City's updated Regional Context Statement will also be provided to the Board for consideration of acceptance at the same time as final adoption of the proposed amendment.

ALTERNATIVES

1. That the MVRD Board:
 - a) initiate the regional growth strategy amendment process for the City of Surrey's requested regional land use designation amendment for the Cloverdale Hospital Site located at 5510 180 Street, amending approximately 9 hectares of land designated 'Industrial' to 'Mixed Employment';
 - b) give first, second, and third readings to "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1327, 2021"; and
 - c) direct staff to notify affected local governments as per section 6.4.2 of *Metro Vancouver 2040: Shaping our Future*.
2. That the MVRD Board decline the proposed amendment for the Cloverdale Hospital Site and notify the City of Surrey of the decision.

FINANCIAL IMPLICATIONS

If the MVRD Board chooses Alternative 1, notification will be given to all affected local governments as laid out in the *Local Government Act* and *Regional Growth Strategy Implementation Guideline #2: Amendments to the Regional Growth Strategy*.

If the MVRD Board chooses Alternative 2, the City of Surrey will be notified of the Board's decision. A dispute resolution process may take place as described in the *Local Government Act*. The cost of this dispute resolution is prescribed based on the proportion of assessed land values. Metro Vancouver would be responsible for most of the associated costs.

SUMMARY / CONCLUSION

The City of Surrey has requested that the MVRD Board consider a Type 3 minor amendment to *Metro 2040* for the approximately 9-hectare Cloverdale Hospital Site, located immediately south of Kwantlen Polytechnic University Cloverdale Campus. The amendment proposes to change the regional land use designation of the site from 'Industrial' to 'Mixed Employment' in order to allow the development of the new Cloverdale Hospital and Cancer Centre by the Fraser Health Authority.

Staff note that if the development of the hospital site proceeds, changes to the associated road network should be done in a manner that does not restrict truck access or goods movement potential to the surrounding industrial land and existing KPU Campus, and the possible future development of the lands to the east.

Overall, the proposed amendment allows the hospital use, which is consistent with the surrounding neighbourhood context and ensures employment generating uses in close proximity to a Municipal Town Centre and future enhanced transit service area. Based on this, staff recommend Alternative 1, to initiate the proposed amendment to *Metro 2040* for the City of Surrey Cloverdale Hospital Site.

Attachments

1. Correspondence, dated July 30 2021, from City of Surrey, to Metro Vancouver Board re: City of Surrey Regional Growth Strategy Amendment Application (48005060)
2. Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1327, 2021

Reference

[City of Surrey Report \(No. 7921-0139-00\), dated July 12, 2021](#)

47471242

July 30, 2021

File: 3900-20-18020 (OCP)
7921-0139-00 (New Surrey Hospital and Cancer Centre)

Metro Vancouver Board
c/o Chris Plagnol, Corporate Officer
4730 Kingsway (Metrotower III)
Burnaby, BC
V5H 0C6

Dear Mr. Plagnol:

RE: City of Surrey Regional Growth Strategy Amendment Application

The City of Surrey is processing a development application for the proposed New Surrey Hospital and Cancer Centre (Development Application No. 7921-0139-00) that includes amendments to the Official Community Plan ("OCP"), rezoning, and a Development Permit for Sensitive Ecosystems. The application also requires an amendment to the Metro Vancouver Regional Growth Strategy prior to final adoption.

On July 12, 2021, at the Regular Council – Land Use Meeting, Surrey Council approved recommendations in the Planning & Development Report for Development Application No. 7921-0139-00 (Attachment "1"). This included resolutions to give first and second readings to the required OCP Bylaw amendments and instructed the City Clerk to set a date for Public Hearing (Attachment "2").

On July 26, 2021, at Regular Council - Public Hearing Meeting, Surrey Council passed a resolution to give third reading to the proposed Surrey's OCP Bylaw amendments and endorsed referring an application to Metro Vancouver to support an amendment to the Regional Growth Strategy ("RGS") (Attachment "3"). The proposed RGS amendment is to the Regional Land Use Designation for the subject site from Industrial to Mixed Employment.

Proposed New Surrey Hospital and Cancer Centre

The proposed new Surrey Hospital and Cancer Centre represents a \$1.66 billion investment in health care, the largest provincial contribution in the history of BC. The Hospital and Cancer Centre are anticipated to employ over 1,900 people. The new hospital is proposed to be approximately 71,000 square metres, with 168 beds, an emergency centre, cancer centre, and childcare centre.

The subject site is currently designated Industrial in Metro Vancouver's RGS. Areas designated as Industrial in the RGS are "intended for heavy and light industrial activities, and appropriate accessory uses."

The proposed development of a hospital on site, therefore, requires an RGS amendment of the Regional Land Use Designation from Industrial to Mixed Employment. Mixed Employment areas are "intended for employment related uses to help meet the needs of the regional

economy." Mixed Employment areas within Urban Centres, such as the Cloverdale Town Centre, are "intended as priority locations for employment and services" including institutional uses."

The following RGS amendment is proposed:

- Amend the RGS Land Use Designations for the subject site from Industrial to Mixed Employment (as shown in Attachment "4")

The applicant is aiming to have the Development Application (No. 7921-0139-00) complete, including the RGS amendment, OCP amendment, rezoning, and Development Permit issuance, by February 2022 in order move forward with the procurement process and Building Permit application, and to keep on track with the overall project timelines.

Conclusion

The City of Surrey requests that the Metro Vancouver Board amend the Regional Growth Strategy to amend Regional Land Use Designations from Industrial to Mixed Employment (as shown in Attachment "4").

Should Metro Vancouver staff require any additional information regarding this application, please contact Christa Brown, Planner, at 604-591-4216 or at Christa.Brown@surrey.ca.

Sincerely,



Rémi Dubé, P.Eng.
Acting General Manager, Planning & Development

Cc Heather McNell, General Manager, Regional Planning and Housing Services, Metro Vancouver
Sean Galloway, Director, Regional Planning, Metro Vancouver
Ron Gill, Manager, Area Planning & Development – North Division, City of Surrey
Preet Heer, Manager, Community Planning, Planning & Development, City of Surrey
Christa Brown, Planner, Planning & Development, City of Surrey

Attachment "1"	Planning Report for Development Application No. 7921-0139-00
Attachment "2"	Council Resolutions- July 12, 2021 Regular Council - Land Use Meeting
Attachment "3"	Council Resolutions- July 26, 2021 Regular Council - Public Hearing Meeting
Attachment "4"	Proposed RGS Land Use Designation Amendment

**METRO VANCOUVER REGIONAL DISTRICT
REGIONAL GROWTH STRATEGY AMENDMENT BYLAW NO. 1327, 2021
A Bylaw to Amend "Greater Vancouver Regional District Regional Growth Strategy
Bylaw Number 1136, 2010"**

WHEREAS:

- A. The Metro Vancouver Regional District Board (the "Board") adopted the *Greater Vancouver Regional District Regional Growth Strategy Bylaw No. 1136, 2010* on July 29, 2011;

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

1. The *Greater Vancouver Regional District Regional Growth Strategy Bylaw No. 1136, 2010* is hereby amended as follows:
 - a) re-designating the subject site from 'Industrial' to 'Mixed Employment', as shown in Schedule "A"; and
 - b) the official regional land use designation maps numbered 2, 6, and 12 are revised to record the change in regional land use designation, as shown in the maps contained in Schedule "B".

Citation

2. The official citation for this bylaw is "*Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1327, 2021*". This bylaw may be cited as "*Regional Growth Strategy Amendment Bylaw No. 1327, 2021*".

Schedules

3. The following Schedules are attached to and form part of this bylaw:
Schedule "A"; and
Schedule "B".

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

Prior to Amendment

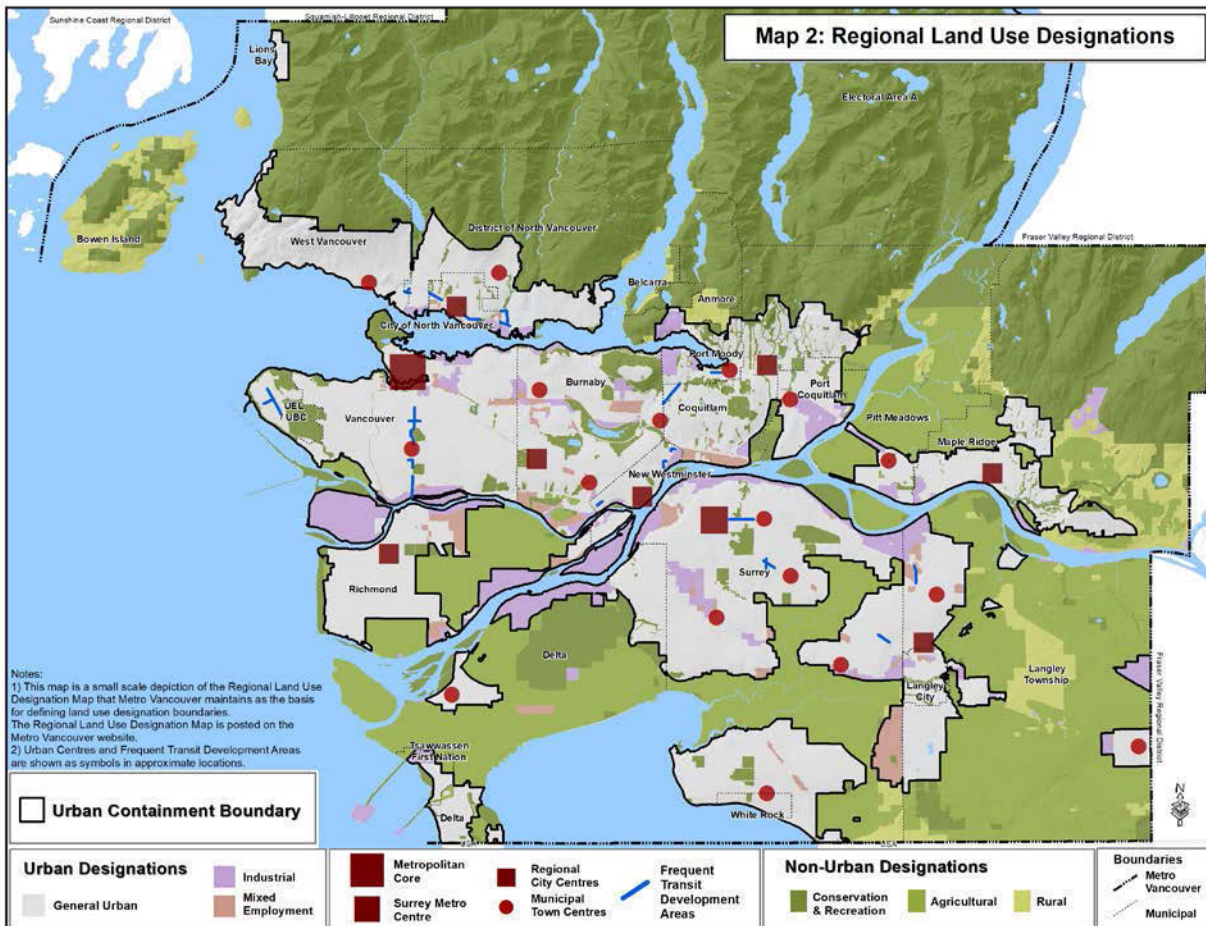


Post Amendment



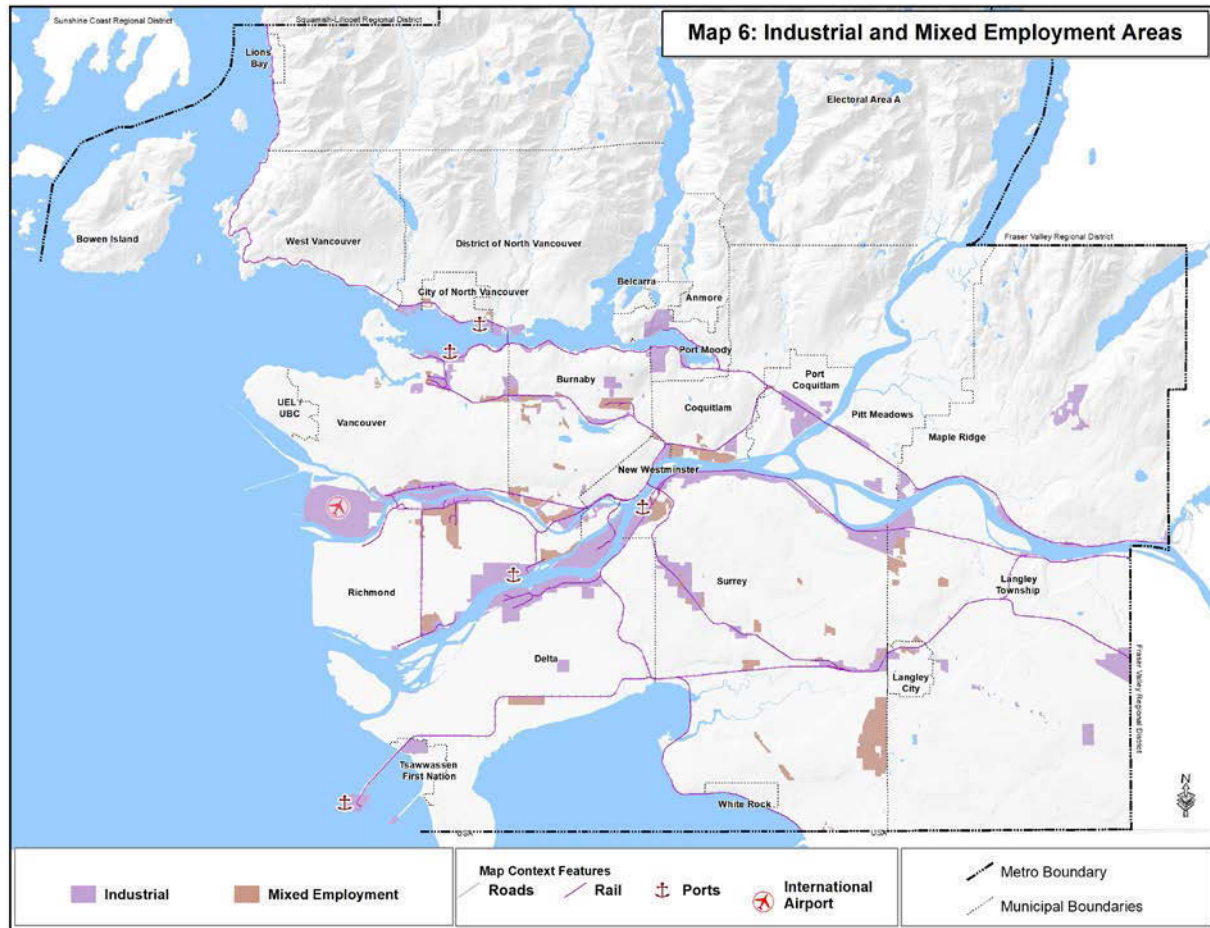
Schedule B

Map 2: Regional Land Use Designations



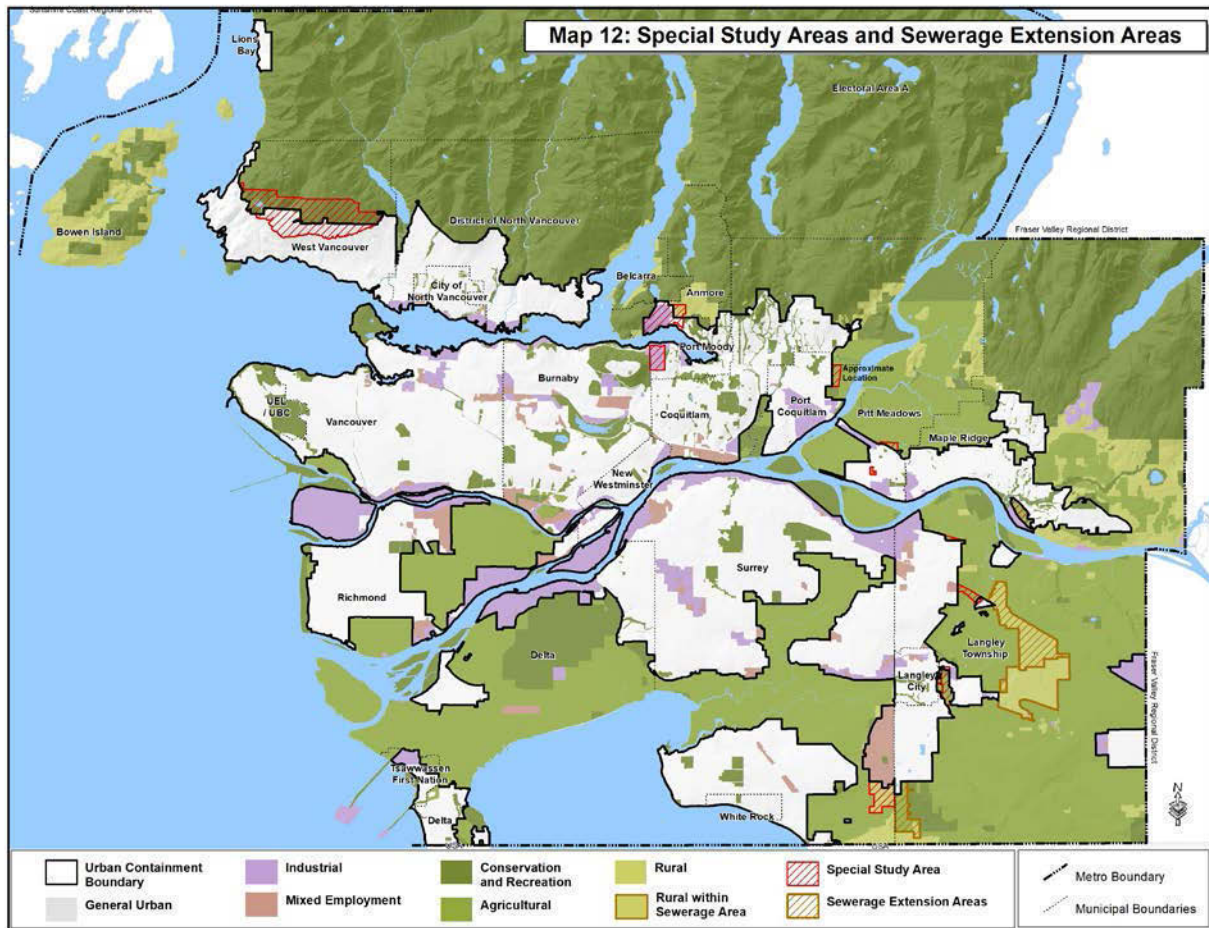
Schedule B

Map 6: Industrial and Mixed Employment Areas



Schedule B

Map 12: Special Study Areas and Sewerage Extension Areas





To: MVRD Board of Directors

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

Date: October 21, 2021 Meeting Date: October 29, 2021

Subject: **MVRD Air Quality Management Fees Regulation Bylaw No. 1330, 2021**

CLIMATE ACTION COMMITTEE RECOMMENDATION:

That the MVRD Board:

- a) give first, second and third reading to *“Metro Vancouver Regional District Air Quality Management Fees Regulation Bylaw No. 1330, 2021”*; and
 - b) pass and finally adopt *“Metro Vancouver Regional District Air Quality Management Fees Regulation Bylaw No. 1330, 2021”*.
-

At its October 15, 2021 meeting, the Climate Action Committee considered the attached report titled *“MVRD Air Quality Management Fees Regulation Bylaw No. 1330, 2021”*, dated September 23, 2021.

Since the Committee’s consideration of this matter, Attachment 1 to the report has been updated to remove one row in Table 9 of the proposed Bylaw, as it unintentionally duplicated an earlier row in the table.

The updated Bylaw is attached and now before the Board for its consideration.

Attachment

“MVRD Air Quality Management Fees Regulation Bylaw No. 1330, 2021”, dated September 23, 2021

47384512

To: Climate Action Committee

From: Ray Robb, Director, Environmental Regulation and Enforcement
Derek Jennejohn, Lead Senior Engineer
Parks and Environment Department

Date: September 23, 2021 Meeting Date: October 15, 2021

Subject: **MVRD Air Quality Management Fees Regulation Bylaw No. 1330, 2021**

RECOMMENDATION

That the MVRD Board:

- a) give first, second and third reading to *Metro Vancouver Regional District Air Quality Management Fees Regulation Bylaw No. 1330, 2021*; and
 - b) pass and finally adopt *Metro Vancouver Regional District Air Quality Management Fees Regulation Bylaw No. 1330, 2021*.
-

EXECUTIVE SUMMARY

To continue protecting and improving air quality, Metro Vancouver is proposing changes to its air quality management fees bylaw. Emissions of air contaminants from businesses in the Metro Vancouver region are conditionally authorized through site-specific authorizations and emission regulations. Metro Vancouver charges fees for authorized air emissions to recover the cost of its air quality regulatory services, incentivize emission reductions, and improve air quality. Following an engagement process from January to April 2021, a proposed bylaw has been developed in alignment with Metro Vancouver's principles of continuous improvement, discharger pay, and cost recovery. The proposed bylaw includes updated fees for emissions of air contaminants, new fees for odorous air contaminants, discontinuation of the measured discharge program, and updates to application fees. In response to feedback, the initial increases to fee rates have been modified, and a phased-in approach has been introduced for the changes. Under the proposed bylaw, it is expected that fees paid by dischargers would cover a greater share of Metro Vancouver's air quality regulatory services.

PURPOSE

To seek Board adoption of *Metro Vancouver Regional District Air Quality Management Fees Regulation Bylaw No. 1330, 2021* (Bylaw 1330) (Attachment 1), concerning updated air quality permit and regulatory fees in Metro Vancouver.

BACKGROUND

Greater Vancouver Regional District Air Quality Management Fees Regulation Bylaw No. 1083, 2008 (Bylaw 1083) was established to set out Metro Vancouver's air quality permit and regulatory fee structure. At its July 2020 meeting, the following motion was passed:

That the MVRD Board authorize staff to proceed with the engagement process as presented in the report dated July 8, 2020, titled "Engagement on Amendments to Air Quality Permit and Regulatory Fees".

In preparation for the proposed changes to air quality permit and regulatory fees, staff collected and analyzed research on the health impacts of air contaminants, including impacts on individuals as well as on the healthcare system, conducted a financial analysis of the revenues received from fees and the costs of providing air quality regulatory services at Metro Vancouver, and contracted public opinion research. Based on this research, staff produced a discussion paper with proposals for changing air quality permit and regulatory fees, which was received by the Committee at its meeting in November 2020. Subsequently, a stakeholder and public engagement process took place from January to April 2021. Staff have developed a proposed Bylaw with consideration of the feedback received, and are seeking Board approval to repeal Bylaw 1083 and adopt Bylaw 1330.

NEED FOR CHANGES TO AIR QUALITY PERMIT AND REGULATORY FEES

Metro Vancouver is responsible for managing and regulating air contaminants in the region under authority delegated by the BC Government in the *Environmental Management Act* (EMA). EMA also stipulates that Metro Vancouver may have different requirements and may charge different fees to different air contaminant dischargers, including charging different fees for different air contaminants.

Metro Vancouver's air quality regulatory program is funded partly through fees paid by dischargers of air contaminants and partly through tax requisition. Fees for authorized air emissions are intended to recover the cost of Metro Vancouver's air quality regulatory services and associated activities, including application reviews, development of emission control requirements, compliance promotion (e.g., monitoring, enforcement), and related air quality management actions.

Metro Vancouver conditionally authorizes businesses to emit air contaminants through site-specific authorizations and broader emission regulations, which address similar types of emission sources. Under Bylaw 1083, which was adopted in 2008, various fees are assessed for these authorizations, to recover Metro Vancouver's costs. There have been no significant changes to fees since 2008.

New studies have indicated that the impact of air contaminants on health and the environment is greater than previously thought. There has also been a substantial increase in the demand for air quality regulatory services in the form of increased complaints, requests for information under the *Freedom of Information and Protection of Privacy Act*, and appeals of permit decisions. As air quality regulatory costs have increased, air quality regulatory fees have been flat or declining and are predicted to continue to decline. Further, despite large and growing costs associated with managing odorous discharges, Metro Vancouver has not been able to fully recover the cost of managing the discharge of odorous air contaminants. Consequently, taxpayers have been funding a greater percentage of air quality regulatory costs in recent years.

To continue protecting and improving air quality, a number of changes were proposed to update Metro Vancouver's air quality permit and regulatory fees. The proposed changes considered the results of a public opinion survey carried out by Metro Vancouver prior to engagement. As reported to the Committee in November 2020, public opinion research indicated strong support for both the principle of "discharger pay" and for air contaminant discharge fee rates that are based on their harm potential. While the proposed fee changes are substantial and will increase the share of costs borne by dischargers, they will fall short of fully funding permitting and regulatory costs for industry, and are still only a small percentage of the overall health and environmental costs of air contaminants.

ENGAGEMENT

A stakeholder and public engagement process took place from January to April 2021, and included distribution of a discussion paper that discussed the rationale for changing the fee structure and the proposed changes. A fee calculator was developed to allow estimates of proposed fees to be provided at the request of permitted or regulated facilities. Stakeholders were invited to participate and provide feedback through an online feedback form, small group meetings, and three webinars. Input was also received through direct communication with staff by telephone, email, and letters.

Feedback received through engagement included both support and opposition to the proposed changes, and included the following themes:

- Support for and opposition to the fee rates proposed for air contaminants and odorous air contaminants. Feedback on the proposed fees for odorous air contaminants also included questions about the rationale for the program, and concerns about definitions and enforcement;
- Concerns about the timing of fee increases, the magnitude of the proposed increases, and potential impacts on businesses, including suggestions for a delayed timeline; and
- Mixed support for and opposition to removal of the Measured Discharge Program, and for fees related to permit and approval applications or amendments.

Changes to Proposed Requirements in Response to Feedback

The proposed bylaw requirements address issues identified during engagement while mitigating health and environmental impacts. The main response to concerns has been to reduce the initial annual fee rates, and spread the increments over a greater number of years. The proposed bylaw incorporates the following changes:

- Air contaminant fees for 2022 are proposed to come into effect at lesser initial fee rates;
- Fees initially proposed for 2025 would not be achieved until 2028;
- In the years between 2022 and 2028, fees are proposed to increase on a linear basis, resulting in reduced fees for each of those years, in comparison to the initial proposal;
- These changes would also apply to fees for applications for new and amended authorizations and to annual fees; and
- For emission regulations that include emission fees, changes to air contaminant fee rates would occur at later effective dates.

A summary of the engagement process and how feedback was considered in Bylaw 1330 is provided in Attachment 2.

PROPOSED BYLAW

The proposed bylaw includes the regulatory changes listed below.

Fees for Air Contaminants

- New fees for air contaminant discharges, reflecting updated air quality health information demonstrating that public health costs are greater than previously thought.

Fees for Odorous Air Contaminants

- In addition to modifying existing fees for odorous whole emissions, new fees for specific odorous substances have been added, with an opportunity for fee reduction where it can be demonstrated that impacts are minimal, as well as a cap on the maximum fee rate that could be assessed.

Measured Discharge Program

- Discontinuation of the Measured Discharge Program, which was created to allow permitted dischargers that are in compliance with their permit to pay less fees when it could be demonstrated that measured emissions were less than permitted levels. A two-tier system had been created where some dischargers could pay less per tonne of emissions, even though their facility was discharging at similar levels to other facilities that pay more per tonne.

Application Fees for Permits, Approvals, and Amendments

- Changes to application fees for permits, approvals, and amendments, and removal of a cap on application fees for a permit or amendment, as the complexity and cost of application reviews have significantly increased.

Timing

- A phased-in approach for new fees, as some of the proposed fee increases are significant.

Definitions

- Several new and updated definitions have been included to improve clarity and support the changes made in the proposed bylaw.

Implications for Other Emission Regulation Bylaws

If the MVRD Board adopts proposed Bylaw 1330, supporting amendments will be proposed for a number of emission regulations, to reflect the new fees and inflationary changes.

ALTERNATIVES

1. That the MVRD Board:
 - a) give first, second and third reading to *Metro Vancouver Regional District Air Quality Management Fees Regulation Bylaw No. 1330, 2021*; and
 - b) pass and finally adopt *Metro Vancouver Regional District Air Quality Management Fees Regulation Bylaw No. 1330, 2021*.
2. That the MVRD Board receive for information the report dated September 23, 2021, titled “MVRD Air Quality Management Fees Regulation Bylaw No. 1330, 2021” and provide alternate direction to staff.

FINANCIAL IMPLICATIONS

Under Alternative 1, the proposed bylaw would update Metro Vancouver’s air quality permit and regulatory fee structure so that regulatory costs are better recovered from emitters, in alignment with Metro Vancouver’s principles of continuous improvement, discharger pay, and cost recovery.

With adoption of the proposed bylaw, it is expected that fees paid by dischargers would cover a greater share of Metro Vancouver's air quality regulatory services, including recovery of the costs of managing odorous air contaminants. A new fee structure is also expected to result in applications to reduce permitted emissions in response to higher emission fees, which will likely result in additional demands upon permitting staff – no increase in permitting staff is proposed for 2022.

CONCLUSION

The proposed *MVRD Air Quality Management Fees Regulation Bylaw No. 1330, 2021* would update Metro Vancouver's air quality permit and regulatory fee structure. The existing bylaw (Bylaw 1083) has not had significant changes since 2008. The MVRD Board directed staff to engage on proposed changes to air quality management fees, recognizing the need to continue protecting air quality and improve cost recovery for Metro Vancouver's air quality regulatory services. Following an engagement process from January to April 2021, a proposed bylaw has been developed in alignment with Metro Vancouver's principles of continuous improvement, discharger pay, and cost recovery. Under the proposed bylaw, new fees for air contaminants, including odorous air contaminants, would be implemented, along with changes to application fees for new and amended permits and approvals, and other regulatory improvements. Based on feedback, the phase in of new fees would be shifted from what was originally proposed, to allow permitted and regulated facilities to adjust to a new fee structure, and consider potential changes to their permit requirements. With a new bylaw in place, it is expected that fees from dischargers would cover a greater share of Metro Vancouver's air quality regulatory services, while also encouraging emission reductions and leading to air quality improvements.

Staff recommend Alternative 1, that the MVRD Board adopt proposed Bylaw 1330.

Attachments

1. *Metro Vancouver Regional District Air Quality Management Fees Regulation Bylaw No. 1330, 2021 (47522252)*
2. *Potential Amendments to Air Quality Permit and Regulatory Fees, Consultation Summary Report (48138298)*

47384512

**METRO VANCOUVER REGIONAL DISTRICT
BYLAW NO. 1330, 2021
A Bylaw to Regulate Air Quality Management Fees**

WHEREAS:

- A. Metro Vancouver Regional District has enacted the “*Greater Vancouver Regional District Air Quality Management Bylaw No. 1082, 2008*”; and
- B. That Bylaw contemplates the establishment and payment of fees.

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

Citation

- 1. The official citation of this bylaw is “*Metro Vancouver Regional District Air Quality Management Fees Regulation Bylaw No. 1330, 2021*”. This bylaw may be cited as “Metro Vancouver Regional District Air Quality Management Fees Regulation Bylaw” (in this Bylaw, “this Regulation”).

Schedules

- 2. The following Schedules are attached to and form part of this Regulation:

Schedule “A-1”, Calculation of Air Contaminant Emission Fees until December 31, 2021;
Schedule “A-2”, Calculation of Air Contaminant Emission Fees from January 1, 2022 to December 31, 2022;
Schedule “A-3”, Calculation of Air Contaminant Emission Fees from January 1, 2023 to December 31, 2023;
Schedule “A-4”, Calculation of Air Contaminant Emission Fees from January 1, 2024 to December 31, 2024;
Schedule “A-5”, Calculation of Air Contaminant Emission Fees from January 1, 2025 to December 31, 2025;
Schedule “A-6”, Calculation of Air Contaminant Emission Fees from January 1, 2026 to December 31, 2026;
Schedule “A-7”, Calculation of Air Contaminant Emission Fees from January 1, 2027 to December 31, 2027;
Schedule “A-8”, Calculation of Air Contaminant Emission Fees for January 1, 2028 and later; and
Schedule “B”, Calculation of Odorous Air Contaminant Emission Fees.

General

- 3. This Regulation is deemed to be an integral part of the Greater Vancouver Regional District Air Quality Management Bylaw No. 1082, 2008 (“the Bylaw”).
- 4. Terms defined in the Bylaw, or incorporated by reference into the Bylaw, have the same meaning in this Regulation.

Definitions

5. In this Regulation:

"administrative amendment" means an amendment to a permit or approval for any of the following purposes:

- (a) a change of ownership or name; or
- (b) a change of legal address or mailing address;

"authorized discharge" means:

- (a) the quantity of an air contaminant that is authorized by permit, approval, or emission regulation; or
- (b) if the quantity of an air contaminant in the discharge is not specified in a permit, approval, or emission regulation, the quantity of the air contaminant that is:
 - i. determined from discharge factors applied in accordance with procedures approved by the district director; or
 - ii. measured, in accordance with procedures approved by the district director;

"billion cubic metre odour units" means the volume of an odorous air contaminant discharge such that the product of the odour concentration, in odour units, and the volume of the discharge, in cubic metres, is equivalent to a volume of one billion cubic metres of gas with an odorous substance concentration of one odour unit;

"coarse particulate matter" particulate matter with an aerodynamic diameter greater than 2.5 micrometres;

"coarse particulate matter containing soy dust" means coarse particulate matter containing soy;

"diesel particulate matter" means particulate matter that is emitted from the combustion of diesel fuel or an alternative diesel fuel;

"farm business" has the same meaning as in section 1 of the *Farm Practices Protection (Right to Farm) Act*;

"farm operation" has the same meaning as in section 1 of the *Farm Practices Protection (Right to Farm) Act*;

"fine particulate matter" means particulate matter with an aerodynamic diameter less than or equal to 2.5 micrometres;

"global warming potential" means the 100-year global warming potential of a greenhouse gas, as listed in the Sixth Assessment Report of the Intergovernmental Panel on Climate Change, as updated from time to time;

"greenhouse gases" means gases that have a global warming potential, and includes carbon dioxide, methane, and other greenhouse gases;

“hazardous air pollutants” means air contaminants that:

- (a) meet the definition of toxic under the *Canadian Environmental Protection Act, 1999* (Canada) and listed in Schedule 1 of that Act (List of Toxic Substances) as amended from time to time, but not including greenhouse gases, ozone, respirable particulate matter less than or equal to 10 microns and air contaminants that are precursors to particulate matter formation (nitrogen oxides, sulphur dioxide, volatile organic compounds and ammonia); or
- (b) are included in the United States *Clean Air Act*, United States Code Title 42, c. 85 § ²⁰¹¹ 7412(b) (1) (List of Hazardous Air Pollutants), as amended from time to time; or
- (c) as determined by the district director;

“metals” means metals that are not hazardous air pollutants, including aluminum, antimony, barium, boron, copper, iron, manganese, molybdenum, nickel, silver, tin, and zinc;

“minor amendment” means an amendment to a permit or approval for any of the following purposes:

- (a) a decrease in the authorized quantity of the discharge;
- (b) an increase in the authorized quantity of the discharge that does not exceed 10% of the authorized quantity;
- (c) a change in the authorized quality of the discharge such that, in the opinion of the district director, the change has or will have less impact on the environment;
- (d) a change in a monitoring program; or
- (e) a change to the works, method of treatment or any other condition of a permit or approval such that, in the opinion of the district director, the change has or will have less impact on the environment;

“non-photoreactive volatile organic compounds” means any volatile organic compounds:

- (a) listed as exclusions under “Volatile organic compounds that participate in atmospheric photochemical reactions” in Schedule 1 (List of Toxic Substances) of the *Canadian Environmental Protection Act, 1999* (Canada), as amended from time to time; or
- (b) as determined by the district director;

“odorous air contaminants” means substances that individually or collectively are air contaminants due to their odorous properties;

“odorous air contaminant sensitive receptor location” means a residential location, public space or commercial business location such as restaurants and retail operations where owners, operators, or occupants may suffer the impairment of enjoyment of private or public space or business loss due to the presence of odorous air contaminants;

“odour detection threshold” means the concentration at which an odour panel in accordance with European Standard EN 13725:2003 (“Air quality – determination of odour concentration by dynamic olfactometry”), as amended from time to time, or by a method approved by the district director, can just detect the presence of a substance;

“odour unit” means an amount of odorous air contaminants as determined in accordance with European Standard EN 13725:2003 (“Air quality – determination of odour concentration by dynamic olfactometry”), as amended from time to time, or as otherwise approved by the district director;

“other greenhouse gases” means greenhouse gases including nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulphur hexafluoride, but does not include carbon dioxide and methane;

“photoreactive volatile organic compounds” means any organic compounds:

- (a) not defined in this Regulation as either hazardous air pollutants or non-photoreactive volatile organic compounds; or
- (b) as determined by the district director;

“significant amendment” means an amendment to a permit or approval which is not an administrative amendment or a minor amendment; and

“total reduced sulphur (TRS)” means total reduced sulphur compounds, including but not limited to hydrogen sulphide, methyl mercaptan, dimethyl sulphide, and dimethyl disulphide.

Payment of Fees

- 6. Every person who applies for a permit or an approval, or any amendment of a permit or approval, must pay the application fees set out in this Regulation.
- 7. Every person who discharges air contaminants under an emission regulation, a permit, or an approval must pay the applicable annual or duration fees set out in this Regulation.
- 8. Emission fees are payable under this Regulation for emission fees related to the discharge of a greenhouse gas, unless the provincial carbon tax applies to the discharge of that greenhouse gas.

Calculation of Air Contaminant Emission Fees

- 9. **“Air contaminant emission fees”** (Z) are the emission fees calculated as per Schedules A-1 to A-8 [*Calculation of Air Contaminant Emission Fees*] and Schedule B [*Calculation of Odorous Air Contaminant Fees*] for the applicable year.
- 10. **“Total emission fees”** are calculated as the sum of all air contaminant emission fees applicable for:
 - (a) annual emissions authorized by a permit or emission regulation; or
 - (b) the duration of the approval.

Permit and Approval Application Fees

- 11. The application fee payable to the District for an application:
 - (a) for a new permit or new approval is \$1,000 plus twice the total emission fees payable for the emissions specified in the application; and
 - (b) for an expiring permit or expiring approval is \$1,000 plus the total emission fees payable for the emissions specified in the application.

12. Despite section 11, the application fee payable to the District for an application:
- (a) for an open air burning approval associated with a farm operation and conducted on a farm as part of a farm business is \$100; and
 - (b) for all other open air burning approvals is \$1,000.

Permit and Approval Amendment Application Fees

13. The application fee payable to the District for an application:
- (a) for an administrative amendment is \$240;
 - (b) for a minor amendment is \$500 plus twice the increase, if any, in the total emission fees payable for the emissions specified in the application; and
 - (c) for a significant amendment is \$1,000 plus twice the increase in the total emission fees payable for the emissions specified in the application.

Application Fee Payment

14. An application fee must be paid at the time the application is submitted and is not refundable by reason only that the permit, approval, or amendment application is refused.

Annual Fees

15. A holder of a permit must pay annually the total emission fees plus \$200 within 30 days of receipt of an invoice.

Approval Duration Fees

16. A holder of an approval, other than an open air burning approval, must pay the total emission fees for the period authorized by the approval plus \$200 within 30 days of receipt of an invoice.

Cancellations and Amendments

17. If a permit or approval is cancelled at the request of the holder of the permit or approval, the holder is required to pay to the District any prorated amount as determined by the District. The District will issue an invoice for any prorated amount due or will refund the amount of any overpayment of the applicable fees. Refunds for less than \$100 will not be issued.
18. If a permit or approval is amended, the District will:
- (a) issue an invoice for any prorated amount due;
 - (b) credit the amount of any overpayment against any fees payable in the subsequent year; or
 - (c) if no fees are payable in the subsequent year, will refund any overpayment to the holder of the permit or approval.
19. If a permit or approval is amended, the permit or approval holder will pay any amount owing to the District within 30 days of receipt of an invoice issued under section 18(a).

Repeal of Bylaw

20. *"Greater Vancouver Regional District Air Quality Management Fees Regulation Bylaw No. 1083, 2008"* as amended, is hereby repealed.

Severability

21. If any portion of this Regulation is deemed *ultra vires*, illegal, invalid, or unenforceable in any way in whole or in part by any court of competent jurisdiction, such decision will not be deemed to invalidate or void the remainder of the Bylaw. The parts so held to be *ultra vires*, illegal, invalid, or unenforceable must be deemed not to have been part of this Regulation from its adoption. The remainder of the Regulation will have the same force and effect as if the parts that have been deemed *ultra vires*, illegal, invalid, or unenforceable had not been included in this Regulation when it was adopted.

Read a first, second and third time this _____ day of _____, 2021.

Passed and finally adopted this _____ day of _____, 2021.

Sav Dhaliwal, Chair

Chris Plagnol, Corporate Officer

Schedule A-1: Calculation of Air Contaminant Emission Fees until December 31, 2021

1. **Air contaminant emission fees (Z)** until December 31, 2021 for air contaminants listed in Table 1 are calculated as follows:

$$Z = A \times B$$

where,

A is the authorized discharge in tonnes of an air contaminant listed in column 1 of Table 1, and
B is the corresponding emission fee rate for that air contaminant listed in column 2 of Table 1.

Table 1 – Air Contaminant Emission Fee Rates for Authorized Discharges in 2021

Column 1 (A) Air Contaminant	Column 2 (B) Emission fee rate (\$/tonne)
Particulate Matter (filterable and condensable from solely combustion sources)	\$300
Particulate Matter (filterable and condensable from solely non-combustion sources)	\$30
Fine Particulate Matter (filterable and condensable from combined combustion and non-combustion sources, not fuelled solely by natural gas and/or propane)	\$300
Particulate Matter (all other filterable from combined combustion and non-combustion sources, not fuelled solely by natural gas and/or propane)	\$30
Nitrogen Oxides (NOx)	\$50
Photoreactive volatile organic compounds	\$100
Non-photoreactive volatile organic compounds	\$30
Sulphur Oxides (SOx)	\$100
Total Reduced Sulphur (TRS)	\$150
Hazardous Air Pollutants	\$1,000
Other (not otherwise specified)	\$30

Schedule A-2: Calculation of Air Contaminant Emission Fees from January 1, 2022 to December 31, 2022

1. **Air contaminant emission fees (Z)** from January 1, 2022 to December 31, 2022 for air contaminants listed in Table 2 are calculated as follows:

$$Z = A \times B$$

where,

A is the authorized discharge in tonnes of an air contaminant listed in column 1 of Table 2, and
B is the corresponding emission fee rate for that air contaminant listed in column 2 of Table 2.

Table 2 – Air Contaminant Emission Fee Rates for Authorized Discharges in 2022

Column 1 Air Contaminant (A)	Column 2 Emission fee rate (\$/tonne) (B)
Ammonia	\$39
Coarse Particulate Matter	\$31
Coarse Particulate Matter containing soy dust	\$51
Diesel Particulate Matter	\$964
Fine Particulate Matter	\$514
Hazardous Air Pollutants	\$1,143
Metals	\$183
Methane	\$180
Nitrogen Oxides (NOx)	\$64
Non-photoreactive volatile organic compounds	\$31
Ozone	\$63
Photoreactive volatile organic compounds	\$123
Sulphur Oxides (SOx)	\$100
Total Reduced Sulphur (TRS)	\$367
Other (not otherwise specified)	\$31
Other greenhouse gases	Fee per tonne (\$) = provincial carbon tax value of carbon dioxide (\$ / tonne) multiplied by the global warming potential of the other greenhouse gas, divided by the global warming potential of carbon dioxide

Schedule A-3: Calculation of Air Contaminant Emission Fees from January 1, 2023 to December 31, 2023

1. **Air contaminant emission fees (Z)** from January 1, 2023 to December 31, 2023 for air contaminants listed in Table 3 are calculated as follows:

$$Z = A \times B$$

where,

A is the authorized discharge in tonnes of an air contaminant listed in column 1 of Table 3, and
B is the corresponding emission fee rate for that air contaminant listed in column 2 of Table 3.

Table 3 – Air Contaminant Emission Fee Rates for Authorized Discharges in 2023

Column 1 Air Contaminant (A)	Column 2 Emission fee rate (\$/tonne)(B)
Ammonia	\$47
Coarse Particulate Matter	\$33
Coarse Particulate Matter containing soy dust	\$73
Diesel Particulate Matter	\$1,629
Fine Particulate Matter	\$729
Hazardous Air Pollutants	\$1,286
Metals	\$336
Methane	\$341
Nitrogen Oxides (NOx)	\$79
Non-photoreactive volatile organic compounds	\$33
Ozone	\$96
Photoreactive volatile organic compounds	\$146
Sulphur Oxides (SOx)	\$100
Total Reduced Sulphur (TRS)	\$583
Other (not otherwise specified)	\$33
Other greenhouse gases	Fee per tonne (\$) = provincial carbon tax value of carbon dioxide (\$ / tonne) multiplied by the global warming potential of the other greenhouse gas, divided by the global warming potential of carbon dioxide

Schedule A-4: Calculation of Air Contaminant Emission Fees from January 1, 2024 to December 31, 2024

1. **Air contaminant emission fees (Z)** from January 1, 2024 to December 31, 2024 for air contaminants listed in Table 4 are calculated as follows:

$$Z = A \times B$$

where,

A is the authorized discharge in tonnes of an air contaminant listed in column 1 of Table 4, and
B is the corresponding emission fee rate for that air contaminant listed in column 2 of Table 4.

Table 4 – Air Contaminant Emission Fee Rates for Authorized Discharges in 2024

Column 1 Air Contaminant (A)	Column 2 Emission fee rate (\$/tonne) (B)
Ammonia	\$56
Coarse Particulate Matter	\$34
Coarse Particulate Matter containing soy dust	\$94
Diesel Particulate Matter	\$2,293
Fine Particulate Matter	\$943
Hazardous Air Pollutants	\$1,429
Metals	\$489
Methane	\$497
Nitrogen Oxides (NOx)	\$93
Non-photoreactive volatile organic compounds	\$34
Ozone	\$129
Photoreactive volatile organic compounds	\$169
Sulphur Oxides (SOx)	\$100
Total Reduced Sulphur (TRS)	\$800
Other (not otherwise specified)	\$34
Other greenhouse gases	Fee per tonne (\$) = provincial carbon tax value of carbon dioxide (\$ / tonne) multiplied by the global warming potential of the other greenhouse gas, divided by the global warming potential of carbon dioxide

Schedule A-5: Calculation of Air Contaminant Emission Fees from January 1, 2025 to December 31, 2025

1. **Air contaminant emission fees (Z)** from January 1, 2025 to December 31, 2025 for air contaminants listed in Table 5 are calculated as follows:

$$Z = A \times B$$

where,

A is the authorized discharge in tonnes of an air contaminant listed in column 1 of Table 5, and
B is the corresponding emission fee for that air contaminant listed in column 2 of Table 5.

Table 5 – Air Contaminant Emission Fee Rates for Authorized Discharges in 2025

Column 1 Air Contaminant (A)	Column 2 Emission fee rate (\$/tonne) (B)
Ammonia	\$64
Coarse Particulate Matter	\$36
Coarse Particulate Matter containing soy dust	\$116
Diesel Particulate Matter	\$2,957
Fine Particulate Matter	\$1,157
Hazardous Air Pollutants	\$1,571
Metals	\$641
Methane	\$653
Nitrogen Oxides (NOx)	\$107
Non-photoreactive volatile organic compounds	\$36
Ozone	\$161
Photoreactive volatile organic compounds	\$191
Sulphur Oxides (SOx)	\$100
Other (not otherwise specified)	\$36
Other greenhouse gases	Fee per tonne (\$) = provincial carbon tax value of carbon dioxide (\$ / tonne) multiplied by the global warming potential of the other greenhouse gas, divided by the global warming potential of carbon dioxide

Schedule A-6: Calculation of Air Contaminant Emission Fees from January 1, 2026 to December 31, 2026

1. **Air contaminant emission fees (Z)** from January 1, 2026 to December 31, 2026 for air contaminants listed in Table 6 are calculated as follows:

$$Z = A \times B$$

where,

A is the authorized discharge in tonnes of an air contaminant listed in column 1 of Table 6, and
B is the corresponding emission fee rate for that air contaminant listed in column 2 of Table 6.

Table 6 – Air Contaminant Emission Fee Rates for Authorized Discharges in 2026

Column 1 Air Contaminant (A)	Column 2 Emission fee rate (\$/tonne) (B)
Ammonia	\$73
Coarse Particulate Matter	\$37
Coarse Particulate Matter containing soy dust	\$137
Diesel Particulate Matter	\$3,621
Fine Particulate Matter	\$1,371
Hazardous Air Pollutants	\$1,714
Metals	\$794
Methane	\$809
Nitrogen Oxides (NOx)	\$121
Non-photoreactive volatile organic compounds	\$37
Ozone	\$194
Photoreactive volatile organic compounds	\$214
Sulphur Oxides (SOx)	\$100
Other (not otherwise specified)	\$37
Other greenhouse gases	Fee per tonne (\$) = provincial carbon tax value of carbon dioxide (\$ / tonne) multiplied by the global warming potential of the other greenhouse gas, divided by the global warming potential of carbon dioxide

Schedule A-7: Calculation of Air Contaminant Emission Fees from January 1, 2027 to December 31, 2027

1. **Air contaminant emission fees (Z)** from January 1, 2027 to December 31, 2027 for air contaminants listed in Table 7 are calculated as follows:

$$Z = A \times B$$

where,

A is the authorized discharge in tonnes of an air contaminant listed in column 1 of Table 7, and

B is the corresponding emission fee rate for that air contaminant listed in column 2 of Table 7.

Table 7 – Air Contaminant Emission Fee Rates for Authorized Discharges in 2027

Column 1 Air Contaminant (A)	Column 2 Emission fee (\$/tonne) (B)
Ammonia	\$81
Coarse Particulate Matter	\$39
Coarse Particulate Matter containing soy dust	\$159
Diesel Particulate Matter	\$4,286
Fine Particulate Matter	\$1,586
Hazardous Air Pollutants	\$1,857
Metals	\$947
Methane	\$964
Nitrogen Oxides (NOx)	\$136
Non-photoreactive volatile organic compounds	\$39
Ozone	\$227
Photoreactive volatile organic compounds	\$237
Sulphur Oxides (SOx)	\$100
Other (not otherwise specified)	\$39
Other greenhouse gases	Fee per tonne (\$) = provincial carbon tax value of carbon dioxide (\$ / tonne) multiplied by the global warming potential of the other greenhouse gas, divided by the global warming potential of carbon dioxide

Schedule A-8: Calculation of Air Contaminant Emission Fees for January 1, 2028 and later

1. **Air contaminant emission fees (Z)** for January 1, 2028 and later for air contaminants listed in Table 8 are calculated as follows:

$$Z = A \times B$$

where,

A is the authorized discharge in tonnes of an air contaminant listed in column 1 of Table 8, and

B is the corresponding emission fee rate for that air contaminant listed in column 2 of Table 8.

Table 8 – Air Contaminant Emission Fee Rates for Authorized Discharges in 2028 and later

Column 1 Air Contaminant (A)	Column 2 Emission fee rate (\$/tonne) (B)
Ammonia	\$90
Coarse Particulate Matter	\$40
Coarse Particulate Matter containing soy dust	\$180
Diesel Particulate Matter	\$4,950
Fine Particulate Matter	\$1,800
Hazardous Air Pollutants	\$2,000
Metals	\$1,100
Methane	\$1,120
Nitrogen Oxides (NOx)	\$150
Non-photoreactive volatile organic compounds	\$40
Ozone	\$260
Photoreactive volatile organic compounds	\$260
Sulphur Oxides (SOx)	\$100
Other (not otherwise specified)	\$40
Other greenhouse gases	Fee per tonne (\$) = provincial carbon tax value of carbon dioxide (\$ / tonne) multiplied by the global warming potential of the other greenhouse gas, divided by the global warming potential of carbon dioxide

Schedule B: Calculation of Odorous Air Contaminant Emission Fees

1. The emission fee for odorous air contaminants is either a fee for:
 - (a) The whole emission discharge of odorous air contaminants, as described in section 2 of this Schedule; or
 - (b) The sum of all emission fees for specified odorous air contaminants, as described in section 3 of this Schedule.

Whole emission discharge

2. The emission fee for a whole emission discharge of odorous air contaminants is the concentration of total odorous air contaminants in the emission, as measured through dynamic olfactometry, expressed in odour units, multiplied by the total volume of authorized air contaminant emissions, expressed in cubic metres, and:
 - (a) From January 1, 2022 to December 31, 2024:
 - (i) Where there is an odour unit emission limit in a permit or approval, the fee is calculated at \$50 per billion cubic metre odour unit, as follows:
$$\text{Fee (\$)} = [\$50 \times (\text{total annual authorized volume in m}^3) \times (\text{odour unit emission limit})] / \text{billion cubic metre odour units};$$
or
 - (ii) Where there is no odour unit emission limit in a permit or approval, the fee is calculated at \$200 per billion cubic metre odour unit, as follows:
$$\text{Fee (\$)} = [\$200 \times (\text{total annual authorized volume in m}^3) \times (\text{odour units measured})] / \text{billion cubic metre odour units};$$
and
 - (b) From January 1, 2025 and later:
 - (i) Where there is an odour unit emission limit in a permit or approval, the fee is calculated at \$60 per billion cubic metre odour unit, as follows:
$$\text{Fee (\$)} = [\$60 \times (\text{total annual authorized volume in m}^3) \times (\text{odour unit emission limit})] / \text{billion cubic metre odour units};$$
or
 - (ii) Where there is no odour unit emission limit in a permit or approval, the fee is calculated at \$240 per billion cubic metre odour unit, as follows:
$$\text{Fee (\$)} = [\$240 \times (\text{total annual authorized volume in m}^3) \times (\text{odour units measured})] / \text{billion cubic metre odour units}.$$

Specified odorous air contaminants

3. The emission fee for specified odorous air contaminants is the sum of the fees for those specified odorous air contaminants, as set out in sections 4 and 5 of this Schedule. The emission fee for a specified odorous air contaminant is based on the odour detection threshold of the specified odorous air contaminant.
4. Where an odorous air contaminant is set out in Column 1 of Table 9:
 - (a) From January 1, 2022 to December 31, 2024, the fee for that odorous air contaminant (Z) is either:
 - (i) The fee for the permitted level of that odorous air contaminant as set out in a permit or approval, calculated as:

$$Z = A \times B$$

where,

A is the permitted level in kilograms of that air contaminant listed in column 1 of Table 9, and

B is the corresponding fee rate per kilogram of that air contaminant listed in column 2 of Table 9;

or

- (ii) The fee for the measured level of that odorous air contaminant, calculated as:

$$Z = C \times D$$

where,

C is the measured level in kilograms of that air contaminant listed in column 1 of Table 9, and

D is the corresponding fee rate per kilogram of that air contaminant listed in column 3 of Table 9;

and

- (b) From January 1, 2025 and later, the fee for that odorous air contaminant is either:

- (i) The fee for the permitted level of that odorous air contaminant as set out in a permit or approval, calculated as:

$$Z = A \times B$$

where,

A is the permitted level in kilograms of that air contaminant listed in column 1 of Table 9, and

B is the corresponding fee rate per kilogram of that air contaminant listed in column 4 of Table 9;

or

- (ii) The fee for the measured level of that odorous air contaminant, calculated as:

$$Z = C \times D$$

where,

C is the measured level in kilograms of that air contaminant listed in column 1 of Table 9, and

D is the corresponding fee rate per kilogram of that air contaminant listed in column 5 of Table 9.

5. Subject to section 6 of this Schedule, where an odorous air contaminant is not set out in Column 1 of Table 9:

- (a) From January 1, 2022 to December 31, 2024, the fee for that odorous air contaminant is either:

- (i) The fee for the described limit of that odorous air contaminant as set out in a permit or approval, calculated as:

Fee (\$) = \$50 / billion cubic metres x [permit or approval concentration limit in mg/m³ / odour detection threshold in mg/m³] x permitted flow rate (billion m³/year or authorized period);

or

- (ii) For an odorous air contaminant without a described limit in a permit or approval for which monitoring is required, the fee for that odorous air contaminant is calculated as:

$$\text{Fee (\$)} = \$200 / \text{billion cubic metres} \times [\text{measured concentration in mg/m}^3 / \text{odour detection threshold in mg/m}^3] \times \text{permitted flow rate (billion m}^3/\text{authorized period)}; \text{ and}$$
- (b) From January 1, 2025 and later, the fee for that odorous air contaminant is either:
 - (i) The fee for the described limit of that odorous air contaminant as set out in a permit or approval, calculated as:

$$\text{Fee (\$)} = \$60 / \text{billion cubic metres} \times [\text{permit or approval concentration limit in mg/m}^3 / \text{odour detection threshold in mg/m}^3] \times \text{permitted flow rate (billion m}^3/\text{year or authorized period)};$$

or
 - (ii) For an odorous air contaminant without a described limit in a permit or approval for which monitoring is required, the fee for that odorous air contaminant is calculated as:

$$\text{Fee (\$)} = \$240 / \text{billion cubic metres} \times [\text{measured concentration in mg/m}^3 / \text{odour detection threshold in mg/m}^3] \times \text{permitted flow rate (billion m}^3/\text{authorized period)}; \text{ and}$$

in cases of odorous air contaminants where there is a concentration of an odorous air contaminant below the analytical method detection limit, the fee shall be based on 25% of the analytical method detection limit.

- 6. The fee rate for an odorous air contaminant not set out in Column 1 of Table 9 is not to exceed \$1,000 per kilogram.

Fee Reduction

- 7. If the permittee or approval holder is able to demonstrate to the satisfaction of the district director that substantial dilution of the emission occurs before contact with an odorous air contaminant sensitive receptor location, the permittee or approval holder may apply for a reduction in odorous air contaminant emission fees based on the following:
 - (a) Fees may be reduced by 75% if it can be demonstrated through approved dispersion modelling that one odour unit can be achieved at the nearest odorous air contaminant sensitive receptor location 99.5% of the time based on a ten-minute average of authorized maximum (permitted) emissions, or 99.8% of the time based on measured emissions; and
 - (b) Fees may be reduced by 50% if it can be demonstrated through approved dispersion modelling that three odour units can be achieved at the nearest odorous air contaminant sensitive receptor location 99.5% of the time based on a ten-minute average of authorized maximum (permitted) emissions, or 99.8% of the time for measured emissions.

Table 9 – Fee Rates for Specified Odorous Air Contaminants, with Permitted or Measured Levels

Column 1 Odorous Air Contaminant	Column 2 Fee rate (\$/kg), for permitted levels, from January 1, 2022 to December 31, 2024	Column 3 Fee rate (\$/kg), for measured levels, from January 1, 2022 to December 31, 2024	Column 4 Fee rate (\$/kg), for permitted levels, from January 1, 2025 and later	Column 5 Fee rate (\$/kg), for measured levels, from January 1, 2025 and later
1-nonene	18	72	22	86
1-octene	11	44	13	52
2,3-pentanedione	2.3	9.5	2.8	11.4
2,6-nonadienal	675	1,000	810	1,000
2-chlorophenol	12	51	15	61
2-heptanone (methyl n-amyl ketone)	1.5	6.2	1.8	7.5
2-methyl butanoic acid	6.3	25.3	7.5	30.3
2-methyl-1-propanol (isobutanol)	1.5	6.0	1.8	7.2
2-methylpropionoic acid (isobutyric acid)	9.2	37.0	11.1	44.4
3-methyl butanoic acid (isovaleric acid)	151	606	181	727
3-methylbutanal (isovaleraldehyde)	142	571	171	685
Acetic acid (ethanoic acid)	3.4	13.6	4.0	16.3
Allyl sulphide	49	195	58	234
Butanal	25	100	30	120
Butanoic acid (butyric acid)	73	294	88	352
Butanoic acid, butyl ester (butyl butanoate/butyrate)	1.7	7.1	2.1	8.5
Butyl mercaptan	1,000	1,000	1,000	1,000
Decanal (dec aldehyde, capradehyde)	19	76	23	92
Diacetyl	284	1,000	341	1,000
Diallyl disulphide	49	195	58	234
Diethyl disulphide	5.0	20.0	6.0	24.0
Diethyl sulphide	411	1,000	493	1,000
Dimethyl disulphide	5.8	23.5	7.0	28.2
Dimethyl sulphide	6.5	26.3	7.8	31.5
Dimethyl trisulphide	5.7	22.9	6.8	27.5
Ethyl isobutyrate	479	1,000	575	1,000
Ethyl isovalerate	723	1,000	868	1,000
Ethyl mercaptan (ethanethiol)	1,000	1,000	1,000	1,000
Ethyl n-butyrate	263	1,000	316	1,000
Ethyl n-valerate	85	342	103	410
Ethyl propionate	1.7	6.8	2.1	8.2
Hexanal (hexaldehyde)	45	181	54	218

Column 1 Odorous Air Contaminant	Column 2 Fee rate (\$/kg), for permitted levels, from January 1, 2022 to December 31, 2024	Column 3 Fee rate (\$/kg), for measured levels, from January 1, 2022 to December 31, 2024	Column 4 Fee rate (\$/kg), for permitted levels, from January 1, 2025 and later	Column 5 Fee rate (\$/kg), for measured levels, from January 1, 2025 and later
Hexanoic acid (caproic acid)	17	71	21	85
Hydrogen sulphide	87	350	105	421
Isoamyl mercaptan	1,000	1,000	1,000	1,000
Isobutyl acetate	1.3	5.3	1.6	6.3
Isobutyl acrylate	11	42	13	51
Isobutyl amine	113	454	136	545
Isobutyl isovalerate	1.5	6.0	1.8	7.1
Isobutyl mercaptan	1,000	1,000	1,000	1,000
Isobutyl n-butyrate	5.3	21.2	6.4	25.5
Isohexanoic acid	26	105	32	126
Isooctanol	1.0	4.0	1.2	4.9
Isopentanol	8.2	32.7	9.8	39.2
Isopropyl mercaptan	1,000	1,000	1,000	1,000
Isopropyl n-butyrate	2.2	9.0	2.7	10.8
Isopropyl propionate	2.6	10.3	3.1	12.3
Isopropylbenzene	1.2	4.9	1.5	5.8
Isobutylaldehyde	49	194	58	233
Methacrolein	2.1	8.2	2.5	9.9
Methyl acrylate	4.1	16.2	4.9	19.5
Methyl allyl sulphide	99	397	119	476
Methyl isoamyl ketone	5.1	20.4	6.1	24.5
Methyl isobutyrate	6.3	25.2	7.6	30.2
Methyl isovalerate	4.8	19.1	5.7	23.0
Methyl mercaptan (methanethiol)	364	1,000	437	1,000
Methyl n-butyrate	17	67	20	81
Methyl n-valerate	4.8	19.1	5.7	23.0
Methylamine	1.8	7.4	2.2	8.8
n-Amyl mercaptan	1,000	1,000	1,000	1,000
n-Butyl acrylate	17	69	21	83
n-Butyl n-butyrate	1.8	7.1	2.1	8.5
n-Butylaldehyde	25	101	30	122
n-Butylbenzene	1.1	4.3	1.3	5.2
n-Decanol	10	40	12	48

Column 1 Odorous Air Contaminant	Column 2 Fee rate (\$/kg), for permitted levels, from January 1, 2022 to December 31, 2024	Column 3 Fee rate (\$/kg), for measured levels, from January 1, 2022 to December 31, 2024	Column 4 Fee rate (\$/kg), for permitted levels, from January 1, 2025 and later	Column 5 Fee rate (\$/kg), for measured levels, from January 1, 2025 and later
n-Decylaldehyde	20	78	23	94
n-Heptanol	2.2	8.7	2.6	10.5
n-Heptylaldehyde	59	238	71	285
n-Hexanol	2.0	8.0	2.4	9.6
n-Hexyl acetate	4.7	18.8	5.7	22.6
n-Hexyl mercaptan	690	1,000	827	1,000
n-Hexylaldehyde	44	174	52	209
n-Nonanol	9.4	37.7	11.3	45.2
n-Nonylaldehyde	25	101	30	121
n-Octylaldehyde	954	1,000	1,000	1,000
Nonanoic acid	3.8	15.3	4.6	18.4
n-propyl isobutyrate	5.3	21.0	6.3	25.2
n-propyl isovalerate	151	606	182	727
n-propyl n-valerate	2.6	10.3	3.1	12.3
Octanal	1,000	1,000	1,000	1,000
p-Diethylbenzene	23	93	28	112
Pentanal (valeraldehyde)	35	142	42	171
Pentanoic acid (valeric acid)	333	1,000	400	1,000
p-Ethyltoluene	1.2	4.9	1.5	5.9
Propanal (propionaldehyde)	20	83	25	100
Propionic acid	2.9	11.6	3.5	13.9
Propyl mercaptan (propanethiol)	1,000	1,000	1,000	1,000
Propylbenzene	2.6	10.5	3.1	12.6
Pyridine	119	476	143	571
Sec-butyl mercaptan	452	1,000	542	1,000
Sec-butyl acetate	4.4	17.5	5.3	21.0
Tert-butyl mercaptan	467	1,000	561	1,000
Tetrahydrothiophene	22	90	27	107
Thiophene	26	105	31	126
Trimethylamine	89	357	107	428
Undecanal	2.7	11.1	3.3	13.3

Attachment 2

Potential Amendments to Air Quality Permit and Regulatory Fees, Engagement Summary Report

1. Detailed Feedback

The following section details feedback received by participants in webinars, emails, phone calls, and the online feedback form. More detailed feedback can be found in Reference 1.

1.1 Proposed Level of Fee Increases

Unanticipated Economic Impacts

Many respondents expressed concerns with the impacts that the proposed amendments to Bylaw 1083 could have on businesses and employment in Metro Vancouver. Respondents were particularly concerned that substantial increases in annual fees would be particularly challenging for smaller operators. Respondents also raised concerns about the impact regionally specific fees would have on the overall competitiveness of businesses in the region. In general, respondents cautioned that increasing fees for emissions could lead to businesses either leaving Metro Vancouver or being forced to close down, which could have negative impacts on employment.

Efficacy of Fees

Some respondents commented that higher fees do not necessarily incentivize emissions reductions and instead are absorbed as “costs of doing business” by larger organizations. While some used this as justification for keeping fees lower, others commented that fees should be higher to encourage larger organizations to decrease emissions. Respondents also recommended that increased fees should be paired with increased enforcement to ensure compliance.

1.2 Timing of Fee Increases

COVID-19 Impacts

Respondents were concerned with the impacts COVID-19 has had and continues to have on businesses in the region and recommended that the market is still too uncertain for businesses to be able to respond to increased fees.

Request for Delayed Timeline

In addition to the impacts of COVID-19, respondents expressed concern about the amount of time businesses have to be able to prepare, noting that businesses need more time to explore alternative measures, prioritize improvements, and conduct thoughtful planning in order to mitigate the impacts of increased costs.

1.3 Measured Discharge Program

Opposition to Removing Program

Feedback from respondents included opposition to the removal of the Measured Discharge Program, citing that the current program provides clear incentive for emitters to lower their emissions. Further, respondents recommended that Metro Vancouver retain the Measured Discharge Program.

Support for Removing Program

Although there was both written support and opposition to the proposed amendment to remove the Measured Discharge Program, there was more written opposition than support of the proposed amendment. In contrast, however, feedback form results indicated support for removing the Program, with over 70% of responses either neutral or in favour of the proposed removal.

1.4 Fees for Odorous Air Contaminants

Support

Respondents expressed support for reducing odours and odorous air contaminants in residential areas, noting that the inclusion of odorous air contaminants in the fee structure is important given its potential impact on health and wellbeing.

Opposition

Some respondents were concerned with the subjectivity of odour discharges and recommended that dischargers of odorous air contaminants should not be subject to fees unless directly in a residential or urban area. Additionally, respondents commented on the subjectivity of odour discharges being assessed fees and that fees should be applied to all odour emitters including restaurants, vehicles, and agriculture, or to no emitters.

Rationale

Some respondents questioned the rationale for odorous air contaminant fees commenting that Metro Vancouver should focus on reduction measures rather than fees. Respondents expressed concern that increased fees will not address residents' odour concerns, and that the focus should be on better filtration measures. Others questioned the evidence supporting the link between odour and health or environmental impacts.

Definition & Enforcement Concerns

Respondents were concerned with the level of subjectivity and uncertainty with measuring and defining odour units. Some noted that there is no clear methodology and that defining odour would be difficult. Further, respondents commented that fees for odorous air contaminants are only appropriate if those contaminants can be reliably and reproducibly measured.

1.5 Engagement Process

Transparency

Some respondents sought more transparency in the engagement process, recommending that engagement include a full disclosure of Metro Vancouver's long-term objectives, and analysis to support decision making.

Extended Engagement Process

Respondents expressed concern that the consultation period was not long enough, and that a proposed increase of this significance warrants further review and consultation with industry representatives. Others commented that they would like the opportunity to work more closely with Metro Vancouver to collectively determine a program to reduce emissions.

1.6 Regional Strategic Objectives

Data & Methodology

Respondents provided feedback on the data and methodology used to determine the proposed amendments to Bylaw 1083, citing that the use of the public survey to support fee increases is insufficient as regional public opinion of air quality is generally good and concerns focused on non-industry sources. Additionally, respondents requested more information on the cost-benefit analysis used by Metro Vancouver.

Rationale

Feedback from respondents included the recommendation that Metro Vancouver consider the beneficial emission reduction role of operators in the region (e.g., composting, alternative fuel supply), and how substantial fee increases will contribute to the *Clean Air Plan* and support regional climate objectives.

Public Health Impacts

Respondents raised the issue that increased fees for businesses could result in sourcing products elsewhere rather than reduced consumption and would not result in an overall benefit to public health. Further, respondents commented that increased fees in Metro Vancouver could result in increasing emissions in surrounding jurisdictions.

1.7 Air Quality Services

Concerns with Metro Vancouver Use of Revenue

Feedback from some respondents included the concern that proposed fee increases would not be directly linked to increased enforcement or health costs, and further recommended that Metro Vancouver be more transparent in its use of revenue.

Concerns with Overlapping Regulations (Federal, Provincial)

Respondents expressed concern with the potential for overlap with Bylaw 1083 and existing or proposed federal and provincial policies and regulations. Feedback included recommendations that Metro Vancouver seek to align the proposed amendments with existing emission pricing and policy frameworks.

General Service Questions

Feedback included general procedural questions related to air quality services and questions relating to how proposed bylaw amendments will align with other Metro Vancouver plans.

1.8 General

Proposed Exemptions

Respondents recommended exempting on-farm biogas plants from fees for odorous air contaminant and methane emissions. Respondents proposed that dairy farms are currently exempt from odour emission fees despite emitting higher amounts of odour and methane than biogas plants. If on-farm biogas plants are included in the proposed bylaw amendment, dairy farms would be discouraged from building them, resulting in greater emissions of odorous air contaminants.

Recommendations for Alternative/ Additional Measures

Feedback from respondents included a number of alternative measures, methods, and calculations to achieve the objectives of Bylaw 1083, including charging fees based on actual measured contaminant emissions versus permitted levels. These included both recommendations that fees be lowered for existing businesses, and that fees be significantly higher than those proposed to discourage routine small amounts of emissions for small fees.

Concerns with Exclusion of Industries

Feedback from respondents included questions and concerns with the exclusion of agriculture or incinerator operators as a part of proposed amendments to Bylaw 1083.

2. Metro Vancouver's Response to Feedback Received and Adjustments Made to Proposals

The proposed changes to Metro Vancouver's air quality permit and regulatory fee structure are intended to continue protecting and improving air quality in the region, recover the cost of Metro Vancouver's air quality regulatory services, incentivize emission reductions, and help meet targets established in the *Clean Air Plan*.

Proposed Level and Timing of Fee Increases

There are a number of important drivers that were considered in Metro Vancouver's proposals to update air quality permit and regulatory fees. Key among these was updated health information indicating that the impact of air contaminants on health and the environment is greater than previously thought, and the need to balance the cost of providing the service of air quality control between permitted and regulated industries and the general public.

The proposed bylaw has been updated to respond to concerns about impacts of the fee revisions and the timing that was initially proposed. A new fee structure is expected to result in applications to reduce permitted emissions in response to higher emission fees, which will likely result in additional demands upon permitting staff; however, no increase in permitting staff is proposed for 2022. The main response is to reduce the initial annual fee rates assessed in 2022, and spread the fee increments over a greater number of years, as follows:

- Air contaminant fees for 2022 are proposed to come into effect at lesser initial fee rates;
- Fees initially proposed for 2025 would not be achieved until 2028;
- In the years between 2022 and 2028, fees are proposed to increase on a linear basis, resulting in reduced fees for each of those years, in comparison to the initial proposal.

Additionally, Metro Vancouver proposed that fees for emission regulations would be increased in 2022, to reflect the new fees and inflationary changes. These changes will instead come forward for 2023, if the proposed bylaw is adopted, to allow additional time for regulated facilities.

Measured Discharge Program

The Measured Discharge Program was created to allow permitted dischargers that are in compliance with their permit to pay less fees when it could be demonstrated that measured emissions were less than permitted levels. Analysis of permit emissions data indicated that emission discharges for permitted facilities were typically about 25% of authorized emission limits, regardless of whether a facility reported to the Measured Discharge Program. Participation in the program is generally low, with fewer than ten facilities applying in a given year. Participating facilities were typically larger operations with permit requirements for continuous emissions monitoring, while smaller facilities were generally less able to participate. In staff's view, a two-tier system had been created where some dischargers could pay less per tonne of emissions on a net basis, even though their facility was discharging at similar levels to other facilities that pay more per tonne. For these reasons, the bylaw proposes to discontinue the Measured Discharge Program.

Fees for Odour Management

Metro Vancouver's *Clean Air Plan* includes an action to "Reduce Air Quality Impacts from Odorous Air Contaminants." While odorous air contaminants represent a small percentage of the total tonnage of air contaminants emitted by permitted and regulated businesses, odorous air contaminants can be perceived at very low concentrations, with different odorous air contaminants and mixtures of odorous air contaminants impacting receptors at different concentrations. However, despite increasing costs associated with managing odorous discharges, Metro Vancouver has not been able to fully recover the cost of managing the discharge of odorous air contaminants. Given this, and concerns about the impact of odorous air contaminants on health and wellbeing, fees for odorous air contaminants were proposed.

The proposed bylaw has been updated to respond to concerns about the proposed fees, and provides clarity on how fees would be assessed. In particular, the bylaw identifies the following:

- Fees have been outlined for both odorous whole emissions and for specified odorous air contaminants, with an opportunity for fee reduction where it can be demonstrated that impacts are minimal;
- For some specified odorous air contaminants, the fee rates have been reduced by capping fees at \$1,000 per kilogram;
- For specified odorous air contaminants that would have had much lower fee rates, the fees have been removed entirely, to simplify the list of odorous air contaminants for which fees would be paid.

Engagement Process

In its management and strategic plans, as well as this engagement process, Metro Vancouver has been transparent about long-term objectives to continuously improve air quality in the region. Emission fees are one mechanism used by Metro Vancouver to encourage reductions in air emissions, and we continue to work with industry representatives on various approaches to reduce emissions.

A substantial amount of feedback was received from a variety of stakeholders. Participants in the engagement process were informed that any feedback received during and after the engagement process would be considered until the Board makes a decision on the proposed bylaw.

Regional Strategic Objectives

Metro Vancouver generally experiences good air quality. The region is still impacted at times by degraded air quality though, and impacts from health-harming air contaminants, such as fine particulate matter and nitrogen dioxide, have significant health costs. The *Clean Air Plan* includes a target that air quality in the region is continually improving, protecting human health and the environment, and identifying necessary reductions from all types of emission sources. It is expected that changes to Metro Vancouver's air quality permit and regulatory fees will help achieve that target through reduced emissions. Industrial operations will help achieve these targets through opportunities such as transitioning to clean, renewable energy, adopting more low and zero emission technologies, and supporting low and zero emission solutions.

Air Quality Services

Metro Vancouver is responsible for managing and regulating air contaminants in the region under authority delegated by the BC Government in the *Environmental Management Act* (EMA). The EMA also stipulates that Metro Vancouver may have different requirements and may charge different fees to different air contaminant dischargers, including charging different fees for different air contaminants.

In implementing plans, actions, and regulatory initiatives, Metro Vancouver regularly works with other governments and organizations, for example, as it works to implement the *Clean Air Plan*. To that end, the proposed bylaw includes fees for greenhouse gases; however, these fees would not be assessed where the provincial carbon tax applies.

Reference

1. [Potential Amendments to Air Quality Permit and Regulatory Fees \(Bylaw No. 1083\), Engagement Summary Report, Oct 8, 2021](#)

48138298

To: Climate Action Committee

From: Ray Robb, Director, Environment Regulation and Enforcement
Cindy Onyejekwe, Senior Policy Analyst
Parks and Environment Department

Date: October 5, 2021 Meeting Date: October 15, 2021

Subject: **MVRD Non-Road Diesel Engine Emission Regulation Bylaw No. 1329, 2021**

RECOMMENDATION

That the MVRD Board:

- a) give first, second and third reading to *Metro Vancouver Regional District Non-Road Diesel Engine Emission Regulation Bylaw No. 1329, 2021*; and
 - b) pass and finally adopt *Metro Vancouver Regional District Non-Road Diesel Engine Emission Regulation Bylaw No. 1329, 2021*.
-

EXECUTIVE SUMMARY

This report seeks to update Metro Vancouver's non-road diesel engine emission bylaw, that regulates the discharge of air contaminants from non-road diesel engines. The proposed bylaw was developed with consideration of the feedback received during consultation, which was held between November 1, 2020 and April 30, 2021. The existing Bylaw 1161 encourages the reduction of harmful diesel particulate matter (DPM) emissions from older, higher emitting Tier 0 and Tier 1 non-road diesel engines. The proposed new bylaw expands the scope to cover all tiers of non-road diesel engines and enhances economic instruments such as fees and rebates to promote further reduction of DPM as well as reduction of harmful nitrogen oxides (NO_x). Other changes include restrictions for higher emitting engines near sensitive receptors such as hospitals and elementary schools, and additional requirements for emergency generators.

PURPOSE

To seek MVRD Board adoption of *MVRD Non-Road Diesel Engine Emission Regulation Bylaw No. 1329, 2021* (the proposed bylaw), to regulate all non-road diesel engine tiers and promote further emission reductions.

BACKGROUND

At its meeting on July 31, 2020, the MVRD Board authorized staff to proceed with engagement as presented in the report titled "Consultation on Expanding the Non-Road Diesel Engine Regulation". Staff conducted engagement between November 1, 2020 and April 2021. Staff have developed a proposed bylaw with consideration of the feedback received. This report requests that the MVRD Board consider repealing and replacing the current *MVRD Non-Road Diesel Engine Emission Regulation Bylaw 1161, 2012* (Bylaw 1161) and its amending bylaw with the proposed bylaw.

HEALTH AND ENVIRONMENTAL IMPACTS

Non-road diesel engines are a major source of diesel particulate matter and nitrogen oxides (NO_x) which have been targeted in Metro Vancouver's *Clean Air Plan* due to their impact on human health, the environment, visibility, and climate change. The 2015 Lower Fraser Valley Air Emissions Inventory indicates that non-road diesel engines are the highest contributor of diesel particulate matter and the third highest contributor of NO_x in the region. In November 2019, the MVRD Board endorsed a more stringent ambient air quality objective for nitrogen dioxide, which is anticipated to tighten further as even more stringent Canadian Ambient Air Quality Standards come into effect in 2025. Additional measures to reduce NO_x emissions will be required to remain within objective levels.

The "tier" level of a non-road diesel engine relates to the amount of emissions it produces. All tiers of non-road diesel engines emit diesel particulate matter and NO_x. Tier 0 engines are older engines without any emission controls. Tier 1 engines generate slightly lower levels of emissions, but do not have the extent of emission controls found on newer Tier 2 and 3 engines and, to a much greater extent, on Tier 4 engines. However, existing regulations in the region have contributed to there being more of these newer engines, and collectively they emit more harmful air contaminants than the remaining Tier 0 and 1 engines. Bylaw 1161 regulates Tier 0 and 1 engines only and has been successful at reducing emissions and impacts from these engines, but overall, non-road diesel engines of all tiers (Tiers 0-4) continue to be significant sources of emissions that pose a threat to human health, the environment, and climate change.

INITIAL PROPOSALS FOR BYLAW AMENDMENTS

The proposed amendments to Bylaw 1161 presented in a discussion paper (Reference 1) included provisions for newer, lower emitting non-road diesel engines and emergency engines, enhanced registration and fee rebate options, increased fees to encourage reductions in emissions of diesel particulate matter and nitrogen oxides, and restrictions near hospitals and senior care facilities.

ENGAGEMENT

Metro Vancouver led an engagement process on the proposed expansion of Bylaw 1161 between November 1, 2020 and April 30, 2021. Staff consulted with various stakeholders, including: the public; owners, operators, suppliers, and service providers of non-road diesel engines; health authorities; First Nations; member jurisdictions; and professional and industry associations. More than 4000 stakeholders received email invitations to attend two webinars and complete an online feedback form. Informational postcards were sent to 55,000 commercial/industrial addresses in Metro Vancouver, and the project was advertised in regional non-English language newspapers, digital media, and social media. Five meetings with specific stakeholders provided additional opportunities for feedback. The engagement process and feedback are summarized in Attachment 1.

The key issues raised during the engagement process and how the issues were addressed in the development of the proposed bylaw are presented in Reference 2. The main concerns were:

- The increase in fees proposed initially would be too high and would take effect too quickly;
- The bylaw scope should not include Tier 4 engines as they are the lowest emitting diesel engines currently available;
- Health authorities called for additional measures to protect people in hospitals, elementary schools, day cares and other community care facilities from harmful diesel emissions; and

- Of the fees received through the non-road diesel engine program to date, only a small percentage has been paid out for eligible emission reductions.

Changes to Initial Proposals in Response to Feedback

The following has been proposed in response to feedback raised during the engagement process:

- delay implementation dates and apply fees that are lower than those that were initially proposed, especially for lower emitting engines;
- prohibit the use of higher emitting non-road diesel engines within a greater distance from a broader spectrum of sensitive receptors; and
- have staff investigate the feasibility of an emission reduction funding initiative, funded through any fee revenue remaining after covering the costs of engine retirement rebates and developing, administering, and enforcing the non-road diesel engine emission program.

PROPOSED BYLAW IN RESPONSE TO FEEDBACK

After taking into consideration the input received during the engagement process, it is proposed to repeal and replace Bylaw 1161 and its amending Bylaw 1262 with the *Metro Vancouver Regional District Non-Road Diesel Engine Emission Regulation Bylaw No. 1329, 2021* (the proposed bylaw). The current and proposed bylaws employ economic instruments such as registration fees, surcharges, deductions and rebates to promote reduction of harmful emissions. Registration and labeling of engines continues to be required.

Bylaw Scope

Only the oldest and highest emitting non-road diesel engines, representing about 10% of all non-road diesel engines, are regulated under Bylaw 1161. The expanded scope of the proposed bylaw includes cleaner non-road diesel engines, starting with Tier 2 then Tier 3 engines in 2023 and 2024 respectively, and including Tier 4 engines in 2029. Regulating Tier 4 engines is intended to encourage electrification and other decarbonization options that will reduce health and climate impacts.

Emission-Related Registration and Fees

The proposed bylaw seeks to increase registration fees for Tier 0 and Tier 1 engines each year until 2029. The proposed bylaw also introduces registration and fees for Tiers 2, 3 and 4 engines that reflect their lower level of emissions.

Deductions for Emission Reduction Measures

Operators may reduce emissions and pay reduced registration fees if they install approved emission reduction measures (ERM). Additional requirements concerning record keeping have been added to enhance enforceability of the proposed bylaw and prevent tampering with or removal of ERM. As technology for retrofitting engines to reduce NO_x emissions is not economically viable currently, provisions to reward NO_x ERM have not been included in the proposed bylaw. In the event that NO_x emission reduction technology becomes economically feasible, future bylaw amendments could include NO_x ERM requirements.

A \$2000 fee for the evaluation of a vendor's proposed emission reduction technology has been included in the proposed bylaw to recover costs associated with evaluating the proposed technology.

Rebates for Engine Retirements

The bylaw previously enabled rebates of up to 80% of the past three years' fees for "retiring" higher emitting engines or installing ERM. Operators typically installed ERM to enable prohibited higher emitting engines to operate. As ERM are temporary and can be tampered with or removed, it is proposed to eliminate rebates for ERM and allow rebates for retirements only. Use of ERM will continue to result in lower fees and enable use of engines that would otherwise be prohibited.

Retirements of higher emitting engines has been the most effective means of reducing emissions, therefore, as of January 1, 2026, the maximum allowable rebate for retirements is proposed to increase from 80% of the past three years' fees to 80% of the past five years' fees. Staff expect a higher percentage of fees to be paid out for engine retirements as a result of this change.

Operating Prohibitions and Surcharges

The current Bylaw 1161 prohibits registering and operating Tier 0 and 1 engines if they had not been registered before a specified date. The requirement has been challenging for operators, especially those with a smaller fleet or new to the region. Similar problems are expected if Tier 2 and 3 engines are prohibited from operating if they are not registered before a specified date. Consequently, if a company fails to register an engine by the specified date, a surcharge of 300% of the registration fee (on top of the regular registration fee) is proposed to be imposed for continued operation of the engine (rather than a prohibition) to achieve similar results with more flexibility for small companies. This surcharge can be avoided by installing ERM that reduce emissions.

Moderate-Use Engine Registration Requirements

The low-use engine registration category is meant to provide more flexibility to non-road diesel engine owners with Tier 0 and Tier 1 engines that operate fewer than 200 hours per year. Additional flexibility is required to account for engines that do not operate on a full time basis but operate more than low-use engines. A new moderate-use category for non-road diesel engines that operate between 200 and 500 hours per year would charge 60% of the annual registration fee for the engine operating period. In order to ensure compliance, similar reporting to that used for low-use engines will be required. For example, moderate-use engines would also be required to submit quarterly reports of engine hours of operation as displayed on a functioning non-resettable hour meter. The use of this category encourages operators to limit the use of engines and reduce emissions.

Prohibited Use Near Sensitive Receptors

The proposed bylaw introduces a prohibition on operating higher emitting Tier 0 and Tier 1 engines within 100 metres of air intake near hospitals, elementary schools, day cares and other community care facilities.

Emergency Engines

The proposed bylaw introduces requirements that would apply to emergency generators to remedy situations where poorly located emergency generator stacks cause impacts on nearby building occupants. Registration and labelling will not be required for emergency non-road diesel engines.

Other Bylaw Changes

Changes to definitions and bylaw language have been made where necessary to improve clarity and enforceability of the bylaw. In addition, future changes to the Notice of Bylaw Violation Enforcement

and Dispute Adjudication Bylaw and the Ticket Information Utilization Bylaw are anticipated to complement the proposed bylaw.

POTENTIAL EMISSION REDUCTION FUNDING INITIATIVE

In response to concerns raised during the engagement process that only a small percentage of fees have been paid out as a result of engine retirements and other emission reduction measures, staff will investigate the feasibility of establishing an emission reduction funding initiative using any fee revenue remaining after the costs of the non-road diesel engine emission program and engine retirement rebates have been covered. The potential initiative could be modelled after programs such as the Carl Moyer Fund in California, which provides funding in response to proposals to reduce emissions based upon the estimated benefits to the community. Possible applications could include supporting the development of electrification options to eliminate diesel emissions.

ALTERNATIVES

1. That the MVRD Board:
 - a) give first, second and third reading to *Metro Vancouver Regional District Non-Road Diesel Engine Emission Regulation Bylaw No. 1329, 2021*; and
 - b) pass and finally adopt *Metro Vancouver Regional District Non-Road Diesel Engine Emission Regulation Bylaw No. 1329, 2021*.
2. That the MVRD Board receive for information the report dated October 5, 2021, titled *Metro Vancouver Regional District Non-Road Diesel Engine Emission Regulation Bylaw No. 1329, 2021* and provide alternate direction.

FINANCIAL IMPLICATIONS

If the proposed bylaw is adopted, the registration system will be updated in 2022 with existing staff. Additional regulatory staff to promote compliance with the proposed bylaw have been identified in long term financial planning, and costs are expected to be offset by additional revenue from proposed registration fees.

CONCLUSION

MVRD Non-Road Diesel Engine Emission Regulation Bylaw No. 1161, 2012, as amended regulates older, higher polluting non-road diesel engines as one of the prioritized initiatives in an overall program to improve air quality in the region. At its meeting of July 31, 2020, the MVRD Board authorized consultation on proposed changes to Bylaw 1161 to include provisions for newer, lower emitting non-road diesel engines and emergency engines, enhanced emissions reduction measures verification, adjusted economic instruments, inclusion of a moderate use category, and restrictions on the use of non-road diesel engines near hospitals, elementary schools, day cares and other community care facilities.

Staff recommend Alternative 1, to adopt Bylaw 1329, shown in Attachment 2, which would repeal and replace Bylaw 1161 and its amending Bylaw 1262 with Bylaw 1329, developed with consideration of feedback from engagement.

Attachments

1. Proposed Expansion of the Non-Road Diesel Engine Emission Regulation: Final Consultation Summary (45618187)
2. *Metro Vancouver Regional District Non-Road Diesel Engine Emission Regulation Bylaw No. 1329, 2021* (47709213)

References

1. [Discussion Paper: Proposed Expansion of the Non-Road Diesel Engine Emission Regulation](#)
2. [Proposed Expansion of the Non-Road Diesel Engine Emission Regulation: Issues-Response Table \(47912934\)](#)

48084423

Proposed Expansion of the Non-Road Diesel Engine Emission Regulation (Bylaw No. 1161)

Consultation Summary Report

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Executive Summary

1.1 Background

Metro Vancouver Regional District (operating as Metro Vancouver) is responsible for managing air quality in the region and regulating the discharge of air contaminants under authority delegated from the provincial government in the British Columbia *Environmental Management Act* (EMA). Metro Vancouver protects public health and the environment by leading efforts to reduce emissions from non-road diesel engines in the region through the *Metro Vancouver Regional District (MVRD) Non-Road Diesel Engine Emission Regulation Bylaw No. 1161, 2012* (Bylaw 1161).

Bylaw 1161 regulates older, higher emitting non-road diesel engines classified as Tier 0 and Tier 1 in an effort to reduce diesel particulate matter (DPM) that is harmful to human and environmental health. Non-road diesel engines are grouped into Tiers based on the particulate matter emission standard for the engine at the time of manufacture. Tier 0 engines are older engines that do not have any emission controls. Tier 1 engines have slightly lower emissions through improved air and fuel delivery systems but do not use emission control systems found on newer Tier 2, Tier 3 and Tier 4 engines.

Since Bylaw 1161 was introduced in 2012, it has been successful in reducing emissions and impacts from older Tier 0 and Tier 1 engines, but overall, non-road diesel engines continue to be significant contributors of emissions and further reductions are needed.

The current bylaw requires owners and operators of the old, dirty Tier 0 and Tier 1 non-road diesel engines – which have little-to-no emissions controls – to register with Metro Vancouver and pay fees based on their Tier category and horsepower. More than 2,500 Tier 0 and Tier 1 engines are currently registered in the region. The bylaw allows owners to receive a rebate of up to 80% of their last three years' fees if they retire an engine or implement approved emissions reduction measures. Unregistered engines are prohibited from operating in the region. Failure to comply with the bylaw could result in fines of up to \$200,000.

Several changes to Bylaw 1161 were proposed in the discussion paper, including:

- Requiring registration and labelling of Tier 2 and Tier 3 non-road diesel engines in 2022 and Tier 4 engines in 2025,
- Adding new fees for emissions of nitrogen oxides (NOx) in addition to diesel particulate matter, and basing fees on the quantity of authorized emissions,
- Enhancing the rebate program to cover up to 80% of fees paid over the previous five years, up from the current three years starting in 2025,
- Adding a new 'moderate use' category for engines that operate fewer than 500 hours per year, with a reduced annual operating fee,
- Prohibiting the use of Tier 0 and Tier 1 engines within 50 metres of air intakes for hospitals and care facilities,
- Adding requirements for some previously exempt emergency generators,

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- Adding requirements for some emission reduction measures, such as recording and reporting of biodiesel use, and
- Adding administrative fees for assessing novel emission reduction measures.

In July 2020 the MVRD Board approved the scope of and authorized staff to proceed with engagement, including the release of a discussion paper titled [Proposed Expansion of the Non-road Diesel Engine Emission Regulation](#). This discussion paper described the proposed changes to Bylaw 1161, provided information about the environmental and health impacts of non-road diesel emissions in Metro Vancouver, and encouraged feedback from affected and interested parties. In the fall of 2020 Metro Vancouver consulted on the proposal to expand the scope of Bylaw 1161 to address emissions of DPM and NOx from Tier 2 and Tier 3 non-road diesel engines, and eventually, Tier 4 engines.

1.2 Consultation Process

Consultation activities were targeted at the regulated community impacted by proposed changes to Bylaw 1161 as well as the general public. Stakeholders were invited to participate and provide feedback through an online survey and feedback form, and two webinars. Input was also received through direct communication with staff by telephone, email, and letters. Details about consultation activities are presented in Section 2.

1.3 What We Heard

Feedback received through consultation activities included comments, concerns, and questions raised by stakeholders and industry professionals. Feedback ranged in level of specificity, and in level of support or opposition. The comments and questions raised are grouped into five broad categories.

- Expansion of Bylaw
- Proposed Scope
- Concerns
- Use of Fees
- General

2. Consultation Overview

2.2 Consultation Objectives

The desired outcomes of this consultation process were:

- To inform non-road diesel engine owners, operators and other stakeholders of the proposed bylaw amendments and potential impacts to stakeholders, and
- To solicit feedback from stakeholders on the timeline and proposed amendments to the bylaw.

2.3 Consultation Period

Between September and December of 2020 non-road diesel engine owners, operators, other orders of government and other stakeholders, such as members of the public, were given the opportunity to engage on the Proposed Expansion of the Non-Road Diesel Engine Emission Regulation Discussion Paper. Staff hosted two online webinars in November 2020 with the opportunity for live online discussion. An online feedback form was available from November 5, 2020 to December 20, 2020.

2.4 Consultation Audience

Metro Vancouver tailored engagement activities appropriate to the audience. Staff identified the following stakeholders who could be impacted or have interest in the proposed bylaw expansion:

- Owners and Operators of non-road diesel engines that operate in Metro Vancouver
- Health Authorities
- Local First Nations
- Member Jurisdictions
- Non-road diesel engine equipment suppliers and service providers
- Provincial and Federal Government Agencies
- Professional and Industry Associations
- The Public

2.5 Supporting Materials

In order to promote awareness of the proposed bylaw expansion and the opportunities to provide feedback, Metro Vancouver created:

- A **project website** to provide information on the proposed bylaw changes, the engagement timeline, the discussion paper and discussion paper summary, the current regulation, and webinar information. A copy of the website content is available in Appendix A.
- A **discussion paper** to provide detailed information on the proposed bylaw changes and why the amendments are required. Additionally, a discussion paper summary, attached, provides a brief overview of the paper. The webpage provided a link to these documents.
- An **online fee calculator** for operators to use to calculate an engine Tier and to estimate operating fees based on the proposed amendments.

Promotional materials used to promote the webinars and engagement included:

- **Digital media ads** on YouTube, digital banner ads, and **social media ads** (Facebook, Instagram, and LinkedIn) to provide invitations to participate in engagement events and links to the project webpage for additional information. The digital campaign delivered a total of 2,281,661 impressions and resulted in notable spikes in the website traffic during marketing promotion dates.
- **Postcards** mailed to zones with industrial postal codes to provide notification of the potential bylaw expansion and consultation. A total of 55,000 postcards were mailed to 44 commercial/industrial neighborhoods in Metro Vancouver.
- **Print ads** distributed to the following outlets in English, Chinese, and Punjabi, included a notice of the proposed bylaw expansion, timeline, and project webpage:
 - WorkSafe BC Magazine (English)
 - Sunflower Media Package (over 175,000 readers each week, distributed to South Asian, Chinese, and Filipino audiences)
 - Canadian City Post (Simplified Chinese)
 - Ming Sheng Bao (Simplified Chinese)
 - Canadian Punjab Times (Punjabi)
 - Punjabi Guardian (Punjabi)
 - Filipino Post (English)
 - South Asian Post (English)

2.6 Consultation Activities

2.6.1 Webinars

The Metro Vancouver project team held two webinars for affected businesses and members of the public. These webinars provided an opportunity to learn more about the proposed expansion of Bylaw 1161 and to ask questions of the project team through an online chat and discussion format. The webinars were promoted using the methods described in Section 2.5 of this report, and email invitations were sent to a database of more than 4000 stakeholders. Webinars were held on the dates and times shown in Table 1.

Table 1: Dates, times, and audience details of consultation webinars

Date	Time	Target Audience	Number of Participants
November 18, 2020	10 – 11:30 am	Non-road diesel operators, consultants, municipal staff, permittees, non-road diesel equipment vendors, association staff, members of the public, NGOs, provincial agency staff	44

Date	Time	Target Audience	Number of Participants
November 25, 2020	10 – 11:30 am	Non-road diesel operators, consultants, municipal staff, permittees, non-road diesel equipment vendors, association staff, members of the public, NGOs, provincial agency staff	67

The feedback received through these webinars has been included in the summaries provided in Section 3 of this report.

2.6.2 Meetings and Presentations

The Metro Vancouver project team held meetings and presented to First Nations, stakeholder committees, and organizations. These meetings provided an opportunity to learn more about the proposed expansion of Bylaw 1161 and to ask questions of the project team. Engagement with First Nations, stakeholder committees, and organizations took place on the dates shown in Table 2.

Table 2: Dates, audience, and details of engagement

Date	Audience	Details
September 3, 2020	Lower Fraser Valley Air Quality Coordinating Committee	Presentation
October 10, 2020	Regional Engineers Advisory Committee	Presentation
November 4, 2020	Air Quality and Health Collaboration Committee	Verbal Update
December 4, 2020	Creative BC Reel Green Advisory Committee	Meeting
April 15, 2021	St'át'imc First Nation Government Affairs	Presentation

2.6.3 Online Feedback Form (Survey)

An online comment form was provided on the Metro Vancouver website for anybody to provide feedback on the discussion paper topics. Participants that attended the online events were encouraged to submit feedback through the online feedback form. A total of 102 feedback forms were received. The summary responses, as well as summaries of answers from open-ended questions can be found in Section 3 of this report.

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2.6.4 Correspondence with First Nations

Letters, either hardcopy or emails, were sent to 32 local First Nations to provide information about the proposed bylaw amendments and to offer an opportunity to provide feedback or comment. The letters described the purpose of the current bylaw, need for and outline of the proposed amendments, and offered meetings with staff to discuss feedback relating to the current bylaw, amendments, and how a First Nations perspective and interests could be better represented in Bylaw 1161.

2.6.5 Phone Calls and Emails/Letters

Consultation activities included responding to emails/letters and phone calls from stakeholders and members of the public. The feedback received through these channels has been incorporated into the summaries provided in Section 3 of this report.

3. Consultation Feedback

3.1 Overview of Feedback

Feedback received through the consultation process included recommendations, open-ended comments, and concerns from the general public, non-road diesel engine owners/operators, non-road diesel engine vendors, industry associations, and health professionals.

Comments and questions raised by participants in webinars, emails/letters, phone calls, and the online feedback form are summarized into five broad categories:

- **Expansion of bylaw**—Participants provided feedback with their general support of, or opposition to, the proposed expansion of the bylaw. Feedback included comments on fees, level of regulation, and human and environmental health impacts.
- **Proposed Scope**— Participants commented on the implementation timeline, the lack of available technology alternatives, exemption considerations, and recommended additional measures.
- **Concerns**—Feedback from participants highlighted concerns about the added administrative burden and financial impacts, lack of a level playing field compared with other jurisdictions, and concerns about the efficacy of changes.
- **Use of Fees**—Participants provided recommendations for alternative uses of collected fees including grant programs, research support, and education programs.
- **General**— Participants provided feedback on the consultation process, questions and comments regarding the rationale supporting the proposed bylaw expansion, and recommendations for alternative measures.

3.2 Detailed Feedback

The following sections detail feedback received by participants in webinars, emails/letters, phone calls, and the online feedback form. Detailed feedback can be found in the Issue Response Table Attachment.

3.2.1 Expansion of Bylaw

Support

Some participants showed general support for the proposed bylaw expansion, and encouraged further regulation citing both human and environmental health benefits.

Opposition

Participants who opposed the bylaw listed reasons including, already high fees, sufficient current standards, overregulation, and concerns that the rules continue changing.

3.2.2 Proposed Scope

Implementation Timeline

Many participants commented on the timing of the proposed bylaw expansion, including the impact that implementation of new fees would have on businesses already adversely affected by the COVID-19 pandemic. Participants suggested alternative implementation timelines and delaying implementation of the proposed changes.

Availability of Alternatives

Many participants raised concern over a lack of available technology to use as an alternative to non-road diesel engines, noting that alternatives to Tier 4 engines were either currently unavailable or prohibitively expensive.

Exemptions

Participants recommended some non-road diesel engines should be exempt from the bylaw, including emergency stationary generators, rail locomotives, and Tier 4 engines. Participants also recommended that operators who have previously paid to upgrade equipment as a result of the original bylaw should be exempt.

Additional Measures

Participants proposed additional measures that could be taken to reduce emissions. These included recommendations for further regulation such as prohibiting Tier 0 and Tier 1 engines around an entire facility, rather than just the air intake at hospitals, long-term care facilities, schools, or other facilities with individuals at risk. Additionally, requiring that contractors list equipment when applying for businesses licenses, and that Metro Vancouver push for renewable diesel.

3.2.3 Concerns

Level Playing Field Concerns

Many participants raised concerns about a perceived lack of a level playing field for operators in the region compared with operators located outside of Metro Vancouver. Participants recommended additional regulations for on-road diesel vehicles, other machines generating nitrogen oxide (NOx) and diesel particulate matter, and farm equipment. As well, participants questioned the rationale for excluding marine, rail, and farm equipment. Participants also commented on how regulation creates a competitive advantage for businesses not affected by regulation (e.g., businesses outside of Metro Vancouver, heavy duty trucks, etc.).

Administrative Burden

Participants expressed concern regarding the administrative burden of changes to the bylaw and the impacts to businesses and industrial facilities.

Financial Impacts

Participants reflected on the adverse impacts of increased fees as a result of bylaw expansion could have on small businesses and operators.

Efficacy

Many participants were concerned that the regulation would be ineffective without collaboration across jurisdictions. Participants recommended that provincial and federal collaboration was required in order for regulation to be effective. Participants also cautioned that the current bylaw may encourage the disposal of equipment before its end of life and increasing overall emissions as a result.

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3.2.4 Use of Fees

Fund Alternatives

Many participants recommended the bylaw be revenue neutral. Further, participants suggested that fees should be used to provide a credit, or a grant to help businesses cover the costs of alternatives to non-road diesel engines. Participants added that Metro Vancouver could advocate for research into better solutions and provide education to contractors on clean air expectations.

3.2.5 General

Consultation Process

Participants commented on the online feedback form and some expressed disagreement with the wording or perceived bias of certain questions. One participant suggested allowing public review of the drafted bylaw.

Rationale

Many participants questioned the rationale behind decisions including the rationale for including Tier 4, when no alternative technology is available and the rationale for including Tier 3, despite meeting federal standards. Others also wondered why there was a need for regional regulation when emissions are regulated federally. As well, participants questioned the research and data supporting decisions, including a cost-benefit analysis, measurements of DPM and NOx, and emissions target rationales, and suggested that there is a need for updated emission data to evaluate efficacy of the bylaw.

Alternative Measures

Participants suggested a number of alternative measures for emission control, including regulating machine hours instead of machine type, regulating diesel use with a tax, and having individual machines tested and scrubbers installed if necessary.

Other

Several other miscellaneous comments provided suggestions, recommendations, or feedback. As well, there were several specific questions relating to the proposed bylaw expansion.

3.3 Quantitative Results

The online feedback form asked about respondent demographics, included questions about specific content presented in the discussion paper and the respondent's level of agreement with the proposed bylaw expansion, and provided an opportunity for further comments. A total of 102 respondents completed the form, however, the number of responses received for each question varied.

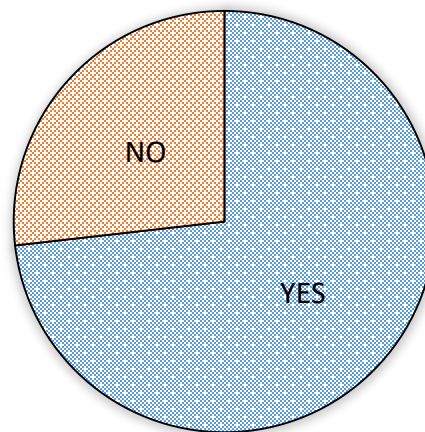
Results from the questions reflected similar themes to those heard throughout the qualitative questions, webinar chat, and stakeholder feedback. Participants largely expressed disagreement specifically with questions about the proposed bylaw amendments adding additional fees. Participants also generally disagreed with amendments expanding the scope of the bylaw. Participants agreed with or were more neutral towards amendments including adding a moderate use category, increasing the allowable rebate, and prohibiting Tier 1 and 2 engines within 50 meters of a facility with individuals at risk.

March 2021

A summary of the results follows:

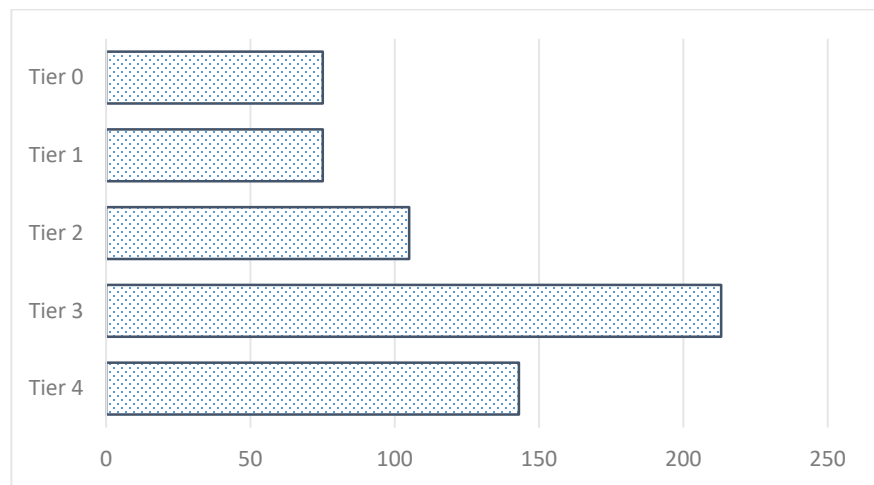
Q1: Prior to this consultation, were you aware that the goal of Metro Vancouver's non-road diesel regulatory program is to reduce non-road diesel emissions that are harmful to health and the environment?

Responses: 97



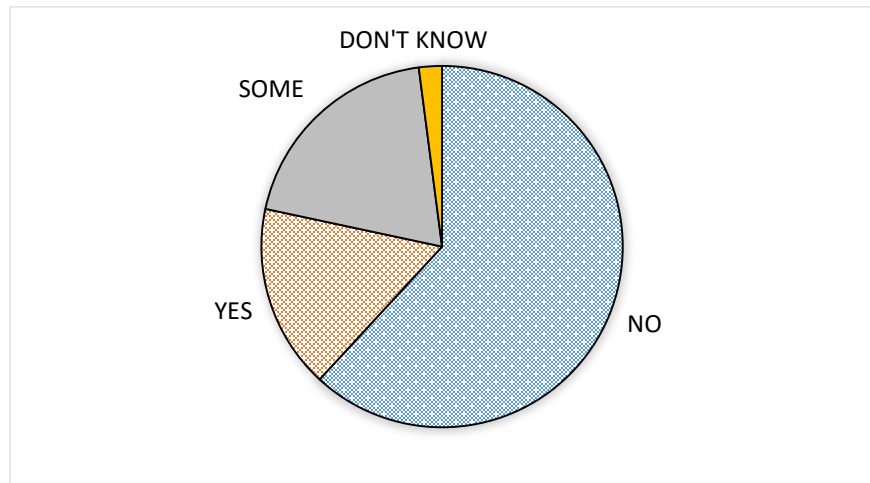
Q2: If you own or operate a non-road diesel engine(s), how many do you own or operate of each Tier within Metro Vancouver? (cumulative number of engines shown)

Responses: 58



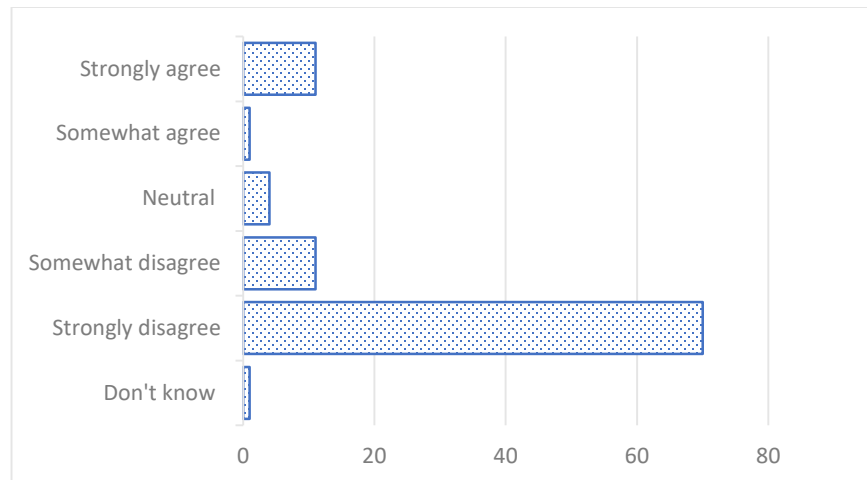
Q3: The current bylaw has successfully reduced emissions from higher emitting Tier 0 and Tier 1 engines and the proposed changes would further minimize the risks to public health, the local environment, and the global climate from non-road diesel engine emissions. Do you think that further regulatory action should play a role in reducing emissions to protect human and environmental health?

Responses: 97



Q4: How much do you agree with adding requirements to register, pay operating fees, and label Tier 2 and Tier 3 non-road diesel engines beginning in 2022.

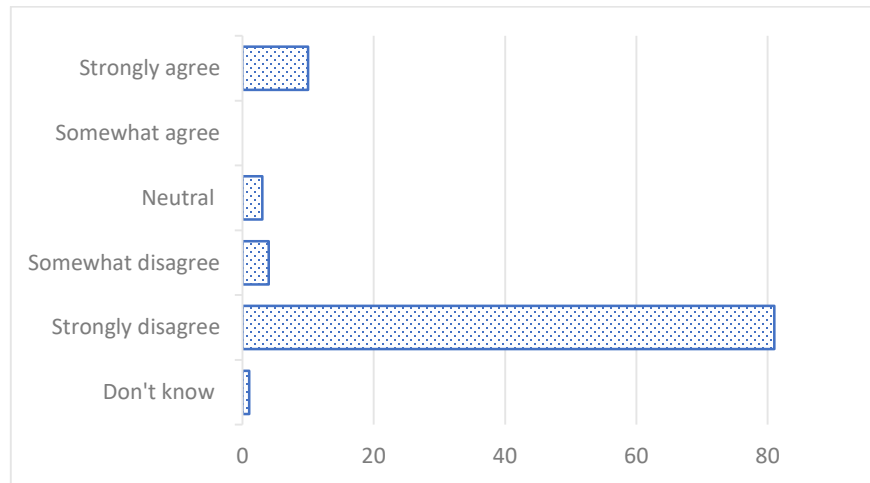
Responses: 98



March 2021

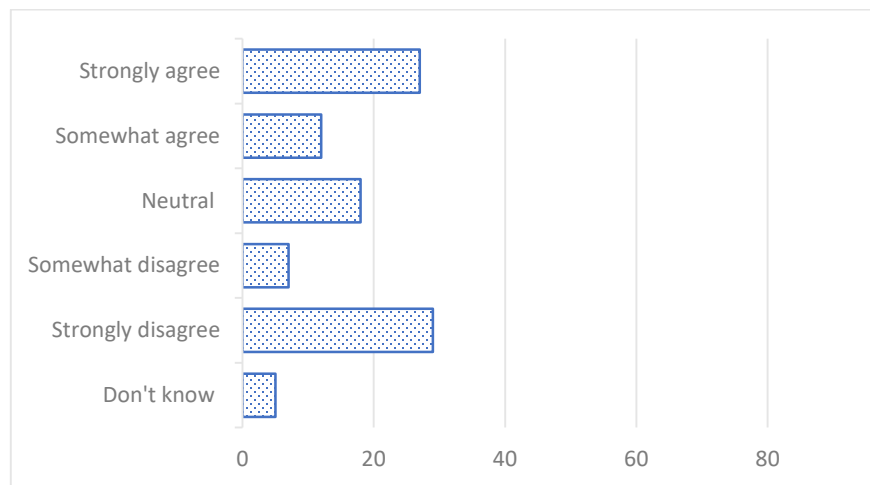
Q5: How much do you agree with adding requirements to register, pay operating fees, and label Tier 4 engines beginning in 2025.

Responses: 99



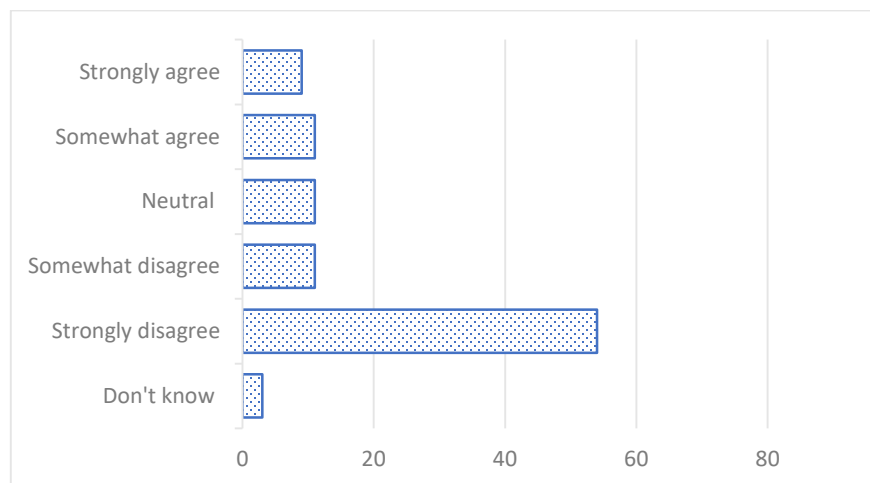
Q6: How much do you agree with adding a new moderate use category, which allows operation of a non-road diesel engine for less than 500 hours per year at 60% of the annual registration fee.

Responses: 98



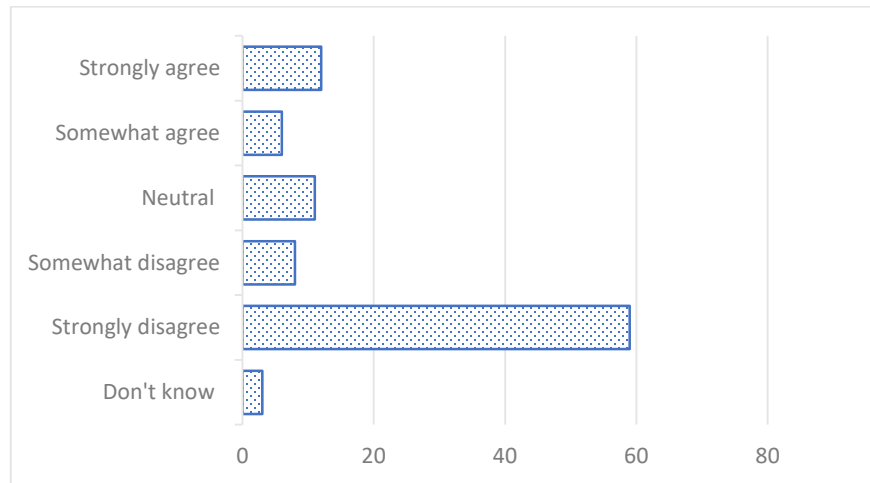
Q7: How much do you agree with adding requirements for previously exempt emergency engines (e.g., emergency backup power generators) to address problem emitters).

Responses: 99



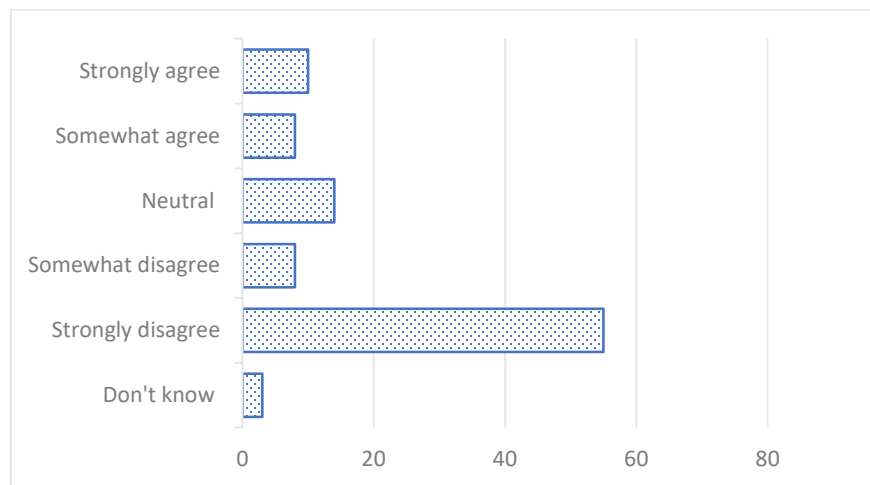
Q8: How much do you agree with expanding the scope of the bylaw to include nitrogen oxide (NOx) emission fees to help meet stricter regional ambient air quality objectives for NOx.

Responses: 99



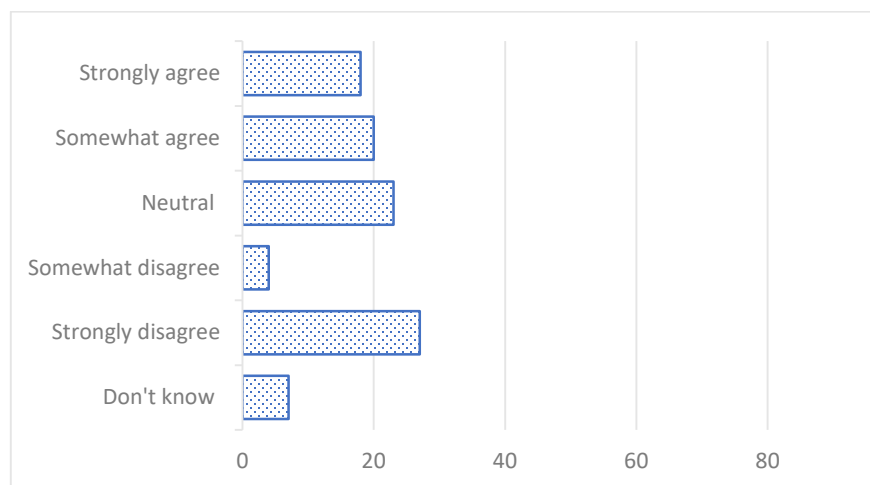
Q9: How much do you agree with basing fees on engine diesel particulate matter (DPM) and nitrogen oxide (NOx) emission standards rather than the engine tiers alone to help accelerate the retirement or upgrading of higher emitting non-road diesel engines.

Responses: 98



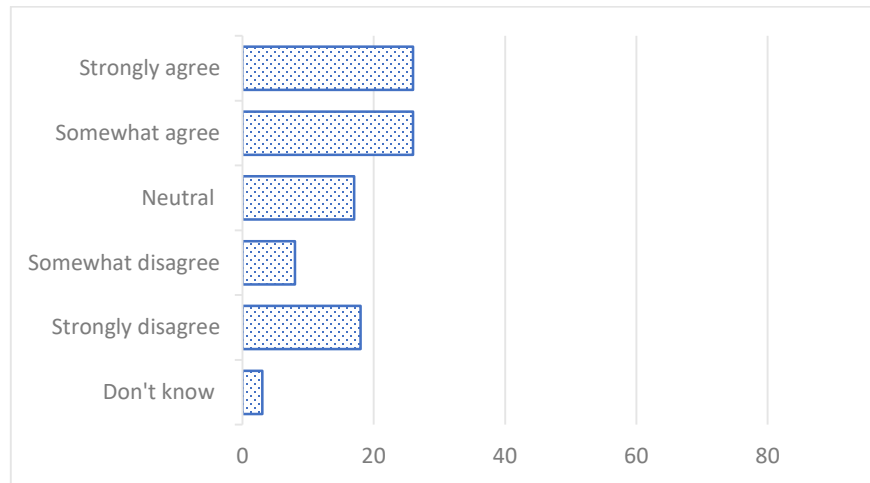
Q10: How much do you agree with increasing the maximum allowable rebate from up to 80% of the previous 3 years, to up to 80% of the previous 5 years, to help accelerate the retirement or upgrading of higher emitting non-road diesel engines.

Responses: 99



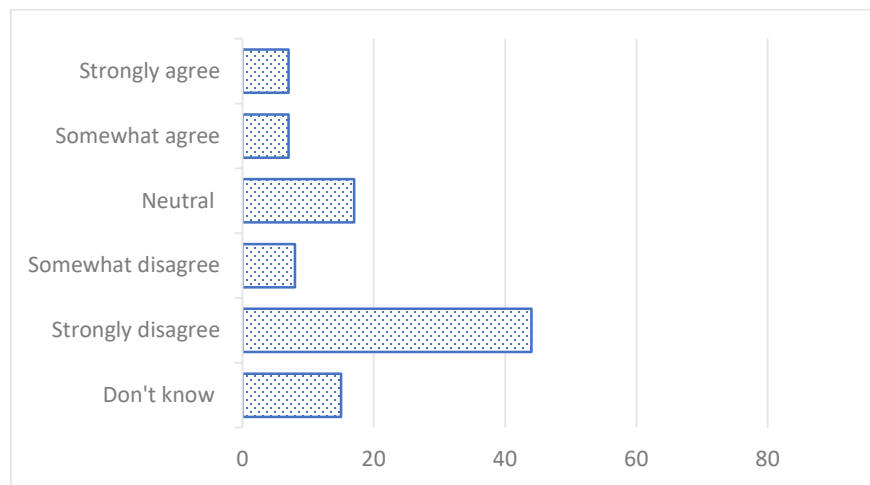
Q11: How much do you agree with prohibiting the use of Tier 0 and Tier 1 engines within 50 meters of the air intake for a hospital, seniors care facility or other facility for at risk individuals.

Responses: 98



Q12: How much do you agree with charging a fee to technology suppliers of novel emission reduction measures to recover costs for the assessment of the effectiveness of new technology.

Responses: 98



Q13: Given the high cost of health and environmental impacts from non-road diesel engine emissions, further action to minimize these emissions in the region must be taken. Aside from the proposed bylaw amendments above, what other ideas do you have to further reduce non-road diesel engine emissions?

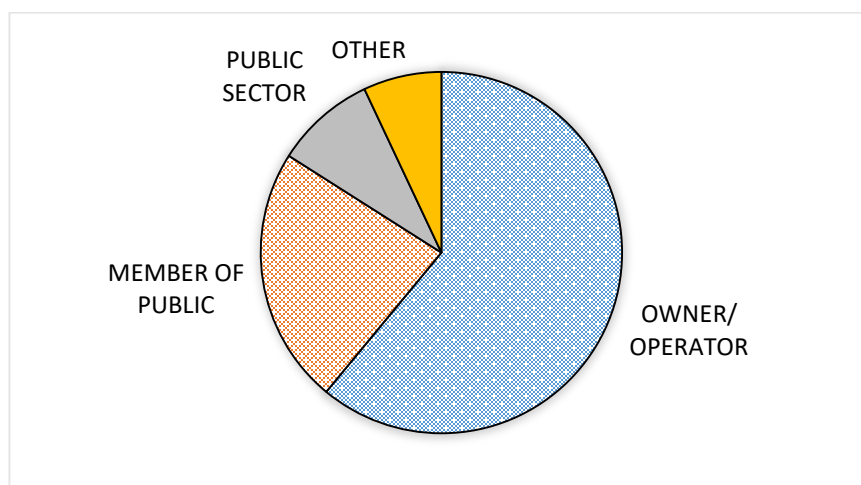
Responses: 58

Responses summarized in the IR Table.

March 2021

Q14: Which of the following best describes you (select all that apply)?

Responses: 97



**METRO VANCOUVER REGIONAL DISTRICT
NON-ROAD DIESEL ENGINE EMISSION REGULATION
BYLAW NO. 1329, 2021**

A Bylaw to Regulate the Discharge of Air Contaminants from Non-Road Diesel Engines

WHEREAS:

1. 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 the Metro Vancouver Regional District may, by bylaw, prohibit, regulate and otherwise control and prevent the discharge of air contaminants;
2. The *Environmental Management Act* authorizes the Metro Vancouver Regional District to, by bylaw, 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, to establish different classes of persons, operations, activities, industries, trades, businesses, air contaminants and works, and to require the keeping of records and the provision of information respecting air contaminants and their discharge; and
3. It is deemed desirable to regulate the discharge of diesel particulate matter and nitrogen oxides from non-road diesel engines.

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

Citation

1. The official citation of this bylaw is “Metro Vancouver Regional District Non-Road Diesel Engine Emission Regulation Bylaw No. 1329, 2021” (“this bylaw”).

Repeal of Bylaws

2. “Metro Vancouver Regional District Non-Road Diesel Engine Emission Regulation Bylaw No. 1161, 2012” as amended, is hereby repealed.

Schedule(s)

3. The following Schedules are attached to and form part of this Bylaw:
Schedule “1” Engine Tier Classification; and
Schedule “2” Registration Fees.

Definitions

4. In this bylaw:

“**annual**” means a consecutive 365-day period;

“**approved**” means an approval given by the district director;

“community care facility” has the same meaning as in the *Community Care and Assisted Living Act*;

“diesel particulate matter” means the particles emitted into the environment from the exhaust of a non-road diesel engine;

“diesel particulate matter emission rate” means the rate of diesel particulate matter emitted from a non-road diesel engine, expressed in grams per brake-horsepower hour;

“emergency” means a present or imminent event or circumstance that:

- (a) is caused by accident, fire, explosion, technical failure, labour strike or the forces of nature; and
- (b) requires prompt coordination of action or special regulation of persons or property to protect the health, safety or welfare of a person or to limit damage to property or the environment;

“emergency engine” means an engine, including emergency generators and other stationary engines, intended for use only in an emergency;

“emission reduction measure” means an approved retrofit, remanufacture, or similar device, alteration, technological, or operational change made to a non-road diesel engine that reduces the diesel particulate matter emission rate;

“emission standard” means the diesel particulate matter emission rate stipulated for a non- road diesel engine, corresponding to both the engine’s year of manufacture and its horsepower group, all as set out in Table 2 of Schedule 1;

“engine tier classification” means the classification of a non-road diesel engine as determined in accordance with Schedule 1;

“farm business” has the same meaning as defined in the *Farm Practices Protection (Right to Farm) Act*;

“farm operation” has the same meaning as defined in the *Farm Practices Protection (Right to Farm) Act*;

“g/bhp-hr” means grams per brake-horsepower hour;

“government body” includes a federal, provincial, and local government body, including an agency or ministry of the Crown in right of Canada or British Columbia, and any other body or entity prescribed by the district director;

“hour meter” means a functioning non-resettable meter that measures and displays the number of hours that an engine has operated, with a minimum display capability of 9,999 hours, or as approved by the district director;

“hp” means the maximum horsepower of a non-road diesel engine;

“kW” means the maximum power of a non-road diesel engine expressed in kilowatts;

“label” means a label, decal or other approved mark;

“land owner” means a person who is in possession, has the right to control, or occupies or controls the use of land on which a non-road diesel engine is or will be operated;

“low-use” means no more than 200 hours of operation within a low-use engine operating period;

“low-use engine” means a non-road diesel engine registered for a low-use engine operating period;

“low-use engine operating period” means an operating period of 365 consecutive days authorizing low-use of a non-road diesel engine in accordance with the requirements of Part 3 and Part 5 of this bylaw;

“machine” includes a stationary or mobile vehicle, equipment, device, appliance or implement that is powered by a non-road diesel engine;

“moderate use” means more than 200 hours of operations but no more than 500 hours of operation within a moderate-use engine operating period;

“moderate-use engine” means a non-road diesel engine registered for a moderate-use engine operating period;

“moderate-use engine operating period” means an operating period of 365 consecutive days authorizing moderate-use of a non-road diesel engine in accordance with the requirements of Part 3 and Part 6 of this bylaw;

“monthly” means a consecutive 30-day period;

“nitrogen oxides emission rate” means the rate of nitrogen oxides emitted from a non-road diesel engine, expressed in grams per brake-horsepower hour;

“non-road diesel engine” means a diesel-fueled or alternative diesel-fueled compression ignition engine in a machine that is not primarily used or intended to be used for transportation on a public street, road or highway;

“online registration system” means the Metro Vancouver Non-Road Diesel Online Registration website that enables the registration of non-road diesel engines;

“opacity” means the degree to which the discharge of an air contaminant reduces the passage of light or obscures the view of a background object expressed numerically from 0 per cent (transparent) to 100 per cent (opaque), as determined by:

- (a) the SAE J1677 Snap-Acceleration Smoke test procedure;
- (b) by a certified observer using EPA Method 9; or
- (c) a method approved by the district director;

“operating period” means an operating period described in Schedule 2, which when purchased for an engine authorizes the engine’s operation for the time period stipulated and in accordance with this bylaw;

“operator” means a person who is in control of or responsible for the operation of a non-road diesel engine;

“original air emission control system” means a system or device installed, attached or incorporated into a non-road diesel engine by the manufacturer of the engine to prevent or lessen the discharge of any air contaminants.

“original registration date” means the date when an engine was first registered for 90 days without cancellation for a non-road diesel engine for which all registration information required under Part 3 and if applicable Part 5 or Part 6 has been submitted to the district director;

“owner” means a person who is in possession of, has the right to control, or occupies or controls the operation of a non-road diesel engine;

“person” includes a land owner, an owner, an operator and a government body and any director, officer, employee or agent of a person or government body;

“registrant” means a person who has completed a registration;

“registration” means the submission to Metro Vancouver Regional District of all registration information required under Part 3 and if applicable Part 5 or Part 6 for a non-road diesel engine, and when payment is received for an operating period for that engine;

“registration fee” means the fee prescribed in Schedule 2 for the operating period stipulated in the registration;

“registration number” means the unique identification number issued by Metro Vancouver Regional District for a non-road diesel engine pursuant to this bylaw;

“registration number label” means a label that, unless otherwise approved by the district director, is:

- (a) painted on or otherwise permanently affixed to opposite sides of the exterior housing of a machine;
- (b) in black characters at least 10 cm (4 in.) tall and 6 cm (2.5 in.) wide on a yellow or white background; and
- (c) clearly visible and legible at all times during operation of the non-road diesel engine;

“remanufacture” means to rebuild an engine;

“retire” means to voluntarily and permanently withdraw from operation pursuant to Part 8 of this bylaw a non-road diesel engine, and upon such retirement, the engine can no longer be operated or registered to operate within the Metro Vancouver Regional District;

“retrofit” means a device installed on a non-road diesel engine that reduces diesel particulate matter emissions;

“sensitive receptor” means a hospital, an elementary school, a day care facility or a community care facility;

“surcharge” means a fee prescribed in Part 9 that is additional to the registration fee;

“tier label” means a label that, unless otherwise approved by the district director, is:

- (a) painted on or otherwise permanently affixed to opposite sides of the exterior housing of a machine;
- (b) in black characters at least 10 cm (4 in.) tall and 6 cm (2.5 in.) wide on a yellow or white background; and
- (c) clearly visible and legible at all times during operation of the non-road diesel engine;

“Tier 0” means the engine tier classification described in Schedule 1;

“Tier 1” means the engine tier classification described in Schedule 1;

“Tier 2” means the engine tier classification described in Schedule 1;

“Tier 3” means the engine tier classification described in Schedule 1;

“Tier 4” means the engine tier classification described in Schedule 1;

“written anti-idling procedure” means a written policy or procedure established for the operation of an engine.

5. Terms defined in the *Greater Vancouver Regional District Air Quality Management Bylaw No. 1082, 2008* or incorporated by reference into that bylaw have the same meaning in this bylaw.
6. References in this bylaw to an enactment include the enactment as it may be amended or replaced from time to time.

Part 1 – Application and Scope of this Bylaw

7. No person may discharge, or cause, permit, or allow the discharge of any air contaminant into the environment from a non-road diesel engine operating within the Metro Vancouver Regional District except in accordance with this bylaw.
8. This bylaw applies to all non-road diesel engines having a maximum power of 25 hp or greater (19 kW or greater).
9. This bylaw does not apply to non-road diesel engines that power:
 - (a) machines used in farm operations conducted as part of a farm business if each of the requirements in subsection 2(2) of the *Farm Practices Protection (Right to Farm) Act* is fulfilled in relation to that farm operation;
 - (b) personal recreational machines, including personal snow mobiles and all-terrain vehicles.
10. A person who is in compliance with the *Greater Vancouver Regional District Air Quality Management Bylaw No. 1082, 2008* and this bylaw is exempt from the application of section 5 of the *Greater Vancouver Regional District Air Quality Management Bylaw No. 1082, 2008* and from subsections 6(2) and 6(3) of the *Environmental Management Act* in relation to the discharge of air contaminants from a non-road diesel engine operating within the Metro Vancouver Regional District, if the person is also in compliance with all other applicable provisions of the *Environmental Management Act*.

Part 2 – Emergency Engines

11. Emergency engines are exempt from Parts 3, 4, 5, 6 and 9.
12. An emergency engine must be:
 - (a) operated in accordance with the manufacturer's operating procedures; and
 - (b) inspected and maintained in accordance with the manufacturer's recommendations.
13. The discharge of air contaminants from an emergency engine must not result in:
 - (a) The recirculation of its stack exhaust into the building; or
 - (b) The entrainment of its stack exhaust into surrounding building openings or air ventilation intakes.
14. An operator of an emergency engine must keep maintenance records and other records stipulated by the district director and, within 72 hours of a request by the district director or an officer, submit records as required.

Part 3 – Registration Requirements

15. Every person who causes, permits or allows the operation of a Tier 0 or Tier 1 non-road diesel engine must, prior to operation of the non-road diesel engine, register by:
 - (1) providing the following registration information to the district director using the online registration system:
 - (a) the maximum power and year of manufacture of the non-road diesel engine;
 - (b) the engine serial number;
 - (c) the engine tier classification as determined in accordance with Schedule 1; and
 - (d) any additional registration information required under Parts 5, 6, 7 or 8, if applicable; and
 - (2) paying the registration fee for the applicable operating period, as prescribed in Schedule 2.

16. Effective January 1, 2023 every person who causes, permits or allows the operation of a Tier 2 non-road diesel engine must, prior to operation of the non-road diesel engine, register by:
 - (1) providing the following registration information to the district director using the online registration system:
 - (a) the maximum power and year of manufacture of the non-road diesel engine;
 - (b) the engine serial number;
 - (c) the engine tier classification as determined in accordance with Schedule 1; and
 - (d) any additional registration information required under Parts 5, 6, 7 or 8, if applicable; and
 - (2) paying the registration fee for the applicable operating period, as prescribed in Schedule 2.
17. Effective January 1, 2024 every person who causes, permits or allows the operation of a Tier 3 non-road diesel engine must, prior to operation of the non-road diesel engine, register by:
 - (1) providing the following registration information to the district director using the online registration system:
 - (a) the maximum power and year of manufacture of the non-road diesel engine;
 - (b) the engine serial number;
 - (c) the engine tier classification as determined in accordance with Schedule 1; and
 - (d) any additional registration information required under Parts 5, 6, 7 or 8, if applicable; and
 - (2) paying the registration fee for the applicable operating period, as prescribed in Schedule 2.
18. Effective January 1, 2029 every person who causes, permits or allows the operation of a Tier 4 non-road diesel engine must, prior to operation of the non-road diesel engine, register by:
 - (1) providing the following registration information to the district director using the online registration system:
 - (a) the maximum power and year of manufacture of the non-road diesel engine;
 - (b) the engine serial number;

- (c) the engine tier classification as determined in accordance with Schedule 1; and
 - (d) any additional registration information required under Parts 5, 6, 7 or 8, if applicable; and
- (2) paying the registration fee for the applicable operating period, as prescribed in Schedule 2.
- 19. Every person must, immediately upon the request of the district director or officer, provide proof of identity and any other information the district director or officer deems necessary to ensure compliance with this bylaw.
- 20. An operating period is valid when payment is received and expires on:
 - (a) the last day of the operating period; or
 - (b) the date on which an instalment payment amount, as determined in accordance with Schedule 2, is due and not paid.
- 21. If, prior to expiry of an annual, monthly or daily operating period:
 - (a) a registrant cancels a registration for an operating period, then a refund will be issued to the registrant for the remaining portion of the registration fee or surcharge paid in respect of the number of full days in the operating period that remain unexpired on the date of cancellation, less the \$15 administration fee; or
 - (b) a registrant amends the registration information in accordance with Part 7, then a refund will be issued to the registrant for the remaining portion of the registration fee or surcharge paid that exceeds the amount of the registration fee or surcharge that would be payable for the remainder of the operating period following the emission reduction measure under Part 7.
- 22. A refund will not be issued in respect of a registration fee or a surcharge paid for a low-use or a moderate-use engine operating period.

Part 4 – Labelling Requirements

- 23. Every person who causes, permits or allows the operation of a non-road diesel engine must, prior to operation of the non-road diesel engine, and at all times during the engine's operation, if Part 3 requires the engine to be registered, label and visibly display on the machine a registration number label, and:
 - (a) a "T0" tier label if it is a Tier 0 non-road diesel engine;
 - (b) a "T1" tier label if it is a Tier 1 non-road diesel engine;
 - (c) effective January 1, 2023 a "T2" tier label if it is a Tier 2 non-road diesel engine;

- (d) effective January 1, 2024 a “T3” tier label if it is a Tier 3 non-road diesel engine;
- (e) effective January 1, 2029 a “T4” tier label if it is a Tier 4 non-road diesel engine.

Part 5 – Low-Use Engine Registration Requirements

- 24. A person may register a low-use engine for a low-use engine operating period by:
 - (a) providing all registration information required under Part 3;
 - (b) providing the low-use engine’s hour meter reading at the time of registration; and
 - (c) paying the registration fee for a low-use engine operating period, as prescribed in Schedule 2.
- 25. No person may cause, permit or allow the operation of a low-use engine unless the person ensures that the low-use engine or machine has installed, mounted or built into it a functioning, non-resettable hour meter. If a low-use engine’s hour meter is replaced, the owner must, within 10 calendar days of the hour meter replacement and using the online registration system, notify the district director of the replacement. The notice must include the following information:
 - (a) the old hour meter reading;
 - (b) the current reading of the replacement hour meter;
 - (c) a copy of the receipt for the new hour meter; and
 - (d) a declaration, in prescribed form, verifying the installation of the replacement hour meter.
- 26. Every person with a valid low-use engine operating period must:
 - (a) keep records of the date, hour meter reading and civic address of operation of the low-use engine during the operating period and maintain those records;
 - (b) ensure at the time of making the record that the record includes the name of the person who is able to verify the information contained in the record;
 - (c) keep each record for at least three years after the year in which the record was first made; and
 - (d) upon the request of the district director or an officer, produce for inspection, or deliver copies of, any records or supporting documentation to the requesting party, within 48 hours of such request.

27. Every person with a valid low-use engine operating period must:
- (a) using the online registration system, on or before each of April 15, July 15, October 15 and January 15 of each year, report the low-use engine's hour meter reading from the last day of the previous calendar quarter; or
 - (b) using the online registration system, immediately report the low-use engine's hour meter reading when the engine has been used for a cumulative total of 200 hours; and
 - (c) upon the request of the district director or an officer, provide the hour meter manufacturer name, model and serial number to the requesting party within 48 hours of such request.
28. The registration of a low-use engine under this Part is immediately invalidated if:
- (a) that low-use engine is used for more than a cumulative total of 200 hours in the operating period; or
 - (b) the hour meter on that low-use engine has been tampered with, is not present, is not functioning correctly or at all, or if the display is not readable.

Part 6 – Moderate-Use Engine Registration Requirements

29. Effective Jan 1, 2024, a person may register a moderate-use engine for a moderate-use engine operating period by:
- (a) providing all registration information required under Part 3;
 - (b) providing the moderate-use engine's hour meter reading at the time of registration; and
 - (c) paying the registration fee for a moderate-use engine operating period, as prescribed in Schedule 2.
30. No person may cause, permit or allow the operation of a moderate-use engine unless the person ensures that the moderate-use engine or machine has installed, mounted or built into it a functioning, non-resettable hour meter. If a moderate-use engine's hour meter is replaced, the owner must, within 10 calendar days of the hour meter replacement and using the online registration system, notify the district director of the replacement. The notice must include the following information:
- (a) the old hour meter reading;
 - (b) the current reading of the replacement hour meter;
 - (c) a copy of the receipt for the new hour meter; and

(d) a declaration, in prescribed form, verifying the installation of the replacement hour meter.

31. Every person with a valid moderate-use engine operating period must:

- (a) keep records of the date, hour meter reading and civic address of operation of the moderate-use engine during the operating period and maintain those records;
- (b) ensure at the time of making the record that the record includes the name of the person who is able to verify the information contained in the record;
- (c) keep each record for at least three years after the year in which the record was first made; and
- (d) upon the request of the district director or an officer, produce for inspection, or deliver copies of, any records or supporting documentation to the requesting party within 48 hours of such request.

32. Every person with a valid moderate-use engine operating period must:

- (a) using the online registration system, on or before each of April 15, July 15, October 15 and January 15 of each year, report the moderate-use engine's hour meter reading from the last day of the previous calendar quarter; or
- (b) using the online registration system, immediately report the moderate-use engine's hour meter reading when the engine has been used for a cumulative total of 500 hours; and
- (c) upon the request of the district director or an officer, provide the hour meter manufacturer name, model and serial number to the requesting party within 48 hours.

33. The registration of a moderate-use engine under this Part is immediately invalidated if:

- (a) that moderate-use engine is used for more than a cumulative total of 500 hours in the operating period; or
- (b) the hour meter on that moderate-use engine has been tampered with, is not present, is not functioning correctly or at all, or if the display is not readable.

Part 7 – Engine with Emission Reduction Measure

34. Subject to section 35, a person who causes, permits or allows the operation of a non-road diesel engine with an emission reduction measure is eligible for a reduction in the registration fee, to be calculated as prescribed in Schedule 2.
35. To be eligible for the reduction in the registration fee under section 34, a person must, prior to the operation of the non-road diesel engine, provide to the district director:
 - (a) an accurate and detailed description of the proposed emission reduction measure made to that non- road diesel engine; and
 - (b) upon request, any other information that the district director or an officer deems necessary to evaluate the proposed emission reduction measure or the application of this Part.
36. The registration of a non-road diesel engine with an emission reduction measure under this Part is immediately invalidated if the emission reduction measure is modified, tampered with, removed or otherwise does not operate to reduce the diesel particulate matter emission rate in the manner for which the district director gave approval.
37. If an emission reduction measure is modified, tampered with, removed, or otherwise changed, a person who causes, permits or allows the operation of that non-road diesel engine must, prior to operation:
 - (a) amend the registration information; and
 - (b) pay the registration fee for the engine tier classification with which the non-road diesel engine conforms.
38. A person who causes, permits or allows the operation of a registered Tier 0, Tier 1, Tier 2 or Tier 3 non-road diesel engine with an emission reduction measure must:
 - (a) keep records including, maintenance records, alternative fuel receipts (if applicable), meter logged hours of operation or other records stipulated by the district director as required with use of an emission reduction measure; and
 - (b) within 72 hours of a request by the district director or an officer, submit records as required.
39. A vendor or provider of a proposed emission reduction technology may apply to the district director for assessment and approval of the emission reduction technology, upon payment to Metro Vancouver Regional District of a fee of \$2000 for each proposed emission reduction technology.

Part 8 – Registration Fee Rebate for Retirement

40. A registrant who before January 1, 2026 retires a non-road diesel engine from operation within the Metro Vancouver Regional District, and notifies the district director within 365 days of such retirement is eligible for a partial rebate equal to 80% of the registration fees paid in the 1095 days immediately prior to the retirement.
41. A registrant who after December 31, 2025 retires a non-road diesel engine from operation within the Metro Vancouver Regional District, and notifies the district director within 365 days of such retirement is eligible for a partial rebate equal to 80% of the registration fees paid in the 1825 days immediately prior to the retirement.
42. A registrant who is eligible for a partial rebate under this Part must submit any and all information that the district director or officer deems necessary to evaluate the application of this Part, before the partial rebate may be given.
43. A surcharge paid pursuant to Part 9 does not qualify for a Part 8 rebate for retirement.

Part 9 – Operating Prohibitions and Surcharges

44. For the purposes of this Part and the operation of a non-road diesel engine pursuant to section 46(b), section 48(b), section 50(b) or section 52(b), the surcharge payable is prescribed as follows:

$$\text{surcharge} = [(\$value\ of\ registration\ fee\ for\ the\ applicable\ operating\ period) - \$15] \times 3.$$
45. If a Tier 0 non-road diesel engine was not registered for at least 90 days prior to January 1, 2015 or has been retired, then that non-road diesel engine must not be operated.
46. Notwithstanding section 45, a Tier 0 engine is not prohibited from operating after January 1, 2023 if:
 - (a) the engine has an emission reduction measure to reduce the diesel particulate matter emission rate to meet the emission standard of a Tier 1 non-road diesel engine or better; or
 - (b) the registrant pays the registration fee for the applicable operating period plus the surcharge prescribed in section 44.
47. If a Tier 0 or a Tier 1 non-road diesel engine was not registered for at least 90 days prior to January 31, 2021 or has been retired, then that non-road diesel engine must not be operated.

48. Notwithstanding section 47, a Tier 1 engine is not prohibited from operating after January 1, 2023 if:
- (a) the engine has an emission reduction measure to reduce the diesel particulate matter emission rate to meet the emission standard of a Tier 2 non-road diesel engine or better; or
 - (b) the registrant pays the registration fee for the applicable operating period plus the surcharge prescribed in section 44.
49. If a Tier 2 non-road diesel engine has not been registered for at least 90 days prior to January 31, 2026 or has been retired, then effective February 1, 2026 that non-road diesel engine must not be operated.
50. Notwithstanding Section 49, a Tier 2 engine is not prohibited from operating after January 31, 2026 if:
- (a) the engine has an emission reduction measure to reduce the diesel particulate matter emission rate to meet the emission standard of a Tier 4 non-road diesel engine or better; or
 - (b) the registrant pays the registration fee for the applicable operating period plus the surcharge prescribed in section 44.
51. If a Tier 3 non-road diesel engine has not been registered for at least 90 days prior to January 31, 2027, or has been retired, then effective February 1, 2027 that non-road diesel engine must not be operated.
52. Notwithstanding Section 51, a Tier 3 engine is not prohibited from operating after January 31, 2027 if:
- (a) the engine has an emission reduction measure to reduce the diesel particulate matter emission rate to meet the emission standard of a Tier 4 non-road diesel engine or better; or
 - (b) the registrant pays the registration fee for the applicable operating period plus the surcharge prescribed in section 44.

Part 10 – Opacity and Idling Restrictions

53. No person may cause, permit or allow the operation of a non-road diesel engine if the discharge of air contaminants from that non-road diesel engine exceeds 20% opacity.
54. Subject to section 55, no person may idle a non-road diesel engine for more than five consecutive minutes.

55. A person may idle a non-road diesel engine for more than five consecutive minutes if idling is:
- (a) for testing, servicing, repairing, or diagnostic purposes, including regeneration of a diesel particulate filter;
 - (b) necessary to serve the purposes of the operation of the machine;
 - (c) in the performance of emergency work or for public safety purposes; or
 - (d) in accordance with an approved written anti-idling procedure.
56. A person who causes, permits or allows idling of a non-road diesel engine in accordance with a written anti-idling procedure under subsection 55(d) must submit the written anti-idling procedure to the district director or officer within 24 hours of being requested to do so by the district director or officer.

Part 11 – Prohibited Operation Near Sensitive Receptor

57. No person may operate a Tier 0 or Tier 1 engine within 100 metres of a sensitive receptor.

Part 12 – Prohibited Operation of Engine with Tampered Air Emission Control System

58. No person may operate a non-road diesel engine with an original air emission control system that has been tampered with in such a manner that the system is rendered inoperable or the system's efficiency at controlling the discharge of air contaminants is lessened.

Part 13 – Offences

59. A person who provides false information in a registration application, a report or other submission of information, or to an officer or the district director in response to a request to produce records or other information, commits an offence and is liable on conviction to a fine not exceeding \$200,000.
60. A person who contravenes any provision of this bylaw commits an offence and is liable on conviction to a fine not exceeding \$200,000.
61. Nothing in this bylaw limits the district director or the Metro Vancouver Regional District from utilizing any other remedy that would otherwise be available at law.

Part 14 – Severability

62. If any portion of this bylaw is held to be *ultra vires*, illegal, invalid, or unenforceable in any way, in whole or in part, by a court or tribunal of competent jurisdiction, such decision shall not invalidate or void the remainder of the bylaw, and the portion so held to be *ultra vires*, illegal, invalid, or unenforceable shall be deemed to be reduced in scope so as to be valid and enforceable, or in the alternative to have been stricken therefrom with the same force and effect as if such parts had never been included in this bylaw.

Read a first, second and third time this _____ day of _____, 2021.

Passed and finally adopted this _____ day of _____, 2021.

Sav Dhaliwal, Chair

Chris Plagnol, Corporate Officer

Schedule 1 – Engine Tier Classifications

1. “Tier 0” means a non-road diesel engine that has an engine power as specified in Column 1 of Table 1 and:
 - (a) was manufactured for sale in Canada, the United States, or the European Union during the period specified in Column 2 of Table 1; or
 - (b) was not manufactured for sale in Canada, the United States or the European Union and it cannot be demonstrated, to the satisfaction of the district director, that the manufactured engine emission standard meets a Tier 1 or better emission standard for the applicable engine power in Table 2.
2. “Tier 1” means a non-road diesel engine that has an engine power as specified in Column 1 of Table 1 and:
 - (a) was manufactured for sale in Canada, the United States or the European Union during the period specified in Column 3 of Table 1; or
 - (b) was not manufactured for sale in Canada, the United States or the European Union but it can be demonstrated, to the satisfaction of the district director, that the manufactured engine emission standard meets the Tier 1 emission standard for the applicable engine power in Table 2.
3. “Tier 2” means a non-road diesel engine that has an engine power as specified in Column 1 of Table 1 and:
 - (a) was manufactured for sale in Canada, the United States or the European Union during the period specified in Column 4 of Table 1; or
 - (b) was not manufactured for sale in Canada, the United States or the European Union but it can be demonstrated, to the satisfaction of the district director, that the manufactured engine emission standard meets the Tier 2 emission standard for the applicable engine power in Table 2.
4. “Tier 3” means a non-road diesel engine that has an engine power as specified in Column 1 of Table 1 and:
 - (a) was manufactured for sale in Canada, the United States or the European Union during the period specified in Column 5 of Table 1; or
 - (b) was not manufactured for sale in Canada, the United States or the European Union but it can be demonstrated, to the satisfaction of the district director, that the manufactured engine emission standard meets the Tier 3 emission standard for the applicable engine power in Table 2.

5. “Tier 4” means a non-road diesel engine that has an engine power as specified in column 1 of Table 1 and:

- (a) was manufactured for sale in Canada, the United States or the European Union during the period specified in Column 6 of Table 1; or
- (b) was not manufactured for sale in Canada, the United States or the European Union but it can be demonstrated, to the satisfaction of the district director, that the manufactured engine emission standard meets the Interim Tier 4 emission standard for the applicable engine power in Table 2.

Table 1 – Engine Tier Classifications

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
Engine Power	Tier 0	Tier 1	Tier 2	Tier 3	Interim Tier 4 or Tier 4
19 ≤ kW < 37 (25 ≤ hp < 50)	1998 and prior years	1999 to 2003 inclusive	2004 to 2007 inclusive	N/A	2008 and later years
37 ≤ kW < 56 (50 ≤ hp < 75)	1997 and prior years	1998 to 2003 inclusive	2004 to 2007 inclusive	N/A	2008 and later years
56 ≤ kW < 75 (75 ≤ hp < 100)	1997 and prior years	1998 to 2003 inclusive	2004 to 2007 inclusive	2008 to 2011 inclusive	2012 and later years
75 ≤ kW < 130 (100 ≤ hp < 175)	1996 and prior years	1997 to 2002 inclusive	2003 to 2006 inclusive	2007 to 2011 inclusive	2012 and later years
130 ≤ kW < 225 (175 ≤ hp < 300)	1995 and prior years	1996 to 2002 inclusive	2003 to 2005 inclusive	2006 to 2010 inclusive	2011 and later years
225 ≤ kW < 450 (300 ≤ hp < 600)	1995 and prior years	1996 to 2000 inclusive	2001 to 2005 inclusive	2006 to 2010 inclusive	2011 and later years
450 ≤ kW < 560 (600 ≤ hp < 750)	1995 and prior years	1996 to 2001 inclusive	2002 to 2005 inclusive	2006 to 2010 inclusive	2011 and later years
560 ≤ kW < 900 (750 ≤ hp < 1,200)	1999 and prior years	2000 to 2005 inclusive	2006 to 2010 inclusive	N/A	2011 and later years
kW ≥ 900 (hp ≥ 1,200)	1972 and prior years	1973 to 2001 inclusive	2002 to 2004 inclusive	2005 to 2010 inclusive	2011 and later years

Table 2 – Metro Vancouver Diesel Particulate Matter (DPM) Emission Standards (g/bhp-hr)

Engine Year	DPM STANDARDS - ENGINE HORSEPOWER GROUPS g/HP-hr								
	25≤49	50≤74	75≤99	100≤174	175≤299	300≤599	600≤749	750≤1199	1200+
pre-1969	0.95	1.2	1.2	1.1	1.1	0.95	0.95	0.95	0.84
1969	0.95	1.2	1.2	1.1	1.1	0.95	0.95	0.95	0.84
1970	0.95	1.2	1.2	0.94	0.94	0.81	0.81	0.81	0.84
1972	0.95	1.2	1.2	0.78	0.78	0.68	0.68	0.68	0.84
1973 - 1987	0.95	1.2	1.2	0.78	0.78	0.68	0.68	0.68	0.72
1988	0.95	1.2	1.2	0.78	0.54	0.49	0.49	0.5	0.72
1989 - 1995	0.95	1.2	1.2	0.78	0.54	0.49	0.49	0.5	0.72
1996	0.95	1.2	1.2	0.78	0.4	0.4	0.4	0.5	0.72
1997	0.95	1.2	1.2	0.6	0.4	0.4	0.4	0.5	0.72
1998	0.95	1.09	1.09	0.6	0.4	0.4	0.4	0.5	0.72
1999	0.6	1.09	1.09	0.6	0.4	0.4	0.4	0.5	0.72
2000	0.6	1.09	1.09	0.6	0.4	0.4	0.4	0.4	0.72
2001	0.6	1.09	1.09	0.6	0.4	0.15	0.4	0.4	0.72
2002	0.6	1.09	1.09	0.6	0.4	0.15	0.15	0.4	0.54
2003	0.6	1.09	1.09	0.22	0.15	0.15	0.15	0.4	0.54
2004	0.45	0.30	0.30	0.22	0.15	0.15	0.15	0.4	0.54
2005	0.45	0.30	0.30	0.22	0.15	0.15	0.15	0.4	0.15
2006	0.45	0.30	0.30	0.22	0.15	0.15	0.15	0.15	0.15
2007	0.45	0.30	0.30	0.22	0.15	0.15	0.15	0.15	0.15
2008	0.22	0.22	0.3	0.22	0.15	0.15	0.15	0.15	0.15
2009	0.22	0.22	0.3	0.22	0.15	0.15	0.15	0.15	0.15
2010	0.22	0.22	0.3	0.22	0.15	0.15	0.15	0.15	0.15
2011	0.22	0.22	0.3	0.22	0.015	0.015	0.015	0.07	0.07
2012	0.22	0.22	0.015	0.015	0.015	0.015	0.015	0.07	0.07
2013	0.02	0.02	0.015	0.015	0.015	0.015	0.015	0.07	0.07
2014	0.02	0.02	0.015	0.015	0.015	0.015	0.015	0.07	0.07
2015	0.02	0.02	0.015	0.015	0.015	0.015	0.015	0.03	0.03
2016	0.02	0.02	0.015	0.015	0.015	0.015	0.015	0.03	0.03
2017	0.02	0.02	0.015	0.015	0.015	0.015	0.015	0.03	0.03
2018	0.02	0.02	0.015	0.015	0.015	0.015	0.015	0.03	0.03
2019	0.02	0.02	0.015	0.015	0.015	0.015	0.015	0.03	0.03
2020 and later	0.02	0.02	0.015	0.015	0.015	0.015	0.015	0.03	0.03

Tier 0 Engine		Tier 1 Engine		Tier 2 Engine		Tier 3 Engine		Interim Tier 4		Tier 4 Engine	
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Schedule 2 – Registration Fees

1. Subject to section 11 of this Schedule 2, the registration fee payable for an operating period (annual, monthly, daily, low-use or moderate-use, as applicable) is prescribed in this Schedule 2 in accordance with the calculations respectively set out below for each type of operating period.

Annual Operating Period

2. The registration fee for an annual operating period is calculated as follows:

$$\text{registration fee} = \text{hp} \times \text{prorated annual fee rate} + \$15$$

Where:

hp is engine horsepower;

prorated annual fee rate is
$$\frac{[\text{current year fee rate} \times D] + [\text{next year fee rate} \times (365 - D)]}{365 \text{ days}}$$

D is the number of days calculated from the date of registration to December 31;

current year fee rate is the registration fee rate specified in Column 5 of Table 3 that appears opposite the engine tier classification (Column 1) of the non-road diesel engine and the calendar year (Column 2) of the engine's registration; and

next year fee rate is the registration fee rate specified in Column 5 of Table 3 that appears opposite the engine tier classification (Column 1) of the non-road diesel engine and the calendar year (Column 2) that is the calendar year after the calendar year of the engine's registration.

3. An annual operating period registration fee may be paid:
 - (a) in full, in which case the operating period is for a consecutive 365-day period; or
 - (b) in four instalments, in which case the operating period is limited to the quarterly period of three months for which the instalment fee has been paid.
4. If the annual operating period registration fee is paid in instalments under subsection 3(b) of this Schedule, the amount of an instalment payment:
 - (a) which is due must be paid prior to the date of commencement of the instalment period in which the non-road diesel engine will be operated; and
 - (b) includes interest at 5% *per annum*.

Table 3 - Registration Fee Rates (\$ per horsepower)

Column 1	Column 2	Column 3	Column 4	Column 5 (Column 3 + Column 4)
Tier	Year	Diesel Particulate Matter Fee Rate (\$/HP)	Nitrogen Oxides Fee Rate (\$/HP)	Registration Fee Rate (\$/HP)
Tier 0	2021	20.00	0.00	20.00
	2022	20.00	0.00	20.00
	2023	20.00	0.00	20.00
	2024	31.61	2.18	33.79
	2025	36.87	2.55	39.42
	2026	42.14	2.91	45.05
	2027	47.41	3.28	50.69
	2028	52.68	3.64	56.32
	2029 and later	53.73	3.71	57.44
Tier 1	2021	10.00	0.00	10.00
	2022	10.00	0.00	10.00
	2023	10.00	0.00	10.00
	2024	11.29	1.27	12.56
	2025	13.17	1.48	14.65
	2026	15.05	1.69	16.74
	2027	16.93	1.90	18.83
	2028	18.81	2.11	20.92
	2029 and later	19.19	2.16	21.35
Tier 2	2023	0.88	0.67	1.55
	2024	1.59	0.86	2.45
	2025	3.71	1.00	4.71
	2026	4.24	1.14	5.38
	2027	7.16	1.28	8.44
	2028	7.95	1.43	9.38
	2029 and later	8.11	1.46	9.57
Tier 3	2024	1.11	0.54	1.65
	2025	2.59	0.63	3.22
	2026	2.96	0.72	3.68
	2027	4.99	0.81	5.80
	2028	5.54	0.90	6.44
	2029 and later	5.65	0.92	6.57
Tier 4	2029 and later	0.40	0.54	0.94

Monthly Operating Period

5. The registration fee for a monthly operating period is calculated as follows:

$$\text{registration fee} = \text{hp} \times \text{number of months} \times \text{prorated monthly fee rate} + \$15$$

Where:

hp is engine horsepower;

number of months is the number of monthly operating periods;

prorated monthly fee rate is
$$\frac{[\text{current year fee rate} \times N] + [\text{next year fee rate} \times (T-N)]}{T \times 8}$$

N is the number of days registered in the current calendar year of registration;

T is the total number of days in the operating period;

current year fee rate is the registration fee rate specified in Column 5 of Table 3 that appears opposite the engine tier classification (Column 1) of the non-road diesel engine and the calendar year (Column 2) of the engine's registration; and

next year fee rate is the registration fee rate specified in Column 5 of Table 3 that appears opposite the engine tier classification (Column 1) of the non-road diesel engine and the calendar year (Column 2) that is the calendar year after the calendar year of the engine's registration.

Daily Operating Period

6. The registration fee for a daily operating period is calculated as follows:

$$\text{registration fee} = (\text{hp} \times \text{daily registration fee multiplier} \times \text{current year fee rate}) + \$15$$

Where:

hp engine horsepower

daily registration fee multiplier is the multiplier specified in Column 2 of Table 4 for the number of days specified in Column 1 of Table 4; and

current year fee rate is the registration fee rate specified in Column 4 of Table 3 that appears opposite the engine tier classification (Column 1) of the non-road diesel engine and the calendar year (Column 2) of the engine's registration.

Table 4 – Daily registration fee multiplier

Column 1	Column 2
Number of Days	Multiplier
1	0.0323
2	0.0456
3	0.0559
4	0.0645
5	0.0722
6	0.0791
7	0.0854
8	0.0913
9	0.0968
10	0.1021
11	0.1070
12	0.1118
13	0.1164
14	0.1208
15	0.1250

Low-Use Engine Operating Period

7. Eligibility for a low-use engine operating period is subject to compliance with Part 5 – Low-Use Engine Registration Requirements.

8. The registration fee for a low-use engine operating period is calculated as follows:

$$\text{registration fee} = \frac{\text{hp} \times \text{prorated annual fee rate}}{4} + \$15$$

Where:

hp engine horsepower

prorated annual fee rate is $\frac{[\text{current year fee rate} \times D] + [\text{next year fee rate} \times (365 - D)]}{365 \text{ days}}$

D is the number of days calculated from the date of registration to December 31;

current year fee rate is the registration fee rate specified in Column 5 of Table 3 that appears opposite the engine tier classification (Column 1) of the non-road diesel engine and the calendar year (Column 2) of the engine's registration; and

next year fee rate is the registration fee rate specified in Column 5 of Table 3 that appears opposite the engine tier classification (Column 1) of the non-road diesel engine and the calendar year (Column 2) that is the calendar year after the calendar year of the engine's registration.

Moderate-Use Engine Operating Period

9. Eligibility for a moderate-use engine operating period is subject to compliance with Part 6 – Moderate-Use Engine Registration Requirements.
10. The registration fee for a moderate-use engine operating period is calculated as follows:
registration fee = hp x prorated annual fee rate x 0.6 + \$15

Where:

hp is engine horsepower

prorated annual fee rate is
$$\frac{[\text{current year fee rate} \times D] + [\text{next year fee rate} \times (365 - D)]}{365 \text{ days}}$$

D is the number of days calculated from the date of registration to December 31;

current year fee rate is the registration fee rate specified in Column 5 of Table 3 that appears opposite the engine tier classification (Column 1) of the non-road diesel engine and the calendar year (Column 2) of the engine's registration; and

next year fee rate is the registration fee rate specified in Column 5 of Table 3 that appears opposite the engine tier classification (Column 1) of the non-road diesel engine and the calendar year (Column 2) that is the calendar year after the calendar year of the engine's registration.

Reduction in Registration Fee for Engine with Emission Reduction Measure

11. Where a non-road diesel engine with an emission reduction measure qualifies for a reduction in the registration fee pursuant to sections 34 and 35 of the bylaw, the registration fee payable is as set out under section 1 of this Schedule 2 except that the registration fee for the applicable operating period may be reduced by a dollar value of reduction that is calculated as follows:

$$\text{reduction} = Y_{\text{DPM}} \times [(\$ \text{value of registration fee for the applicable operating period}) - \$15]$$

Where:

Y_{DPM} is the percentage of reduction in the diesel particulate emission rate as a result of an emission reduction measure, all as approved by the district director.

To: MVRD Board of Directors

From: Chris Plagnol, Corporate Officer

Date: October 13, 2021 Meeting Date: October 29, 2021

Subject: **Election of the MVRD Representative on the 2021-2022 Union of British Columbia Municipalities Executive**

EXECUTIVE SUMMARY

Annually, the MVRD Board must elect, pursuant to the *UBCM Bylaws*, a representative to serve on the Union of British Columbia Municipalities (UBCM) Executive for a one-year term. The UBCM is an organization established under provincial statute, governed by an Executive, to provide a common voice for local government on policy matters. A nomination process will be undertaken at the meeting, and if more than one director is nominated, an election using an electronic ballot will be administered.

PURPOSE

To elect a member of the Metro Vancouver Regional District (MVRD) Board of Directors to serve as the MVRD representative on the Union of British Columbia Municipalities (UBCM) Executive Board for 2021-2022.

BACKGROUND

The *UBCM Bylaws* require the MVRD to annually elect a representative to serve on the UBCM Executive. This report is being brought forward for the purposes of electing such a representative.

UBCM EXECUTIVE BOARD

The UBCM was established under a provincial statute to provide a common voice for local government in British Columbia. Its annual convention continues to be the main forum for UBCM policy-making. It provides an opportunity for local governments of all sizes and from all areas of the province to come together, share their experiences and take a united position. The ongoing administration and policy determination of the UBCM is governed by an Executive Board of 21 members that meets approximately 6 times per year.

Metro Vancouver Elected Representative

The MVRD representative is elected annually by the MVRD Board through a nomination/election process. An election by secret ballot will be administered if more than one director is nominated. As the meeting will be virtual, an electronic ballot will be administered. The representative must be a member of the MVRD Board.

The term of office takes effect at the end of the Annual Convention (held in September), with the representative invited to attend the first Executive Board meeting in November. Director Craig Hodge is the MVRD Board's elected representative for the 2020-2021 term.

ALTERNATIVES

This report is a call for nominations; no alternatives are presented.

FINANCIAL IMPLICATIONS

There are no financial implications to Metro Vancouver for the expenses of the Executive Board incurred on authorized business of the UBCM, as the UBCM pays such expenses. However, the UBCM does not cover the expenses for attendance at the annual autumn convention. Funding for the attendance of the Board's representative at the convention is included in the budget.

CONCLUSION

As the *UBCM Bylaws* require the MVRD Board to elect a member to serve on its Executive, it is recommended that the Board call for nominations from among its members for the purposes of electing an MVRD representative to serve on the UBCM Executive for 2021-2022. If more than one candidate is nominated, an election by voting will be held and voting will be conducted by secret ballot. No other alternative is presented.

References

UBCM Executive website: <http://www.ubcm.ca/EN/main/about/executive/executive-members.html>

47359687

To: MVRD Board of Directors

From: Dean Rear, General Manager, Financial Services/Chief Financial Officer

Date: October 20, 2021 Meeting Date: October 29, 2021

Subject: **MVRD 2022 Budget and 2022 – 2026 Financial Plan and Five Year Bylaw 1331**

RECOMMENDATION

1. That the MVRD Board approve the 2022 Annual Budget and endorse the 2022 – 2026 Financial Plan as shown in Attachment 1 of the report dated October 20, 2021, titled “MVRD 2022 Budget and 2022 – 2026 Financial Plan and Five Year Bylaw 1331”, in the following schedules:
 - Revenue and Expenditure Summary
 - Air Quality
 - E911 Emergency Telephone Service
 - Electoral Area Service
 - General Government Administration
 - General Government Zero Waste Collaboration Initiatives
 - Housing Planning and Policy
 - Regional Economic Prosperity
 - Regional Emergency Management
 - Regional Employer Services
 - Regional Global Positioning System
 - Regional Parks
 - Capital Portfolio - Regional Parks
 - Regional Planning
 2. That the MVRD Board approve the 2022 Annual Budget and endorse the 2022 – 2026 Financial Plan as shown in Attachment 1 as presented for the Sasamat Fire Protection Service, and shown in the following schedules:
 - Revenue and Expenditure Summary
 - Sasamat Fire Protection Service

(Only Anmore and Belcarra may vote)
 3. That the MVRD Board approve the 2022 Reserve Applications as shown in Attachment 2 of the report dated October 20, 2021, titled “MVRD 2022 Budget and 2022 – 2026 Financial Plan and Five Year Bylaw 1331”.
 4. That the MVRD Board:
 - a) give first, second and third reading to *Metro Vancouver Regional District 2022 to 2026 Financial Plan Bylaw No. 1331, 2021*; and
 - b) pass and finally adopt *Metro Vancouver Regional District 2022 to 2026 Financial Plan Bylaw No. 1331, 2021*.
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EXECUTIVE SUMMARY

Following the planning process outlined at the April 8TH Board Budget Planning Workshop and as per the direction received at the October 20th Board Budget Workshop, the MVRD 2022 Annual Budget and 2022 – 2026 Financial Plan is now being brought forward to the Board for consideration and approval. The financial plan has been developed based on a detailed budgeting process that is designed to forecast anticipated future revenue requirements to cover operating expenditures, capital expenditures and debt servicing costs over the next five years.

Also being brought forward is a request to authorize the application of 2022 reserve funds which requires the approval of the MVRD Board pursuant to the Board's *Operating, Discretionary, and Statutory Reserves Policy*.

Staff recommend approving the MVRD 2022 Annual Budget and 2022 – 2026 Financial Plan as presented.

PURPOSE

To consider and approve the 2022 MVRD Annual Budget for Regional District Services, endorse the MVRD 2022 – 2026 Financial Plan and adopt *Metro Vancouver Regional District 2022 to 2026 Financial Plan Bylaw No. 1331, 2021*.

BACKGROUND

A Board Budget Workshop was held on April 8th with the objective to seek direction for the preparation of the 2022 - 2026 Financial Plan. The workshop outlined the principles that guide the work of Metro Vancouver as an organization, the current 2021 - 2025 Financial Plan, the implications of the COVID-19 pandemic, the tools that can be used to make budget adjustments, and a proposed approach for the 2022 - 2026 Financial Plan.

In October the 2022 budgets and five year financial plans for the individual functions of Metro Vancouver Regional District were presented to Metro Vancouver Standing Committees for consideration and endorsement and are included in Attachment 1. On October 20, 2021 these budgets were also presented at the Board Budget Workshop and are summarized in the report titled "2022 - 2026 Financial Plan – Metro Vancouver Districts and Housing Corporation" (Attachment 4).

The MVRD 2022 Annual Budget and 2022 – 2026 Financial Plan is now being brought forward to the Board for consideration and approval. Also being brought forward is a request to authorize the application of 2022 reserve funds which requires the approval of the MVRD Board pursuant to the Board's *Operating, Discretionary, and Statutory Reserves Policy* (Attachment 2). Approval of the budget requires the adoption of *Metro Vancouver Regional District 2022 to 2026 Financial Plan Bylaw No. 1331, 2021* which is now being presented to the Board for consideration (Attachment 3).

BOARD BUDGET APPROVAL REQUIREMENTS

In accordance with s.374 of the *Local Government Act*, regional districts are required to adopt a five-year financial plan by bylaw annually by March 31. In addition, a process of public consultation must be undertaken regarding the financial plan prior to its adoption.

The 2022 Annual Budgets and 2022 – 2026 Financial Plans for regional district functions were presented through the month of October to applicable Board standing committees, various regional

advisory committees, a Council of Councils meeting, and the Board Budget Workshop on October 20, 2021. The Board Budget Workshop also included an invitation to the public to attend and provide comments.

The *2022 to 2026 Financial Plan Bylaw No. 1331*, has now been prepared for Board consideration and formalizes the approval of the 2022 Annual Budget. The 2022 – 2026 Financial Plan has been summarized in the format prescribed by s.374 of the *Local Government Act* and forms part of this bylaw.

In alignment with Metro Vancouver’s policies that adhere to long term financial planning principles, the financial plan has been developed based on a detailed budgeting process that is designed to predict anticipated future revenue requirements to cover operating expenditures, capital expenditures and debt servicing costs over the next five years. This information is essential in supporting Metro Vancouver’s overall budgeting process, but also provides critical information to member jurisdictions that is used in preparing individual member jurisdiction financial plans.

ALTERNATIVES

1. (a) That the MVRD Board approve the 2022 Annual Budget and endorse the 2022 – 2026 Financial Plan as shown in Attachment 1 of the report dated October 20, 2021, titled “MVRD 2022 Budget and 2022 – 2026 Financial Plan and Five Year Bylaw 1331”, in the following schedules:
 - Revenue and Expenditure Summary
 - Air Quality
 - E911 Emergency Telephone Service
 - Electoral Area Service
 - General Government Administration
 - General Government Zero Waste Collaboration Initiatives
 - Housing Planning and Policy
 - Regional Economic Prosperity
 - Regional Emergency Management
 - Regional Employer Services
 - Regional Global Positioning System
 - Regional Parks
 - Capital Portfolio - Regional Parks
 - Regional Planning
- (b) That the MVRD Board approve the 2022 Annual Budget and endorse the 2022 – 2026 Financial Plan as shown in Attachment 1 as presented for the Sasamat Fire Protection Service, and shown in the following schedules:
 - Revenue and Expenditure Summary
 - Sasamat Fire Protection Service
(Only Anmore and Belcarra may vote)
- (c) That the MVRD Board approve the 2022 Reserve Applications as shown in Attachment 2 of the report dated October 20, 2021, titled “MVRD 2022 Budget and 2022 – 2026 Financial Plan and Five Year Bylaw 1331”.

(d) That the MVRD Board:

- i. give first, second and third reading to *Metro Vancouver Regional District 2022 to 2026 Financial Plan Bylaw No. 1331, 2021*; and
- ii. pass and finally adopt *Metro Vancouver Regional District 2022 to 2026 Financial Plan Bylaw No. 1331, 2021*.

2. That the Board provide alternative direction as appropriate.

FINANCIAL IMPLICATIONS

If the Board approves alternative one, the 2022 Annual Budget will be approved as presented through the adoption of *Metro Vancouver Regional District 2022 to 2026 Financial Plan Bylaw No. 1331, 2021* and authority will be provided to undertake the Regional District Service Area work plans presented in the budget reports. The 2022 to 2026 Financial Plan for Regional District Services will also be endorsed and will provide greater certainty for budget planning in future years, as well as improved information to the public and to member jurisdictions on anticipated budgets and future rate impacts.

Under alternative two, the Board may wish to amend the 2022 budget and adopt *Metro Vancouver Regional District 2022 to 2026 Financial Plan Bylaw No. 1331, 2021* as amended. If Bylaw No. 1331 is not adopted, *2021 to 2025 Financial Plan Bylaw No. 1313, 2020* will remain in place until a new bylaw has been adopted.

SUMMARY / CONCLUSION

The 2022 Revenue and Expenditure Budgets and the 2022 Reserve Applications require Board approval. Endorsing the MVRD 2022 – 2026 Financial Plan and adoption of *Metro Vancouver Regional District 2022 to 2026 Financial Plan Bylaw No. 1331, 2021* provides the authority for the 2022 operations of the individual MVRD functions and aligns with Metro Vancouver's financial planning practices and concludes the administrative process of the 2022 budget development cycle. Staff recommend approving the MVRD 2022 Annual Budget and 2022-2026 Financial Plan and adopting *Metro Vancouver Regional District 2022 to 2026 Financial Plan Bylaw No. 1331, 2021* as presented in alternative one.

Attachments

1. MVRD 2022 – 2026 Financial Plan
2. 2022 Reserve Applications
3. *Metro Vancouver Regional District 2022 to 2026 Financial Plan Bylaw No. 1331, 2021*
4. Report "2022 – 2026 Financial Plan - Metro Vancouver Districts and Housing Corporation" dated October 20, 2021

Reference

[Metro Vancouver Board Budget Workshop Agenda, October 20, 2021](#)

**METRO VANCOUVER DISTRICTS
REVENUE AND EXPENDITURE SUMMARY
2022-2026 FINANCIAL PLAN**

	2021 BUDGET	2022 BUDGET	% CHANGE	2023 FORECAST	% CHANGE	2024 FORECAST	% CHANGE	2025 FORECAST	% CHANGE	2026 FORECAST	% CHANGE
REVENUES											
Water Sales	\$ 316,341,192	\$ 329,365,517	4.1%	\$ 349,671,028	6.2%	\$ 389,627,633	11.4%	\$ 435,617,786	11.8%	\$ 486,562,431	11.7%
Liquid Waste Services Levy	288,225,540	301,424,687	4.6%	352,964,294	17.1%	420,110,408	19.0%	507,748,924	20.9%	620,018,955	22.1%
Solid Waste Tipping Fees	108,516,645	112,909,870	4.0%	118,375,791	4.8%	124,657,561	5.3%	131,471,016	5.5%	138,384,365	5.3%
Metro Vancouver Regional District Requisitions	80,939,658	89,868,576	11.0%	101,830,420	13.3%	107,901,047	6.0%	111,047,416	2.9%	115,340,269	3.9%
Compensation Services Revenue	484,531	503,691	4.0%	510,310	1.3%	520,172	1.9%	533,079	2.5%	538,446	1.0%
Collective Bargaining Services Revenue	900,427	934,437	3.8%	948,056	1.5%	964,568	1.7%	985,392	2.2%	997,791	1.3%
Housing Rents	41,303,421	42,110,363	2.0%	42,910,062	1.9%	46,572,836	8.5%	49,231,139	5.7%	57,651,998	17.1%
Liquid Waste Industrial Charges	11,756,424	12,262,636	4.3%	12,495,626	1.9%	12,733,043	1.9%	12,974,971	1.9%	13,221,495	1.9%
Energy Sales	6,239,530	6,401,758	2.6%	6,568,204	2.6%	6,738,977	2.6%	6,914,190	2.6%	7,093,959	2.6%
Transfer from DCC Reserves	43,145,119	60,751,328	40.8%	65,014,135	7.0%	78,051,107	20.1%	99,223,872	27.1%	91,952,659	(7.3%)
User Fees	5,184,946	5,977,543	15.3%	7,416,180	24.1%	8,694,278	17.2%	9,546,095	9.8%	9,754,489	2.2%
Housing Mortgage Subsidies	2,099,058	1,885,840	(10.2%)	1,921,671	1.9%	2,408,182	25.3%	2,445,387	1.5%	2,483,298	1.6%
Non-Road Diesel Permit Fees	1,365,000	1,070,000	(21.6%)	1,070,000	0.0%	1,070,000	0.0%	1,070,000	0.0%	1,070,000	0.0%
Regional Global Positioning System User Fees	288,091	287,366	(0.3%)	292,684	1.9%	298,896	2.1%	304,100	1.7%	309,458	1.8%
Electoral Area Requisition	389,401	400,973	3.0%	416,018	3.8%	421,068	1.2%	439,054	4.3%	447,554	1.9%
Love Food Hate Waste	492,000	400,000	(18.7%)	375,000	(6.3%)	375,000	0.0%	375,000	0.0%	375,000	0.0%
Zero Waste Conference	325,000	337,000	3.7%	350,500	4.0%	366,200	4.5%	366,200	0.0%	366,200	0.0%
Other External Revenues	11,537,524	11,768,988	2.0%	12,479,905	6.0%	14,009,628	12.3%	14,062,386	0.4%	14,096,253	0.2%
Transfer from Sustainability Innovation Fund Reserves	6,456,883	2,711,001	(58.0%)	697,001	(74.3%)	442,001	(36.6%)	-	(100.0%)	-	0.0%
Transfer from Reserves	21,882,993	36,560,225	67.1%	27,145,711	(25.8%)	26,955,348	(0.7%)	25,235,203	(6.4%)	25,251,050	0.1%
TOTAL REVENUES	\$ 947,873,383	\$ 1,017,931,799	7.4%	\$ 1,103,452,596	8.4%	\$ 1,242,917,953	12.6%	\$ 1,409,591,210	13.4%	\$ 1,585,915,670	12.5%
EXPENDITURES											
Operating Programs:											
Greater Vancouver Water District	\$ 320,118,682	\$ 335,418,572	4.8%	\$ 351,645,446	4.8%	\$ 391,670,594	11.4%	\$ 437,574,783	11.7%	\$ 488,418,681	11.6%
Greater Vancouver Sewerage and Drainage District:											
Liquid Waste	354,405,786	391,216,210	10.4%	440,814,147	12.7%	520,191,445	18.0%	628,207,812	20.8%	733,881,738	16.8%
Solid Waste	118,512,571	122,991,007	3.8%	129,345,395	5.2%	137,215,550	6.1%	144,266,385	5.1%	151,422,703	5.0%
Metro Vancouver Housing Corporation	53,692,021	54,798,873	2.1%	60,287,835	10.0%	66,763,753	10.7%	68,820,418	3.1%	76,409,277	11.0%
Metro Vancouver Regional District											
Air Quality	12,560,687	12,498,252	(0.5%)	12,840,167	2.7%	12,875,410	0.3%	13,058,271	1.4%	13,765,288	5.4%
E911 Emergency Telephone Service	4,633,573	4,748,693	2.5%	4,866,654	2.5%	4,987,528	2.5%	5,111,386	2.5%	5,238,304	2.5%
Electoral Area Service	678,891	797,641	17.5%	687,686	(13.8%)	703,151	2.2%	694,137	(1.3%)	807,637	16.4%
General Government Administration	5,681,876	6,799,517	19.7%	6,939,384	2.1%	7,034,221	1.4%	7,141,602	1.5%	7,152,446	0.2%
General Government-Zero Waste Collaboration Initiatives	1,660,020	1,606,945	(3.2%)	1,591,377	(1.0%)	1,609,715	1.2%	1,609,577	0.0%	1,608,480	(0.1%)
Housing Planning and Policy	6,554,912	6,353,628	(3.1%)	8,248,312	29.8%	8,276,781	0.3%	8,297,283	0.2%	8,423,729	1.5%
Regional Emergency Management	228,945	233,731	2.1%	234,540	0.3%	236,381	0.8%	218,128	(7.7%)	213,230	(2.2%)
Regional Economic Prosperity	1,530,000	2,785,217	82.0%	3,351,233	20.3%	3,444,097	2.8%	3,489,012	1.3%	3,535,454	1.3%
Regional Employers Services	3,102,235	3,057,423	(1.4%)	3,022,613	(1.1%)	3,073,187	1.7%	3,127,988	1.8%	3,169,832	1.3%
Regional Global Positioning System	324,719	337,366	3.9%	343,684	1.9%	350,916	2.1%	357,160	1.8%	363,579	1.8%
Regional Parks	58,915,373	68,717,860	16.6%	73,920,687	7.6%	79,125,330	7.0%	82,111,346	3.8%	85,855,207	4.6%
Regional Planning	4,139,538	4,302,565	3.9%	4,415,797	2.6%	4,453,147	0.8%	4,589,884	3.1%	4,724,572	2.9%
Sasamat Fire Protection Service	1,133,554	1,268,299	11.9%	897,639	(29.2%)	906,747	1.0%	916,038	1.0%	925,513	1.0%
	101,144,323	113,507,137	12.2%	121,359,773	6.9%	127,076,611	4.7%	130,721,812	2.9%	135,783,271	3.9%
TOTAL EXPENDITURES	\$ 947,873,383	\$ 1,017,931,799	7.4%	\$ 1,103,452,596	8.4%	\$ 1,242,917,953	12.6%	\$ 1,409,591,210	13.4%	\$ 1,585,915,670	12.5%

**METRO VANCOUVER REGIONAL DISTRICT
AIR QUALITY
2022-2026 FINANCIAL PLAN**

	2021 BUDGET	2022 BUDGET	% CHANGE	2023 FORECAST	% CHANGE	2024 FORECAST	% CHANGE	2025 FORECAST	% CHANGE	2026 FORECAST	% CHANGE
REVENUES											
Metro Vancouver Regional District Requisitions	\$ 6,482,642	\$ 7,392,266	14.0%	\$ 8,747,776	18.3%	\$ 8,836,386	1.0%	\$ 9,112,371	3.1%	\$ 9,740,995	6.9%
User Fees	1,715,000	1,715,000		2,240,000		2,567,451		2,468,027		2,540,000	
Non-Road Diesel Permit Fees	1,365,000	1,070,000		1,070,000		1,070,000		1,070,000		1,070,000	
Other External Revenues	635,378	439,986		445,391		401,573		407,873		414,293	
Transfer from Sustainability Innovation Fund Reserves	1,032,667	400,000		-		-		-		-	
Transfer from Reserves	1,330,000	1,481,000		337,000		-		-		-	
TOTAL REVENUES	\$ 12,560,687	\$ 12,498,252	(0.5%)	\$ 12,840,167	2.7%	\$ 12,875,410	0.3%	\$ 13,058,271	1.4%	\$ 13,765,288	5.4%
EXPENDITURES											
Operating Programs:											
Ambient Air Quality Monitoring	\$ 2,227,265	\$ 2,377,133		\$ 2,367,128		\$ 2,385,060		\$ 2,334,044		\$ 2,734,108	
Air Quality and Climate Change Policy	2,650,389	2,738,184		3,381,547		3,004,595		3,075,564		3,175,156	
Air Quality Bylaw and Regulation Development	1,284,572	1,294,649		1,287,245		1,293,837		1,322,228		1,347,838	
Engineers in Training	34,880	46,525		47,390		48,452		49,538		50,649	
Regional Sustainability Initiatives	1,032,667	400,000		-		-		-		-	
Administration and Department Support	580,973	541,721		553,045		567,378		580,391		593,879	
	7,810,746	7,398,212	(5.3%)	7,636,355	3.2%	7,299,322	(4.4%)	7,361,765	0.9%	7,901,630	7.3%
Communications Program	150,000	150,000	0.0%	150,000	0.0%	180,000	20.0%	180,000	0.0%	180,000	0.0%
Environmental Regulation and Enforcement	3,484,723	3,993,324		4,065,325		4,426,601		4,639,739		4,882,387	
Contribution to Non-Road Diesel Reserve	257,500	-		-		-		-		-	
	3,742,223	3,993,324	6.7%	4,065,325	1.8%	4,426,601	8.9%	4,639,739	4.8%	4,882,387	5.2%
Allocation of Centralized Support Costs	857,718	956,716	11.5%	988,487	3.3%	969,487	(1.9%)	876,767	(9.6%)	801,271	(8.6%)
TOTAL EXPENDITURES	\$ 12,560,687	\$ 12,498,252	(0.5%)	\$ 12,840,167	2.7%	\$ 12,875,410	0.3%	\$ 13,058,271	1.4%	\$ 13,765,288	5.4%

METRO VANCOUVER REGIONAL DISTRICT
E911 EMERGENCY TELEPHONE SERVICE
2022-2026 FINANCIAL PLAN

	2021 BUDGET	2022 BUDGET	% CHANGE	2023 FORECAST	% CHANGE	2024 FORECAST	% CHANGE	2025 FORECAST	% CHANGE	2026 FORECAST	% CHANGE
REVENUES											
Metro Vancouver Regional District Requisitions	\$ 4,555,802	\$ 4,670,236	2.5%	\$ 4,786,248	2.5%	\$ 4,905,124	2.5%	\$ 5,027,540	2.5%	\$ 5,152,945	2.5%
Other External Revenues	<u>77,771</u>	<u>78,457</u>		<u>80,406</u>		<u>82,404</u>		<u>83,846</u>		<u>85,359</u>	
TOTAL REVENUES	<u>\$ 4,633,573</u>	<u>\$ 4,748,693</u>	2.5%	<u>\$ 4,866,654</u>	2.5%	<u>\$ 4,987,528</u>	2.5%	<u>\$ 5,111,386</u>	2.5%	<u>\$ 5,238,304</u>	2.5%
EXPENDITURES											
Operating Programs:											
Emergency Telephone Service	\$ 4,542,719	\$ 4,655,581		\$ 4,771,229		\$ 4,889,733		\$ 5,011,163		\$ 5,135,592	
Allocation of Centralized Support	<u>90,854</u>	<u>93,112</u>		<u>95,425</u>		<u>97,795</u>		<u>100,223</u>		<u>102,712</u>	
TOTAL EXPENDITURES	<u>\$ 4,633,573</u>	<u>\$ 4,748,693</u>	2.5%	<u>\$ 4,866,654</u>	2.5%	<u>\$ 4,987,528</u>	2.5%	<u>\$ 5,111,386</u>	2.5%	<u>\$ 5,238,304</u>	2.5%

**METRO VANCOUVER REGIONAL DISTRICT
ELECTORAL AREA SERVICE
2022-2026 FINANCIAL PLAN**

	2021 BUDGET	2022 BUDGET	% CHANGE	2023 FORECAST	% CHANGE	2024 FORECAST	% CHANGE	2025 FORECAST	% CHANGE	2026 FORECAST	% CHANGE
REVENUES											
Electoral Area Requisition	\$ 389,401	\$ 400,973	3.0%	\$ 416,018	3.8%	\$ 421,068	1.2%	\$ 439,054	4.3%	\$ 447,554	1.9%
User Fees	10,000	11,000		11,000		12,000		12,000		12,000	
Other External Revenues	180,490	186,668		186,668		193,083		193,083		193,083	
Transfer from Reserves	99,000	199,000		74,000		77,000		50,000		155,000	
TOTAL REVENUES	\$ 678,891	\$ 797,641	17.5%	\$ 687,686	(13.8%)	\$ 703,151	2.2%	\$ 694,137	(1.3%)	\$ 807,637	16.4%
EXPENDITURES											
Operating Programs:											
Community Planning	\$ 399,907	\$ 410,791		\$ 381,596		\$ 404,621		\$ 396,870		\$ 419,214	
Building Inspections	16,341	18,049		18,411		18,854		19,307		19,770	
Local Government Election	-	122,566		-		-		-		124,676	
Fraser Valley Library Services	2,067	2,067		2,067		2,067		2,067		2,067	
Emergency Planning	18,000	18,000		20,000		20,000		20,000		20,000	
	436,315	571,473	31.0%	422,074	(26.1%)	445,542	5.6%	438,244	(1.6%)	585,727	33.7%
Contribution to Election Reserve	30,000	-		30,000		30,000		30,000		-	
Contribution to Reserve	180,490	186,668	3.4%	186,668	0.0%	193,083	3.4%	193,083	0.0%	193,083	0.0%
	210,490	186,668	(11.3%)	216,668	16.1%	223,083	3.0%	223,083	0.0%	193,083	(13.4%)
Allocation of Centralized Support	32,086	39,500	23.1%	48,944	23.9%	34,526	(29.5%)	32,810	(5.0%)	28,827	(12.1%)
TOTAL EXPENDITURES	\$ 678,891	\$ 797,641	17.5%	\$ 687,686	(13.8%)	\$ 703,151	2.2%	\$ 694,137	(1.3%)	\$ 807,637	16.4%

METRO VANCOUVER REGIONAL DISTRICT
GENERAL GOVERNMENT ADMINISTRATION
2022-2026 FINANCIAL PLAN

	2021 BUDGET	2022 BUDGET	% CHANGE	2023 FORECAST	% CHANGE	2024 FORECAST	% CHANGE	2025 FORECAST	% CHANGE	2026 FORECAST	% CHANGE
REVENUES											
Metro Vancouver Regional District Requisitions	\$ 4,456,508	\$ 5,671,266	27.3%	\$ 5,808,696	2.4%	\$ 5,881,050	1.2%	\$ 6,005,901	2.1%	\$ 6,014,167	0.1%
Other External Revenues	975,368	978,251		980,688		1,003,171		985,701		988,279	
Transfer from Reserves	250,000	150,000		150,000		150,000		150,000		150,000	
TOTAL REVENUES	\$ 5,681,876	\$ 6,799,517	19.7%	\$ 6,939,384	2.1%	\$ 7,034,221	1.4%	\$ 7,141,602	1.5%	\$ 7,152,446	0.2%
EXPENDITURES											
Operating Programs:											
Audit and Insurance	\$ 69,295	\$ 162,533		\$ 165,326		\$ 168,172		\$ 171,073		\$ 174,029	
Board Administrative Services	2,990,446	3,761,659		3,834,905		3,916,940		4,000,716		4,086,282	
External Contributions	455,000	455,000		455,000		455,000		455,000		455,000	
Leadership and Engagement	307,643	592,997		583,240		607,428		666,198		624,085	
Mosquito Control Contract	120,166	122,930		125,266		127,646		130,071		132,543	
Regional Culture	35,079	36,376		37,043		37,862		38,701		39,558	
Contribution to Sustainability Innovation Fund Reserve	347,000	347,000		347,000		347,000		347,000		347,000	
	4,324,629	5,478,495	26.7%	5,547,780	1.3%	5,660,048	2.0%	5,808,759	2.6%	5,858,497	0.9%
Communications Program	927,000	877,000	(5.4%)	877,000	0.0%	877,000	0.0%	877,000	0.0%	877,000	0.0%
Allocation of Centralized Support Costs	430,247	444,022	3.2%	514,604	15.9%	497,173	(3.4%)	455,843	(8.3%)	416,949	(8.5%)
TOTAL EXPENDITURES	\$ 5,681,876	\$ 6,799,517	19.7%	\$ 6,939,384	2.1%	\$ 7,034,221	1.4%	\$ 7,141,602	1.5%	\$ 7,152,446	0.2%

**METRO VANCOUVER REGIONAL DISTRICT
GENERAL GOVERNMENT ZERO WASTE COLLABORATION INITIATIVES
2022-2026 FINANCIAL PLAN**

	2021 BUDGET	2022 BUDGET	% CHANGE	2023 FORECAST	% CHANGE	2024 FORECAST	% CHANGE	2025 FORECAST	% CHANGE	2026 FORECAST	% CHANGE
REVENUES											
Metro Vancouver Regional District Requisitions	\$ 768,020	\$ 769,945	0.3%	\$ 765,877	(0.5%)	\$ 768,515	0.3%	\$ 768,377	0.0%	\$ 767,280	(0.1%)
Other External Revenues	75,000	100,000		100,000		100,000		100,000		100,000	
Love Food Hate Waste	492,000	400,000		375,000		375,000		375,000		375,000	
Zero Waste Conference	325,000	337,000		350,500		366,200		366,200		366,200	
TOTAL REVENUES	\$ 1,660,020	\$ 1,606,945	(3.2%)	\$ 1,591,377	(1.0%)	\$ 1,609,715	1.2%	\$ 1,609,577	0.0%	\$ 1,608,480	(0.1%)
EXPENDITURES											
Operating Programs:											
National Zero Waste Council	\$ 195,700	\$ 220,700		\$ 220,700		\$ 220,700		\$ 220,700		\$ 220,700	
Love Food Hate Waste	492,000	400,000		375,000		375,000		375,000		375,000	
Zero Waste Conference	537,000	549,000		562,500		578,200		578,200		578,200	
	1,224,700	1,169,700	(4.5%)	1,158,200	(1.0%)	1,173,900	1.4%	1,173,900	0.0%	1,173,900	0.0%
Allocation of Centralized Support Costs	435,320	437,245	0.4%	433,177	(0.9%)	435,815	0.6%	435,677	0.0%	434,580	(0.3%)
TOTAL EXPENDITURES	\$ 1,660,020	\$ 1,606,945	(3.2%)	\$ 1,591,377	(1.0%)	\$ 1,609,715	1.2%	\$ 1,609,577	0.0%	\$ 1,608,480	(0.1%)

METRO VANCOUVER REGIONAL DISTRICT
HOUSING PLANNING & POLICY
2022-2026 FINANCIAL PLAN

	2021 BUDGET	2022 BUDGET	% CHANGE	2023 FORECAST	% CHANGE	2024 FORECAST	% CHANGE	2025 FORECAST	% CHANGE	2026 FORECAST	% CHANGE
REVENUES											
Metro Vancouver Regional District Requisitions	\$ 6,031,486	\$ 6,253,628	3.7%	\$ 8,248,312	31.9%	\$ 8,276,781	0.3%	\$ 8,297,283	0.2%	\$ 8,423,729	1.5%
Transfer from Sustainability Innovation Fund Reserves	523,426	100,000		-		-		-		-	
TOTAL REVENUES	\$ 6,554,912	\$ 6,353,628	(3.1%)	\$ 8,248,312	29.8%	\$ 8,276,781	0.3%	\$ 8,297,283	0.2%	\$ 8,423,729	1.5%
EXPENDITURES											
Operating Programs:											
Housing Planning and Policy	\$ 1,465,336	\$ 1,241,092		\$ 1,114,876		\$ 1,158,537		\$ 1,185,126		\$ 1,319,130	
Contribution to Affordable Housing Re-development Reserve	1,000,000	1,000,000		1,000,000		1,000,000		1,000,000		1,000,000	
Contribution to Affordable Housing Development Reserve	4,000,000	4,000,000		6,000,000		6,000,000		6,000,000		6,000,000	
	6,465,336	6,241,092	(3.5%)	8,114,876	30.0%	8,158,537	0.5%	8,185,126	0.3%	8,319,130	1.6%
Communications Program	25,000	25,000	0.0%	25,000	0.0%	25,000	0.0%	25,000	0.0%	25,000	0.0%
Allocation of Centralized Support Costs	64,576	87,536	35.6%	108,436	23.9%	93,244	(14.0%)	87,157	(6.5%)	79,599	(8.7%)
TOTAL EXPENDITURES	\$ 6,554,912	\$ 6,353,628	(3.1%)	\$ 8,248,312	29.8%	\$ 8,276,781	0.3%	\$ 8,297,283	0.2%	\$ 8,423,729	1.5%

METRO VANCOUVER REGIONAL DISTRICT
REGIONAL EMERGENCY MANAGEMENT
2022-2026 FINANCIAL PLAN

	2021 BUDGET	2022 BUDGET	% CHANGE	2023 FORECAST	% CHANGE	2024 FORECAST	% CHANGE	2025 FORECAST	% CHANGE	2026 FORECAST	% CHANGE
REVENUES											
Metro Vancouver Regional District Requisitions	\$ 173,000	\$ 173,194	0.1%	\$ 174,010	0.5%	\$ 177,817	2.2%	\$ 180,551	1.5%	\$ 184,063	1.9%
Transfer from Reserves	55,945	60,537		60,530		58,564		37,577		29,167	
TOTAL REVENUES	\$ 228,945	\$ 233,731	2.1%	\$ 234,540	0.3%	\$ 236,381	0.8%	\$ 218,128	(7.7%)	\$ 213,230	(2.2%)
EXPENDITURES											
Operating Programs:											
Regional Emergency Management	\$ 218,043	\$ 222,601		\$ 223,371		\$ 225,125		\$ 207,741		\$ 203,076	
Allocation of Centralized Support	10,902	11,130		11,169		11,256		10,387		10,154	
TOTAL EXPENDITURES	\$ 228,945	\$ 233,731	2.1%	\$ 234,540	0.3%	\$ 236,381	0.8%	\$ 218,128	(7.7%)	\$ 213,230	(2.2%)

METRO VANCOUVER REGIONAL DISTRICT
REGIONAL ECONOMIC PROSPERITY
2022-2026 FINANCIAL PLAN

	2021 BUDGET	2022 BUDGET	% CHANGE	2023 FORECAST	% CHANGE	2024 FORECAST	% CHANGE	2025 FORECAST	% CHANGE	2026 FORECAST	% CHANGE
REVENUES											
Metro Vancouver Regional District Requisitions	\$ 1,530,000	\$ 2,185,217	42.8%	\$ 2,851,233	30.5%	\$ 3,344,097	17.3%	\$ 3,489,012	4.3%	\$ 3,535,454	1.3%
Transfer from Reserves	-	600,000		500,000		100,000		-		-	
TOTAL REVENUES	\$ 1,530,000	\$ 2,785,217	82.0%	\$ 3,351,233	20.3%	\$ 3,444,097	2.8%	\$ 3,489,012	1.3%	\$ 3,535,454	1.3%
EXPENDITURES											
Operating Programs:											
Collaboration	\$ 200,000	\$ 463,003		\$ 466,520		\$ 471,519		\$ 476,636		\$ 481,867	
Regional Data Collection and Research	200,000	539,491		761,997		780,024		798,467		817,335	
Attracting Investment	700,000	1,190,477		1,430,734		1,461,580		1,493,138		1,525,428	
Leadership and Administration	400,000	456,449		465,070		475,399		485,964		496,770	
	\$ 1,500,000	\$ 2,649,420	76.6%	\$ 3,124,321	17.9%	\$ 3,188,522	2.1%	\$ 3,254,205	2.1%	\$ 3,321,400	2.1%
Allocation of Centralized Support	30,000	135,797	350.0%	226,912	67.1%	255,575	12.6%	234,807	(8.1%)	214,054	(8.8%)
TOTAL EXPENDITURES	\$ 1,530,000	\$ 2,785,217	82.0%	\$ 3,351,233	20.3%	\$ 3,444,097	2.8%	\$ 3,489,012	1.3%	\$ 3,535,454	1.3%

**METRO VANCOUVER REGIONAL DISTRICT
REGIONAL EMPLOYERS SERVICES
2022-2026 FINANCIAL PLAN**

	2021 BUDGET	2022 BUDGET	% CHANGE	2023 FORECAST	% CHANGE	2024 FORECAST	% CHANGE	2025 FORECAST	% CHANGE	2026 FORECAST	% CHANGE
REVENUES											
Metro Vancouver Regional District Requisitions	\$ 1,038,343	\$ 1,109,664	6.9%	\$ 1,125,002	1.4%	\$ 1,141,212	1.4%	\$ 1,154,170	1.1%	\$ 1,171,901	1.5%
Compensation Services Revenue	484,531	503,691		510,310		520,172		533,079		538,446	
Collective Bargaining Services Revenue	900,427	934,437		948,056		964,568		985,392		997,791	
Other External Revenues	388,609	434,631		439,245		447,235		455,347		461,694	
Transfer from Reserves	290,325	75,000		-		-		-		-	
TOTAL REVENUES	\$ 3,102,235	\$ 3,057,423	(1.4%)	\$ 3,022,613	(1.1%)	\$ 3,073,187	1.7%	\$ 3,127,988	1.8%	\$ 3,169,832	1.3%
EXPENDITURES											
Operating Programs:											
Information and Advisory Services	\$ 1,398,879	\$ 1,279,160		\$ 1,227,876		\$ 1,258,790		\$ 1,286,602		\$ 1,315,077	
Compensation Services	520,080	543,566		555,674		567,689		585,015		595,155	
Collective Bargaining	936,478	976,191		999,347		1,019,062		1,046,822		1,067,632	
	2,855,437	2,798,917	(2.0%)	2,782,897	(0.6%)	2,845,541	2.3%	2,918,439	2.6%	2,977,864	2.0%
Allocation of Centralized Support	246,798	258,506	4.7%	239,716	(7.3%)	227,646	(5.0%)	209,549	(7.9%)	191,968	(8.4%)
TOTAL EXPENDITURES	\$ 3,102,235	\$ 3,057,423	(1.4%)	\$ 3,022,613	(1.1%)	\$ 3,073,187	1.7%	\$ 3,127,988	1.8%	\$ 3,169,832	1.3%

METRO VANCOUVER REGIONAL DISTRICT
REGIONAL GLOBAL POSITIONING SYSTEM
2022-2026 FINANCIAL PLAN

	2021 BUDGET	2022 BUDGET	% CHANGE	2023 FORECAST	% CHANGE	2024 FORECAST	% CHANGE	2025 FORECAST	% CHANGE	2026 FORECAST	% CHANGE
REVENUES											
Regional Global Positioning System User Fees	\$ 288,091	\$ 287,366	(0.3%)	\$ 292,684	1.9%	\$ 298,896	2.1%	\$ 304,100	1.7%	\$ 309,458	1.8%
Other External Revenues	36,628	50,000		51,000		52,020		53,060		54,121	
TOTAL REVENUES	\$ 324,719	\$ 337,366	3.9%	\$ 343,684	1.9%	\$ 350,916	2.1%	\$ 357,160	1.8%	\$ 363,579	1.8%
EXPENDITURES											
Operating Programs:											
Regional Global Positioning System	\$ 292,184	\$ 265,914		\$ 271,603		\$ 278,158		\$ 284,872		\$ 291,742	
Contribution to Reserve	11,444	45,000		49,307		50,540		51,804		53,099	
Allocation of Centralized Support	21,091	26,452		22,774		22,218		20,484		18,738	
TOTAL EXPENDITURES	\$ 324,719	\$ 337,366	3.9%	\$ 343,684	1.9%	\$ 350,916	2.1%	\$ 357,160	1.8%	\$ 363,579	1.8%

METRO VANCOUVER REGIONAL DISTRICT
REGIONAL PARKS
2022-2026 FINANCIAL PLAN

	2021 BUDGET	2022 BUDGET	% CHANGE	2023 FORECAST	% CHANGE	2024 FORECAST	% CHANGE	2025 FORECAST	% CHANGE	2026 FORECAST	% CHANGE
REVENUES											
Metro Vancouver Regional District Requisitions	\$ 51,869,535	\$ 57,062,296	10.0%	\$ 64,294,830	12.7%	\$ 69,485,171	8.1%	\$ 71,691,289	3.2%	\$ 74,874,650	4.4%
User Fees	897,708	881,314		864,543		884,280		904,112		924,042	
Other External Revenues	1,525,860	1,855,250		1,580,314		1,599,879		1,649,945		1,675,515	
Transfer from Sustainability Innovation Fund Reserves	338,410	264,000		-		-		-		-	
Transfer from Reserves	4,283,860	8,655,000		7,181,000		7,156,000		7,866,000		8,381,000	
TOTAL REVENUES	\$ 58,915,373	\$ 68,717,860	16.6%	\$ 73,920,687	7.6%	\$ 79,125,330	7.0%	\$ 82,111,346	3.8%	\$ 85,855,207	4.6%
EXPENDITURES											
Operating Programs:											
Systems Planning, Design and Development Services											
Planning and Resource Management	\$ 2,365,197	\$ 2,660,418		\$ 2,245,397		\$ 2,320,760		\$ 2,344,053		\$ 2,392,517	
Design and Development	1,357,013	1,539,521		1,565,096		1,605,593		1,668,720		1,668,137	
Engineers in Training	11,627	15,508		15,797		16,151		16,513		16,883	
	<u>3,733,837</u>	<u>4,215,447</u>	12.9%	<u>3,826,290</u>	(9.2%)	<u>3,942,504</u>	3.0%	<u>3,994,286</u>	1.3%	<u>4,077,537</u>	2.1%
Systems Visitor and Operations Services											
Visitor Services	1,388,491	1,523,534		1,534,519		1,562,702		1,581,265		1,600,212	
Operations Services	1,810,639	1,802,557		1,805,232		1,838,849		1,873,297		1,907,321	
	<u>3,199,130</u>	<u>3,326,091</u>	4.0%	<u>3,339,751</u>	0.4%	<u>3,401,551</u>	1.9%	<u>3,454,562</u>	1.6%	<u>3,507,533</u>	1.5%
Central Area Services											
Operations and Maintenance	6,066,609	6,753,942		6,673,787		7,012,835		7,196,357		7,361,683	
Area Visitor Services	576,457	612,709		653,595		691,803		723,844		739,299	
Area Management and Administration	2,888,763	3,422,093		633,589		649,342		664,563		680,776	
Area Planning	156,801	161,774		164,334		168,657		171,874		175,166	
Burns Bog Ecological Conservancy Area	421,863	471,440		476,410		506,593		513,170		519,900	
Contribution to Reserve	23,000	223,000		223,000		223,000		223,000		223,000	
	<u>10,133,493</u>	<u>11,644,958</u>	14.9%	<u>8,824,715</u>	(24.2%)	<u>9,252,230</u>	4.8%	<u>9,492,808</u>	2.6%	<u>9,699,824</u>	2.2%
East Area Services											
Operations and Maintenance	4,435,927	4,846,934		5,034,757		5,157,126		5,352,906		5,472,127	
Area Visitor Services	557,073	635,817		644,463		657,562		670,965		706,727	
Area Management and Administration	673,451	626,506		637,689		653,354		668,362		683,723	
Area Planning	153,370	165,881		169,160		173,036		177,000		181,053	
	<u>5,819,821</u>	<u>6,275,138</u>	7.8%	<u>6,486,069</u>	3.4%	<u>6,641,078</u>	2.4%	<u>6,869,233</u>	3.4%	<u>7,043,630</u>	2.5%
West Area Services											
Operations and Maintenance	4,268,606	4,756,383		4,861,520		4,993,418		5,173,103		5,419,226	
Area Visitor Services	579,319	626,892		637,799		651,169		682,983		697,413	
Area Management and Administration	929,561	963,755		977,029		993,319		1,009,988		1,027,050	
Area Planning	152,592	157,565		160,125		163,269		166,486		169,778	
	<u>5,930,078</u>	<u>6,504,595</u>	9.7%	<u>6,636,473</u>	2.0%	<u>6,801,175</u>	2.5%	<u>7,032,560</u>	3.4%	<u>7,313,467</u>	4.0%
Administration and Department Support	1,398,761	1,451,781	3.8%	1,473,389	1.5%	1,528,171	3.7%	1,553,576	1.7%	1,579,534	1.7%
Communications Program	110,000	110,000	0.0%	110,000	0.0%	110,000	0.0%	110,000	0.0%	110,000	0.0%
Utility Voice Radio	84,060	82,520	(1.8%)	83,482	1.2%	85,760	2.7%	87,965	2.6%	89,747	2.0%
Quality Control Allocated	53,591	54,406	1.5%	54,422	0.0%	56,296	3.4%	57,648	2.4%	59,338	2.9%
Allocation of Centralized Support Costs	3,503,795	4,115,924	17.5%	4,279,744	4.0%	4,017,392	(6.1%)	3,758,269	(6.5%)	3,558,747	(5.3%)
Total Operating Programs	<u>33,966,566</u>	<u>37,780,860</u>	11.2%	<u>35,114,335</u>	(7.1%)	<u>35,836,157</u>	2.1%	<u>36,410,907</u>	1.6%	<u>37,039,357</u>	1.7%
Allocation of Project Delivery Cost	166,807	-	(100.0%)	179,352	0.0%	187,173	4.4%	188,439	0.7%	188,850	0.2%
Asset Maintenance	4,030,000	5,185,000	28.7%	7,125,000	37.4%	7,100,000	(0.4%)	7,810,000	10.0%	8,325,000	6.6%
Contribution to Capital Infrastructure Reserve	5,182,000	6,182,000	19.3%	7,932,000	28.3%	8,432,000	6.3%	10,132,000	20.2%	12,732,000	25.7%
Contribution to Parkland Acquisition and Development Reserve	15,570,000	19,570,000	25.7%	23,570,000	20.4%	27,570,000	17.0%	27,570,000	0.0%	27,570,000	0.0%
TOTAL EXPENDITURES	\$ 58,915,373	\$ 68,717,860	16.6%	\$ 73,920,687	7.6%	\$ 79,125,330	7.0%	\$ 82,111,346	3.8%	\$ 85,855,207	4.6%

**METRO VANCOUVER REGIONAL DISTRICT
CAPITAL PORTFOLIO
REGIONAL PARKS
2022 CAPITAL BUDGET AND 2022-2026 CAPITAL PLAN**

	CAPITAL BUDGET FOR APPROVAL	2022 CAPITAL CASH FLOW	2023 CAPITAL CASH FLOW	2024 CAPITAL CASH FLOW	2025 CAPITAL CASH FLOW	2026 CAPITAL CASH FLOW	2022 TO 2026 TOTAL CAPITAL CASH FLOW	ACTIVE PHASE	PRIMARY DRIVER
CAPITAL EXPENDITURES									
Major Projects									
Grouse Mountain - Regional Park Trail and Amenity Improvements	\$ 3,075,000	\$ 725,000	\$ 1,000,000	\$ 1,000,000	\$ -	\$ -	\$ 2,725,000	Construction	Capacity, Growth & Ecological Resilience
Widgeon Marsh - Regional Park Development	19,100,000	7,520,000	6,580,000	-	-	-	14,100,000	Construction	Capacity, Growth & Ecological Resilience
Campbell Valley - Management Plan Implementation	8,100,000	1,000,000	2,000,000	2,500,000	2,000,000	-	7,500,000	Construction	Capacity, Growth & Ecological Resilience
Belcarra - South Day Use Area	-	-	250,000	2,200,000	3,500,000	-	5,950,000	Planned	Capacity, Growth & Ecological Resilience
Codd Wetland - Park Development	-	-	-	900,000	2,500,000	4,500,000	7,900,000	Planned	Capacity, Growth & Ecological Resilience
West Creek Wetlands - Park Development	-	-	300,000	750,000	1,000,000	750,000	2,800,000	Planned	Capacity, Growth & Ecological Resilience
Burns Bog - Fire Restoration	-	-	-	-	-	500,000	500,000	Planned	Capacity, Growth & Ecological Resilience
Total Major Projects Program	\$ 30,275,000	\$ 9,245,000	\$ 10,130,000	\$ 7,350,000	\$ 9,000,000	\$ 5,750,000	\$ 41,475,000		
Greenways									
Aldergrove - Rock'n Horse Trail Connector	\$ 400,000	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ 400,000	Planned	Connected Network
DNR/DSSG Management Plan Implementation	-	-	600,000	3,500,000	3,500,000	2,500,000	10,100,000	Planned	Connected Network
Boundry Bay - Perimeter Trail	-	-	150,000	1,500,000	-	-	1,650,000	Planned	Connected Network
Tynehead - Perimeter Trail	-	-	1,000,000	1,500,000	-	-	2,500,000	Planned	Connected Network
Other Greenways Upgrades	-	-	3,500,000	1,000,000	100,000	200,000	4,800,000	Planned	Connected Network
Total Greenways Program	\$ 400,000	\$ 400,000	\$ 5,250,000	\$ 7,500,000	\$ 3,600,000	\$ 2,700,000	\$ 19,450,000		
Service Facilities									
Burnaby Lake - Service Yard Building Replacement	\$ 1,000,000	\$ 200,000	\$ 50,000	\$ 500,000	\$ -	\$ -	\$ 750,000	Construction	Facility Replacement & Asset Management
Capilano - New Service Yard	943,000	150,000	-	-	-	-	150,000	Construction	Facility Replacement & Asset Management
Total Service Facilities Program	\$ 1,943,000	\$ 350,000	\$ 50,000	\$ 500,000	\$ -	\$ -	\$ 900,000		
Park Development									
Crippen - Davies Orchard	\$ 1,750,000	\$ 1,000,000	\$ 750,000	\$ -	\$ -	\$ -	\$ 1,750,000	Planned	Capacity, Growth & Ecological Resilience
Derby Reach - Full Service Washroom	2,014,000	1,560,000	-	-	-	-	1,560,000	Construction	Capacity, Growth & Ecological Resilience
Crippen - Dorman Point Acces and Amenities	500,000	500,000	-	-	-	-	500,000	Planned	Facility Replacement & Asset Management
Colony Farm - TMX Agreement Projects	1,000,000	100,000	300,000	300,000	300,000	-	1,000,000	Planned	Capacity, Growth & Ecological Resilience
Belcarra - Admiralty Heights Trail Decomissioning	-	-	250,000	500,000	250,000	-	1,000,000	Planned	Capacity, Growth & Ecological Resilience
Belcarra - White Pine Redevelopment & Improvements	-	-	-	-	150,000	1,600,000	1,750,000	Planned	Capacity, Growth & Ecological Resilience
Campbell Valley - Little River Loop Boardwalk	-	-	800,000	-	-	-	800,000	Planned	Facility Replacement & Asset Management
Pacific Spirit - Beach Access & Trail Improvments	-	-	50,000	100,000	500,000	1,000,000	1,650,000	Planned	Facility Replacement & Asset Management
Advanced Design Work for Future Projects	1,300,000	1,300,000	-	-	-	-	1,300,000	Planned	Capacity, Growth & Ecological Resilience
Park Amenities and Visitor Experience	4,500,000	750,000	750,000	1,000,000	1,000,000	1,000,000	4,500,000	Planned	Capacity, Growth & Ecological Resilience
Other Replacement, Restoration & Upgrade Projects	4,610,000	300,000	275,000	1,005,000	1,700,000	1,330,000	4,610,000	Planned	Facility Replacement & Asset Management
Total Park Development Program	\$ 15,674,000	\$ 5,510,000	\$ 3,175,000	\$ 2,905,000	\$ 3,900,000	\$ 4,930,000	\$ 20,420,000		
Regional Parks Land Acquisition									
Regional Parks Land Acquisition	\$ 15,750,000	\$ 15,750,000	\$ 15,000,000	\$ 14,000,000	\$ 12,500,000	\$ 17,000,000	\$ 74,250,000		Land Acquisition
Total Land Acquisition Program	\$ 15,750,000	\$ 15,750,000	\$ 15,000,000	\$ 14,000,000	\$ 12,500,000	\$ 17,000,000	\$ 74,250,000		

METRO VANCOUVER REGIONAL DISTRICT
CAPITAL PORTFOLIO
REGIONAL PARKS
2022 CAPITAL BUDGET AND 2022-2026 CAPITAL PLAN

	CAPITAL BUDGET FOR APPROVAL	2022 CAPITAL CASH FLOW	2023 CAPITAL CASH FLOW	2024 CAPITAL CASH FLOW	2025 CAPITAL CASH FLOW	2026 CAPITAL CASH FLOW	2022 TO 2026 TOTAL CAPITAL CASH FLOW	ACTIVE PHASE	PRIMARY DRIVER
TOTAL CAPITAL EXPENDITURES	\$ 64,042,000	\$ 31,255,000	\$ 33,605,000	\$ 32,255,000	\$ 29,000,000	\$ 30,380,000	\$ 156,495,000		
CAPITAL FUNDING									
Reserve	\$ 57,352,060	\$ 27,347,000	\$ 32,491,780	\$ 31,141,780	\$ 28,700,000	\$ 30,380,000	\$ 150,060,560		
Grants	6,689,940	3,908,000	1,113,220	1,113,220	300,000		6,434,440		
Total	\$ 64,042,000	\$ 31,255,000	\$ 33,605,000	\$ 32,255,000	\$ 29,000,000	\$ 30,380,000	\$ 156,495,000		
SUMMARY BY DRIVER									
Capacity, Growth & Ecological Resilience	\$ 40,839,000	\$ 13,955,000	\$ 12,180,000	\$ 9,150,000	\$ 10,700,000	\$ 8,350,000	\$ 54,335,000		
Facility Replacement & Asset Management	7,053,000	1,150,000	1,175,000	1,605,000	2,200,000	2,330,000	8,460,000		
Connected Network	400,000	400,000	5,250,000	7,500,000	3,600,000	2,700,000	19,450,000		
Land Acquisition	15,750,000	15,750,000	15,000,000	14,000,000	12,500,000	17,000,000	74,250,000		
Total	\$ 64,042,000	\$ 31,255,000	\$ 33,605,000	\$ 32,255,000	\$ 29,000,000	\$ 30,380,000	\$ 156,495,000		

METRO VANCOUVER REGIONAL DISTRICT
REGIONAL PLANNING
2022-2026 FINANCIAL PLAN

	2021 BUDGET	2022 BUDGET	% CHANGE	2023 FORECAST	% CHANGE	2024 FORECAST	% CHANGE	2025 FORECAST	% CHANGE	2026 FORECAST	% CHANGE
REVENUES											
Metro Vancouver Regional District Requisitions	\$ 3,510,768	\$ 3,922,565	11.7%	\$ 4,140,797	5.6%	\$ 4,188,147	1.1%	\$ 4,414,884	5.4%	\$ 4,559,572	3.3%
Transfer from Sustainability Innovation Fund Reserves	348,770	100,000		-		-		-		-	
Transfer from Reserves	280,000	280,000		275,000		265,000		175,000		165,000	
TOTAL REVENUES	\$ 4,139,538	\$ 4,302,565	3.9%	\$ 4,415,797	2.6%	\$ 4,453,147	0.8%	\$ 4,589,884	3.1%	\$ 4,724,572	2.9%
EXPENDITURES											
Operating Programs:											
Environment	\$ 915,136	\$ -		\$ -		\$ -		\$ -		\$ -	
Implementation Services	-	765,946		768,228		783,259		788,637		799,369	
Regional Land Use Policy	1,073,916	1,522,102		1,555,599		1,557,844		1,577,231		1,593,394	
Planning Analytics	774,503	797,335		941,627		951,183		1,074,329		1,184,669	
Regional Sustainability Initiatives	348,770	100,000		-		-		-		-	
Administration and Department Support	674,767	744,590		759,474		777,525		796,299		815,184	
	3,787,092	3,929,973	3.8%	4,024,928	2.4%	4,069,811	1.1%	4,236,496	4.1%	4,392,616	3.7%
Communications Program	60,000	50,000	(16.7%)	50,000	0.0%	50,000	0.0%	50,000	0.0%	50,000	0.0%
Allocation of Centralized Support Costs	292,446	322,592	10.3%	340,869	5.7%	333,336	(2.2%)	303,388	(9.0%)	281,956	(7.1%)
TOTAL EXPENDITURES	\$ 4,139,538	\$ 4,302,565	3.9%	\$ 4,415,797	2.6%	\$ 4,453,147	0.8%	\$ 4,589,884	3.1%	\$ 4,724,572	2.9%

METRO VANCOUVER REGIONAL DISTRICT
SASAMAT FIRE PROTECTION SERVICE
2022-2026 FINANCIAL PLAN

	2021 BUDGET	2022 BUDGET	% CHANGE	2023 FORECAST	% CHANGE	2024 FORECAST	% CHANGE	2025 FORECAST	% CHANGE	2026 FORECAST	% CHANGE
REVENUES											
Metro Vancouver Regional District Requisitions	\$ 523,554	\$ 658,299	25.7%	\$ 887,639	34.8%	\$ 896,747	1.0%	\$ 906,038	1.0%	\$ 915,513	1.0%
Other External Revenues	10,000	10,000		10,000		10,000		10,000		10,000	
Transfer from Reserves	600,000	600,000		-		-		-		-	
TOTAL REVENUES	\$ 1,133,554	\$ 1,268,299	11.9%	\$ 897,639	(29.2%)	\$ 906,747	1.0%	\$ 916,038	1.0%	\$ 925,513	1.0%
EXPENDITURES											
Operating Programs:											
Sasamat Fire Protection Service	\$ 249,140	\$ 280,326		\$ 415,770		\$ 424,050		\$ 432,496		\$ 441,110	
Apparatus Acquisitions	600,000	600,000		-		-		-		-	
Contribution to Capital Reserve	92,100	92,100		92,100		92,100		92,100		92,100	
Contribution to Capital Facilities Reserve	167,400	267,840		348,192		348,192		348,192		348,192	
	\$ 1,108,640	\$ 1,240,266	11.9%	856,062	(31.0%)	864,342	1.0%	872,788	1.0%	881,402	1.0%
Allocation of Centralized Support Costs	24,914	28,033	12.5%	41,577	48.3%	42,405	2.0%	43,250	2.0%	44,111	2.0%
TOTAL EXPENDITURES	\$ 1,133,554	\$ 1,268,299	11.9%	\$ 897,639	(29.2%)	\$ 906,747	1.0%	\$ 916,038	1.0%	\$ 925,513	1.0%

2022 RESERVE APPLICATIONS - METRO VANCOUVER DISTRICTS

2022 Budget - Proposed Application And Transfers of Reserves (To Be Approved by the Board in October 2021)

Function	Description	Reserve Name	Operating Reserves	Discretionary Reserves	Statutory Reserves
PROPOSED APPLICATIONS					
MVRD					
Air Quality	Fund SIF Projects	MVRD SIF Reserve			400,000
	Fund Air Quality Projects and Initiatives			1,481,000	
Electoral Area Service	Fund Electoral Area Service Projects, Initiatives and Studies	Electoral Area General Reserve		139,000	
	Fund Electoral Area Election	Electoral Area Election Reserve			60,000
General Government	Fund Cultural grants	Grants Reserve Fund			150,000
	Fund General Government Initiatives	General Government General Reserve		-	
Housing Planning and Policy	Fund SIF Projects	MVRD SIF Reserve			100,000
Regional Economic Prosperity	Fund Regional Economic Prosperity Projects and Initiatives	Regional Economic Prosperity General Reserve		600,000	
Regional Emergency Management (REM)	Fund REM program initiatives	REM General Reserve		60,537	
Regional Employer Services	Fund Regional Employer Services Projects and Initiatives	Labour Relations General Reserve		75,000	
Regional Parks	Fund SIF Projects	MVRD SIF Reserve			264,000
	Fund Litigation Cost/ Legal Fees	Regional Parks General Reserve		1,800,000	
	Fund Regional Parks Projects and Initiatives	Regional Parks General Reserve		145,000	
	Fund Regional Parkland Acquisitions and Development	Regional Parkland Acquisition and Development Reserve			21,750,000
	Fund Regional Parks Capital Replacement, Maintenance and Initiatives	Regional Parks Infrastructure Reserve			10,865,750
	Fund Pacific Parklands Foundation Stewardship Programs	Regional Parks Legacy Fund			50,000
	Surplus in excess of operating reserve minimum applied to reduce rates	Operating Reserve	1,300,000		
Regional Planning	Fund SIF Project	MVRD SIF Reserve			100,000
	Fund Regional Planning Projects and Initiatives	Regional Planning General Reserve		280,000	
Sasamat Fire Protection Service	Fund New Fire Truck	SFPS Capital Reserve Fund			600,000
Corporate Services	Fund Corporate Services Projects, Equipment Replacements and Building Improvements	Centralized Support Reserve		5,092,735	
	Fund Fleet Vehicles and Equipment Purchases	Corporate Fleet Reserve			1,928,139
Financial Services	Fund Financial Services Projects and Initiatives	Centralized Support Reserve		400,000	
Human Resources	Fund Human Resources Projects and Initiatives	Centralized Support Reserve		90,000	
Legislative Services	Fund Legislative Services Projects and Initiatives	Centralized Support Reserve		-	
TOTAL PROPOSED APPLICATIONS			\$ 1,300,000	\$ 10,163,272	\$ 36,267,889

**METRO VANCOUVER REGIONAL DISTRICT
BYLAW NO. 1331, 2021
A Bylaw to Adopt the Financial Plan for the Years 2022 to 2026**

The Metro Vancouver Regional District (the “MVRD”) Board of Directors, enacts as follows:

1. This bylaw may be cited as the “Metro Vancouver Regional District 2022 to 2026 Financial Plan Bylaw No. 1331, 2021”.
2. The Five-Year Financial Plan for the Metro Vancouver Regional District attached hereto as Schedule 1, is hereby made part of this bylaw and adopted for the period 2022 to 2026 inclusive.
3. “Metro Vancouver Regional District 2021 to 2025 Financial Plan Bylaw No. 1313, 2020” is hereby repealed.
4. This bylaw is effective January 1st, 2022.

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

Passed and finally adopted this _____ day of _____, _____.

Sav Dhaliwal, Chair

Chris Plagnol, Corporate Officer

Schedule 1

METRO VANCOUVER REGIONAL DISTRICTS
REVENUE AND EXPENDITURES SUMMARY
2022 BUDGET REVIEW
2022-2026 FINANCIAL PLAN

	2022 BUDGET	2023 FORECAST	2024 FORECAST	2025 FORECAST	2026 FORECAST
REVENUES					
Metro Vancouver Regional District Requisitions	\$ 89,868,576	\$ 101,830,420	\$ 107,901,047	\$ 111,047,416	\$ 115,340,269
Compensation Services Revenue	503,691	510,310	520,172	533,079	538,446
Collective Bargaining Services Revenue	934,437	948,056	964,568	985,392	997,791
Electoral Area Requisition	400,973	416,018	421,068	439,054	447,554
Regional Global Positioning System User Fees	287,366	292,684	298,896	304,100	309,458
User Fees	2,607,314	3,115,543	3,463,731	3,384,139	3,476,042
Non-Road Diesel Permit Fees	1,070,000	1,070,000	1,070,000	1,070,000	1,070,000
Love Food Hate Waste	400,000	375,000	375,000	375,000	375,000
Zero Waste Conference	337,000	350,500	366,200	366,200	366,200
Other External Revenues	4,133,243	3,873,712	3,889,365	3,938,855	3,982,344
Transfer from Sustainability Innovation Fund Reserves	864,000	-	-	-	-
Transfer from Reserves	12,100,537	8,577,530	7,806,564	8,278,577	8,880,167
TOTAL REVENUES	\$ 113,507,137	\$ 121,359,773	\$ 127,076,611	\$ 130,721,812	\$ 135,783,271

EXPENDITURES					
Metro Vancouver Regional District					
Air Quality	\$ 12,498,252	\$ 12,840,167	\$ 12,875,410	\$ 13,058,271	\$ 13,765,288
E911 Emergency Telephone Service	4,748,693	4,866,654	4,987,528	5,111,386	5,238,304
Electoral Area Service	797,641	687,686	703,151	694,137	807,637
General Government Administration	6,799,517	6,939,384	7,034,221	7,141,602	7,152,446
General Government-Zero Waste Collaboration Initiatives	1,606,945	1,591,377	1,609,715	1,609,577	1,608,480
Housing Planning and Policy	6,353,628	8,248,312	8,276,781	8,297,283	8,423,729
Regional Emergency Management	233,731	234,540	236,381	218,128	213,230
Regional Economic Prosperity	2,785,217	3,351,233	3,444,097	3,489,012	3,535,454
Regional Employers Services	3,057,423	3,022,613	3,073,187	3,127,988	3,169,832
Regional Global Positioning System	337,366	343,684	350,916	357,160	363,579
Regional Parks	68,717,860	73,920,687	79,125,330	82,111,346	85,855,207
Regional Planning	4,302,565	4,415,797	4,453,147	4,589,884	4,724,572
Sasamat Fire Protection Service	1,268,299	897,639	906,747	916,038	925,513
TOTAL EXPENDITURES	\$ 113,507,137	\$ 121,359,773	\$ 127,076,611	\$ 130,721,812	\$ 135,783,271

CAPITAL FUNDING						Capital Budget For Approval
Reserve	27,347,000	32,491,780	31,141,780	28,700,000	30,380,000	57,352,060
Grants	3,908,000	1,113,220	1,113,220	300,000		6,689,940
	\$ 31,255,000	\$ 33,605,000	\$ 32,255,000	\$ 29,000,000	\$ 30,380,000	\$ 64,042,000
CAPITAL FUNDING						
Capital Expenditures - Regional Parks	\$ 31,255,000	\$ 33,605,000	\$ 32,255,000	\$ 29,000,000	\$ 30,380,000	\$ 64,042,000

Household Impact	\$ 76	\$ 85	\$ 88	\$ 89	\$ 91
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To: Metro Vancouver Districts Boards of Directors
 Metro Vancouver Housing Corporation Board of Directors

From: Jerry Dobrovlny, Commissioner/Chief Administrative Officer
 Dean Rear, General Manager, Financial Services/Chief Financial Officer

Date: October 20, 2021 Meeting Date: October 29, 2021

Subject: **2022- 2026 Financial Plan – Metro Vancouver Districts and Housing Corporation**

The 2022 - 2026 Financial Plans for the Metro Vancouver Regional District (MVRD), Greater Vancouver Water District (GVWD), Greater Vancouver Sewerage and Drainage District (GVS&DD) and Metro Vancouver Housing Corporation (MVHC) have been prepared following the direction received at the April 8, 2021 and October 20, 2021 Board Budget Workshops. In response to feedback and direction provided by the Board at the Board Budget Workshop on October 20, 2021, the attached documents contain an adjusted 2022 budget and 2022 - 2026 Financial Plan structured to increase the amortization for the North Shore Sewerage Area.

OVERALL HOUSEHOLD IMPACT 2022-2026						
	2021	2022	2023	2024	2025	2026
Water	\$ 171	\$ 175	\$ 183	\$ 201	\$ 221	\$ 244
Liquid Waste	273	281	322	375	447	538
Solid Waste	60	63	65	68	71	74
Regional District	70	76	85	88	89	91
Total Household Impact	\$ 574	\$ 595	\$ 655	\$ 732	\$ 828	\$ 947
<i>Prior Year Forecast</i>		\$ 612	\$ 656	\$ 710	\$ 784	

The result of this change adjusts the Household Impact in years 2023 to 2026 of the plan. Staff will continue to work over the next year to evaluate where budget amendments and strategies can be implemented to reduce the burden on the rate-payers of the region, in line with board feedback received during the 2022 process.



To: Metro Vancouver Districts Boards of Directors
Metro Vancouver Housing Corporation Board of Directors

From: Jerry Dobrovlny, Commissioner/Chief Administrative Officer
Dean Rear, General Manager, Financial Services/Chief Financial Officer

Date: October 14, 2021

Meeting Date: October 20, 2021

Subject: **2022 - 2026 Financial Plan – Metro Vancouver Districts and Housing Corporation**

RECOMMENDATION

That the Board:

- a) endorse the 2022 Budget and 2022 - 2026 Financial Plan for the Metro Vancouver Districts and Housing Corporation, as presented, and direct staff to prepare the necessary budget information to be presented at the October 29, 2021 Metro Vancouver Districts and Housing Corporation Board meetings for consideration; and
- b) endorse a 30-year amortization term for the North Shore Sewerage Areas share of the debt related to North Shore Wastewater Treatment Plant Project as requested by the three north shore municipal Councils; and
- c) direct staff to calculate the water rates applying the 2022 increase wholly to the peak rate; and
- d) endorse amendments to the Cost Apportionment Bylaw to enable the division of the GVS&DD levy into separate dry and wet weather components and issue a separate requisition for each component.

EXECUTIVE SUMMARY

The 2022 Budget again focusses on the short term as the region and the organization continues to adapt to the challenges of a global pandemic along with evolving financial impacts from major infrastructure projects. This ongoing uncertainty requires Metro Vancouver to continuously evaluate and adapt until the challenges and conditions become clearer, while working to support the region to come out stronger.

As proposed, the 2022 budget has total operating expenditures of \$1.017 Billion. For the year, the average household impact is projected to increase by \$21 for a total of \$595. This represents a 3.5% over the prior year.

The proposed budget contains provisions to address key Board priorities including implementing the Clean Air Plan, incentivizing Inflow and Infiltration reductions, accelerated investment in affordable housing, accelerated action on Regional Economic Prosperity, and advancing long term water source supply capacity

The proposed budget also addresses organizational needs including support services for capital program delivery, indigenous relations capacity, improved project management and asset management.

Options in this budget for consideration by the Board include:

- Consideration for amortizing debt related to the NSWWTP over 30 years for the communities in the North Shore Sewerage Area
- Continuing the practice of applying the change to the water rate equally between the peak and off-peak rates, or maintaining the non-peak rate and adding all the necessary increase to the peak rate in order to enhance demand-side management initiatives in support of delaying capital projects, where plausible
- Moving towards distinct dry weather and wet weather billings for liquid waste levies

PURPOSE

To present the 2022 Budget and 2022 - 2026 Financial Plan for the Metro Vancouver Districts and Housing Corporation for consideration.

BACKGROUND

The 2022 - 2026 Financial Plans for the Metro Vancouver Regional District (MVRD), Greater Vancouver Water District (GVWD), Greater Vancouver Sewerage and Drainage District (GVS&DD) and Metro Vancouver Housing Corporation (MVHC) have been prepared following the direction received at the April 8, 2021 Board Budget Workshop.

The Board Budget Workshop was held with the objective to seek direction for the preparation of the 2022 - 2026 Financial Plan. The workshop outlined the principles that guide the work of Metro Vancouver as an organization, the current 2021 - 2025 Financial Plan, the implications of the COVID-19 pandemic, the tools that can be used to make budget adjustments, and a proposed approach for the 2022 - 2026 Financial Plan.

Staff proposed leveraging the supported tools for continued short-term action that would lessen the upward pressure on household impact for 2022. This ensures strategic goals and objectives to be maintained. If larger or more long-term adjustments are desired, a re-evaluation of long-term plans such as the *Metro Vancouver Housing Plan*, *Climate 2050*, or the *Liquid Waste Management Plan* would be required. Since an annual budget is approved, this approach will allow for adjustments to be made each year as conditions evolve based on market changes and other factors. The use of the tools will aim to avoid making severe changes that cannot be easily corrected in the short-term.

During the month of October, the 2022 - 2026 Financial Plans for Metro Vancouver's four legal entities were presented to the following ten Board Standing Committees for the individual functions that fall under the oversight of those Committees:

- | | |
|-------------------------------|---------------------|
| • Indigenous Relations | • Regional Parks |
| • Climate Action | • Regional Planning |
| • Electoral Area | • Water |
| • Finance and Intergovernment | • Liquid Waste |
| • Housing | • Zero Waste |

The Metro Vancouver Standing Committees were presented with individual reports covering the 2022 Budget and 2022 - 2026 Financial Plans for each function including program highlights and financial plan highlights (see Item 3.1). The reports included financial information for multiple years

as well as a “What’s Happening” summary page that described the key activities projected over the five-year period of the financial plan. Each Committee has reviewed and endorsed their individual financial plans and provided comments and direction where appropriate for consideration by the Board at the October 20, 2021 Board Budget Workshop.

The 2022 Budget and 2022 - 2026 Financial Plans reflect alignment with the legislative authority of the individual Districts and functions. Prepared with the direction provided at the Board Budget Workshop on April 8, 2021, the Financial Plan supports the vision and mission as articulated in the *Board Strategic Plan* and the corresponding Regional Management Plans.

This report is being brought forward to present the overall 2022 - 2026 Financial Plan for Metro Vancouver Districts and Housing Corporation (representing the four legal entities: MVRD, GVWD, GVS&DD, MVHC) for consideration and to forward to the Board meeting on October 29, 2021 for approval.

DEVELOPMENT OF 2022 BUDGET AND FIVE-YEAR FINANCIAL PLAN

The *Metro Vancouver Proposed 2022 - 2026 Financial Plan* (Attachment 1) provides the financial details of the proposed 2022 Budget and 2022 - 2026 Financial Plan including financial information by sub-region for the GVS&DD sewerage areas. The attachment also shows the impact of the plan on the cost to the average regional household by those sub-regions to assist member local governments in anticipating the financial impact of Metro Vancouver services to their communities.

The budget and the five-year financial plans are built upon five central themes that guide the development of Metro Vancouver’s long term plans and budgets:

- Financial Sustainability
- Regional Growth
- Environmental Sustainability
- System Stewardship
- Regulatory and Legislative Environment

The Metro Vancouver financial planning process is also framed by a number of Board policies including:

- the *Financial Management Policy*
- the *Corporate Allocation Policy*
- the *Operating, Statutory and Discretionary Reserves Policy*
- the Asset Management policies for individual functions

The 2022 Budget and 2022 - 2026 Financial Plan includes variations to temporarily move away from the principles of some of these policies based on the direction provided at the Board Budget Workshop on April 8, 2021. These variations form the basis of the action plan that maintains the goals and objectives of Metro Vancouver while using key financial tools to minimize impact to the ratepayers of the region.

Economic Conditions

There continues to be some economic uncertainty going forward, the 2022 Budget and 2022 - 2026 Financial Plan has been constructed to help the region withstand some of that uncertainty in the short term until the challenges and conditions become clearer. The key task for the organization is to be responsive, but to not over respond so as to significantly risk long term fiscal sustainability.

The duration and depth of the impact of the pandemic is unknown, however there are a variety of estimates of the economic future, some of which are shown below:

GDP GROWTH ESTIMATES			
Source	2021	2022	2023
Conference Board of Canada (Metro Vancouver GDP Growth)	6.7%	4.0%	1.1%
Central 1 Credit Union (BC GDP Growth)	5.0%	4.0%	2.8%
Parliamentary Budget Office (Canada GDP Growth)	6.1%	4.2%	1.9%

The 2022 Budget utilizes financial tools to mitigate the impact on the ratepayers of the region. As the financial planning process is an annual cycle, economic conditions are considered each year as the approach to the budget and utilization of financial tools is evaluated.

Use of the Tools

Use of Reserves

For 2022, a total of just over \$8 million of reserves have been applied directly for the purpose of reducing upward pressure on the levies and tax requisition. It is important to emphasize that the impact of this is one-time only and intensifies the pressure on future levies and requisitions.

While still in accordance with the *Operating, Statutory and Discretionary Reserves Policy*, this is a departure as these resources, created out of annual surpluses, have historically been used to apply to capital and reduce borrowing.

Reducing “Pay as You Go” Funding

Just over 25% of the proposed 2022 Operating Budget is for Contribution to Capital, which is “Pay as You Go” funding for capital projects. The *Financial Management Policy* promotes increasing this so as to reduce the reliance on borrowing, particularly for capital maintenance for significant utility infrastructure.

The 2022 - 2026 Financial Plan had Contribution to Capital projected at \$257.6 million for 2022, a reduction of \$11 million compared to that which was projected in the prior cycle. However, reducing “Pay as You Go” funding means that there will be a need for greater borrowing, which will also contribute to increased costs in the future.

Capital Plan Deferrals

Direction provided during the Board Budget Workshop that was held on April 8th was clear that while there wasn't a desire to move away from key strategic directions at this time, it was expected that capital projects be evaluated.

With over 300 projects in various phases of development the review of projects is not an insignificant task. During the 2021 budget process, over more than \$400 million in projects from the prior five-year capital plan being deferred. During the process to build the 2022 budget, a further \$450 million has been deferred. While this is not insignificant, with projects that do need to proceed being challenged with escalation and scope issues, work will continue to determine if there are further opportunities to re-scope or re-time projects.

Continuous Improvement

While the region is facing many challenging issues and Metro Vancouver is experiencing scope and cost escalation challenges for its projects and programs, the organization maintains continuous improvement as a core value and is very active looking for ways to do things better and finding cost savings. Some key initiatives include:

- LIWWTP Effluent Heat Recovery
- In-House Developed Effluent Mixing Models
- Increased in-house Project Management and Field Quality Control / Assurance
- Updated Project Management Framework
- Project Controls insourcing/optimization of project support for High Value, Risk and Consequence (HVR) projects
- Ozone optimization at Coquitlam Water Treatment Plant
- Automation of Statutory Financial Statements
- Short-Term Financing and Cash Management
- New recycling depot funding model
- New organics management contracts

Demand Side Management

Demand side management is one of the ways that the region can have an impact on the need and timing of infrastructure capital projects. The proposed 2022 – 2026 Financial Plan continues work in this initiative with continued emphasis on water conservation and incentivizing Inflow and Infiltration reductions in the liquid waste system.

The 2022 Budget proposes to continue the practice of applying the water rate increase entirely to the high season rate and focusing on water conservation initiative with the member jurisdictions. Adjustments have been made to planned timing for Coquitlam intake #2 and its related infrastructure, allowing additional time to determine if additional conservation efforts will result in further timing deferrals on such a regionally significant project.

Further, incentivizing reductions in inflow and infiltration through wet weather billing information will help manage system capacity and delay the need for additional capacity based infrastructure.

Debt Amortization

The *Financial Management Policy* sets the amortization term for any debentures issued to be 15 years. During last years' budget process there was significant discussion on this policy with the Board reaffirming the practice.

Further discussion continued commencing with the April 8th Board Budget Workshop where direction received was to further examine a 30-year amortization term for the North Shore's share of the North Shore Wastewater Treatment Plant Project.

The three member jurisdictions in the North Shore Sewerage Area have provided Council resolutions requesting 30 year amortization for North Shore's share of the North Shore Wastewater Treatment Plant Project. This can be accommodated in the financial plan and is provided in the recommendations of this report for Board consideration.

Anticipated impact on the NSSA household impact on a present value basis specific just to the anticipated borrowing is shown below.

Amortization Term	2021	2022	2030	2040	2050
15 Year	\$14	\$44	\$182	\$9	-
20 Year	\$14	\$44	\$151	\$122	-
25 Year	\$14	\$44	\$132	\$109	\$5
30 Year	\$14	\$44	\$120	\$100	\$77

Debt servicing costs, and thus the HHI, are always calculated based on payment and interest estimates using the Municipal Finance Authority (MFA) tools. Principal is inclusive of the actuarial estimate which is based on approximate interest on annual principal payments held by the MFA prior to debenture maturity.

\$ Millions

Amortization Term	Total Payments	Total Principal	Total Interest	Actuarial Estimate
15 Year	\$303.4	\$188.6	\$114.8	\$32.8
20 Year	\$338.4	\$177.8	\$160.6	\$43.6
25 Year	\$376.2	\$167.4	\$208.8	\$54.0
30 Year	\$416.9	\$157.4	\$259.5	\$64.0

HOUSEHOLD IMPACT

Household Impact is the key budget metric for Metro Vancouver. It estimates the impact of Metro Vancouver services on the average regional household based on services used.

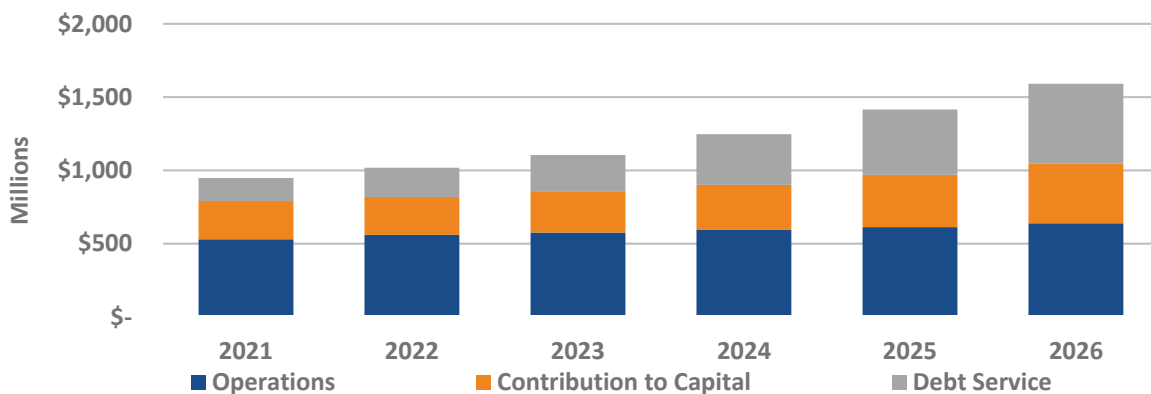
The projection for 2022 in the 2021 - 2025 was for an increase in the household impact of \$38 to a total of \$612. For this cycle, the household impact for 2022 is projected to increase by \$21 for a total of \$595. The total household impact compared to that projected in the previous financial plan is set out in the table below:

OVERALL HOUSEHOLD IMPACT 2022-2026						
	2021	2022	2023	2024	2025	2026
Water	\$ 171	\$ 175	\$ 183	\$ 200	\$ 221	\$ 244
Liquid Waste	273	281	324	379	452	543
Solid Waste	60	63	65	68	71	74
Regional District	70	76	85	88	89	91
Total Household Impact	\$ 574	\$ 595	\$ 657	\$ 735	\$ 833	\$ 952
<i>Prior Year Forecast</i>		\$ 612	\$ 656	\$ 710	\$ 784	
<i>Prior Year % Change</i>		6.4%	7.3%	8.5 %	10.4%	

FINANCIAL PLAN OVERVIEW

As proposed, the 2022 - 2026 Financial Plan has total operating expenditures for 2022 of \$1,017.9 million with projected capital expenditures of just over \$1.38 billion as summarized in the tables below:

Operating Budget



The overall Metro Vancouver Operating budget can be categorized into Operations, Debt Service and Contributions to Capital.

Operations – These are the basic inputs for all of the services that Metro Vancouver provides – materials, supplies, labour, energy, chemicals, contractors etc. This makes up about 55% of the proposed 2022 operating budget and is projected to increase on average by about 3.8% over the term of the plan. This is essentially inflationary, especially taking into consideration regional growth.

Debt Service – This represents just under 20% of the proposed 2022 operating budget. Much of the capital program is funded through borrowing and thus debt servicing is a function of the size of that capital program, thus the growth that is projected over the five-year term.

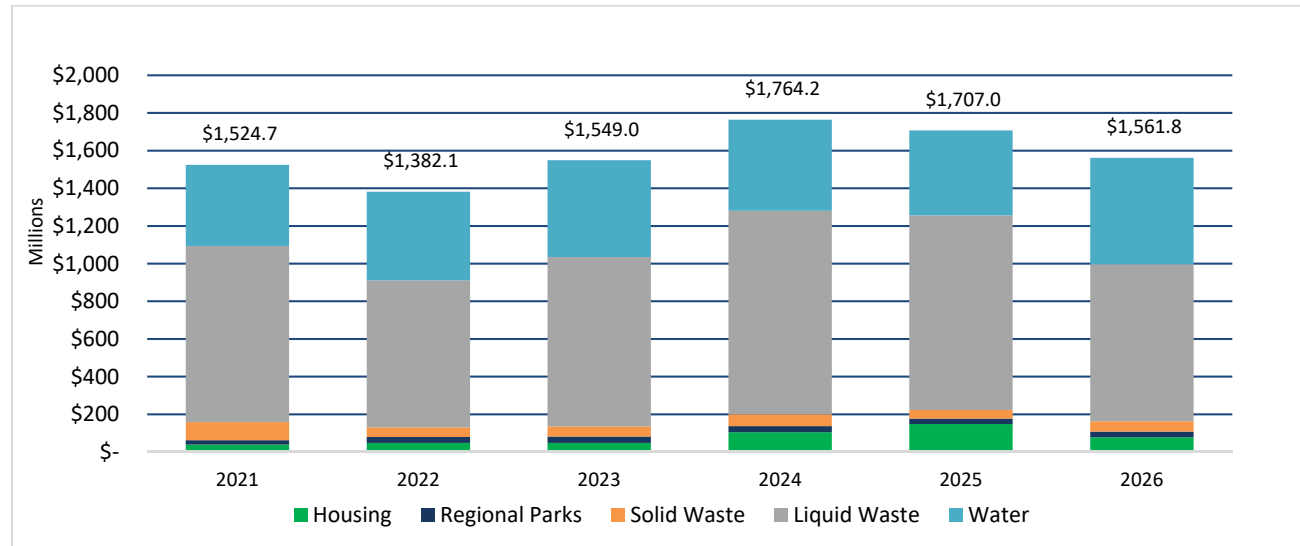
Contribution to Capital – This is the “Pay as You Go” funding for the capital program which is a key factor in avoiding debt and keeping long term costs as low as possible. This represents about 25% of the proposed 2022 operating budget, and the easing of this program is the other key financial tool which has been used to soften the impact for 2022.

The 2022 – 2026 Metro Vancouver Districts Operating Budget is summarized in the table below.

2021-2026 METRO VANCOUVER DISTRICTS OPERATING BUDGET						
\$ Millions	2021	2022	2023	2024	2025	2026
Revenues						
Water Sales	\$ 316.4	\$329.3	\$349.7	\$389.5	\$435.6	\$486.3
Liquid Waste Services Levy	288.3	301.4	355.0	424.2	513.4	626.0
Solid Waste Tipping Fees	108.5	112.9	118.4	124.7	131.5	138.4
Housing Rents	41.3	42.1	42.9	46.6	49.2	57.7
MVRD Requisitions	80.9	89.9	101.8	107.9	111.0	115.3
Other Revenue	84.2	103.0	109.9	126.7	149.2	142.7
Transfer from Reserves	28.3	39.3	27.8	27.4	25.2	25.3
Total Revenues	\$ 947.9	\$1,017.9	\$1,105.5	\$1,247.0	\$1,415.1	\$1,591.7
Expenditures						
Water Services	\$ 320.1	\$335.4	\$351.6	\$391.6	\$437.5	\$488.3
Liquid Waste Services	354.4	391.2	442.8	524.3	633.8	739.8
Solid Waste Services	118.5	123.0	129.3	137.2	144.3	151.4
MVHC	53.7	54.8	60.3	66.8	68.8	76.4
MVRD	101.1	113.5	121.4	127.1	130.7	135.8
Total Expenditures	\$ 947.9	\$1,017.9	\$1,105.5	\$1,247.0	\$1,415.1	\$1,591.7

Capital Expenditures

The 2022 - 2026 Metro Vancouver Districts planned capital cash flows are summarized in the table below.



The 2022 - 2026 Capital plan includes at least \$200 million of capital costs being carried forward as incomplete from 2020. Further, through the review of the capital projects through this budget cycle, over \$450 million of projects were deferred from the previous capital plan.

ALTERNATIVES

1. That the Board:
 - a) endorse the 2022 Budget and 2022 - 2026 Financial Plan for the Metro Vancouver Districts and Housing Corporation, as presented, and direct staff to prepare the necessary budget information to be presented at the October 29, 2021 Metro Vancouver Districts and Housing Corporation Board meetings for consideration; and
 - b) endorse a 30-year amortization term for the North Shore Sewerage Areas share of the debt related to North Shore Wastewater Treatment Plant Project as requested by the three north shore municipal Councils; and
 - c) direct staff to calculate the water rates applying the 2022 increase wholly to the peak rate; and
 - d) endorse amendments to the Cost Apportionment Bylaw to enable the division of the GVS&DD levy into separate dry and wet weather components and issue a separate requisition for each component.
2. That the Board make recommendations to amend the 2022 Budget and 2022 - 2026 Financial Plan for the Metro Vancouver Districts and Housing Corporation, as presented, and endorse the 2022 Budget and 2022 - 2026 Financial Plan for the Metro Vancouver Districts and Housing Corporation as amended.

FINANCIAL IMPLICATIONS

If the Board endorses the 2022 Budget and 2022 - 2026 Financial Plan for the Metro Vancouver Districts and Housing Corporation as presented under alternative one, the cost to the average regional household will increase by \$21 in 2022 for a total impact of \$595 for all Metro Vancouver services.

The Board may wish to consider recommending amendments to the financial plan to reflect program priorities. Any proposed changes could require an update to the revenues required to fund the priorities in the plan.

SUMMARY / CONCLUSION

During the first two weeks of October, the 2022 Budget and 2022 - 2026 Financial Plans for Metro Vancouver's legal entities and functions were presented to the following ten Board Standing Committees for the individual functions that fall under the oversight of those Committees:

- | | |
|-------------------------------|---------------------|
| • Indigenous Relations | • Regional Parks |
| • Climate Action | • Regional Planning |
| • Electoral Area | • Water |
| • Finance and Intergovernment | • Liquid Waste |
| • Housing | • Zero Waste |

The Metro Vancouver Standing Committees were presented with individual reports covering the 2022 Budget and 2022 - 2026 Financial Plans for each function including program highlights, financial plan highlights, financial information for multiple years as well as a "What's Happening" summary page that described the key activities projected over the five-year period of the financial plan. Each Committee reviewed and endorsed their individual financial plans and provided comments and

direction where appropriate for consideration by the Board at the October 20, 2021 Board Budget Workshop.

Within this report, the 2022 Budget and 2022 - 2026 Financial Plan for the Metro Vancouver Districts and Housing Corporation have been consolidated for Board consideration and present the overall financial forecast for Metro Vancouver over the next five years. The proposed Financial Plan includes significant capital investment that will be required if Metro Vancouver and its member jurisdictions are to meet the growth and regulatory demands of the region over the coming years. For 2021, the plan represents a \$21 in 2021 for a total impact of \$595 for all Metro Vancouver services.

Staff recommend endorsing the 2022 Budget and 2022 - 2026 Financial Plan as presented under alternative one.

Attachments:

1. Proposed 2022 - 2026 Financial Plan
2. GVWD Summary
3. GVS&DD Summary
4. MVHC Summary
5. MVRD Summary
6. Budget in Brief

COMMITTEE INFORMATION ITEMS AND DELEGATION SUMMARIES

Metro Vancouver Regional District

Board Meeting Date –Friday, October 29, 2021

This information item, listing recent information received by committee, is provided for the MVRD Board's information. Please access a complete PDF package [here](#).

George Massey Crossing Task Force – October 1, 2021

Delegation Summaries:

No delegations presented

Information Items:

5.1 George Massey Crossing Program Update

Mayors Committee – October 1, 2021

Delegation Summaries:

No delegations presented

Information Items:

5.1 Zoning Bylaw Resource for Member Jurisdictions

Performance and Audit Committee – October 6, 2021

Delegations:

No delegations presented

Information Items:

5.2 Interim Financial Performance Report – August 2021

5.3 Capital Program Expenditure Update as at August 31, 2021

5.4 Semi-Annual Report on GVS&DD Development Cost Charges

5.5 Investment Position and Returns – June 1, 2021 to August 31, 2021

5.6 Tender/Contract Award Information – June 2021 to August 2021

Indigenous Relations Committee – October 7, 2021

Delegations:

No delegations presented

Information Items:

5.3 Quarterly Report on Reconciliation Activities

5.4 Overview of the BC Supreme Court Decisions in *Yahey v. British Columbia*

Regional Planning Committee – October 8, 2021

Delegations:

- 3.1 Anita Huberman, Surrey Board of Trade
Subject: Proposed Metro 2040 Amendment for South Campbell Heights
No summary provided
- 3.2 Dr. S.K. Stepney, Langley
Subject: Proposed Metro 2040 Amendment for South Campbell Heights
Summary
- 3.3 Barry Smith
Subject: Proposed Metro 2040 Amendment for South Campbell Heights
Summary
- 3.4 David Riley, Little Campbell Watershed Society
Subject: Proposed Metro 2040 Amendment for South Campbell Heights
Summary
- 3.5 Deb Jack, Surrey Environmental Partners
Subject: Proposed Metro 2040 Amendment for South Campbell Heights
Summary
- 3.6 Christy Juteau and David Anderson
Subject: Proposed Metro 2040 Amendment for South Campbell Heights
No summary provided
- 3.7 Brent Tedford, Isle of Mann Property Group
Subject: Proposed Amendment at 228 175A Street, Surrey
Summary
- 3.8 Sofi Hindmarch, Wildlife Biologist
Subject: Proposed Metro 2040 Amendment for South Campbell Heights
No summary provided
- 3.9 Sarah Rush, Friends of Hazelmere, Campbell Valley
Subject: Proposed Metro 2040 Amendment for South Campbell Heights
Summary
- 3.10 Myles Lamont, TerraFauna Wildlife Consulting and Hancock Wildlife Foundation
Subject: Proposed Metro 2040 Amendment for South Campbell Heights
No summary provided
- 3.11 Chris MacCauley, Personal Real Estate Corporate
Subject: Proposed Metro 2040 Amendment for South Campbell Heights
Summary
- 3.12 Todd Yuen, Beedie
Subject: Proposed Metro 2040 Amendment for South Campbell Heights
Summary
- 3.13 Raj Hundal
Subject: Proposed Metro 2040 Amendment for South Campbell Heights
Summary
- 3.14 Tegan Smith, Channel Consulting
Subject: Proposed Metro 2040 Amendment for South Campbell Heights
Summary

- 3.15 Scott Wheatley, Cloverdale District of Commerce
Subject: Proposed Metro 2040 Amendment for South Campbell Heights
No summary provided

Climate Action Committee – October 15, 2021

Delegations:

- 3.1 Lia Cairone, C40 Cities Climate Leadership Group, Inc.
Subject: Cities Race to Zero Initiative
Summary
- 3.2 Ken Carrusca, Cement Association of Canada and Stephanie Voysey, Lafarge
Subject: MVRD Air Quality Management Fees Regulation
No summary provided
- 3.3 Jennifer Ahluwalia, Matt McAra and Jeffrey Styles, GFL Environmental Inc.
Subject: MVRD Air Quality Management Fee Regulation
No summary provided

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