

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

REGULAR BOARD MEETING

Friday, July 29, 2022

9:15 A.M.

Meeting conducted electronically pursuant to the Procedure Bylaw
28th Floor Boardroom, 4515 Central Boulevard, Burnaby, British Columbia
Webstream available at <http://www.metrovancouver.org>

[Membership and Votes](#)

REVISED AGENDA¹

A. ADOPTION OF THE AGENDA

1. July 29, 2022 Regular Meeting Agenda

That the MVRD Board adopt the agenda for its regular meeting scheduled for July 29, 2022 as circulated.

B. ADOPTION OF THE MINUTES

1. June 24, 2022 Regular Meeting Minutes

That the MVRD Board adopt the minutes for its regular meeting held June 24, 2022 as circulated.

2. July 7, 2022 Regular Joint Board Meeting Minutes

That the MVRD Board adopt the minutes for its regular joint meeting of the MVRD, MVHC, GVWD and GVS&DD Boards held July 7, 2022 as circulated.

C. DELEGATIONS

On-table

1. Nathan Davidowicz

Subject: TransLink's Regional Fund Application Scope Change

2. Roderick Louis

Subject: TransLink's Regional Fund Application Scope Change

3. Andrew Hamilton, Senior Project Manager FortisBC and Jason Wolfe, Director, Energy Solutions, FortisBC

Subject: Tilbury Marine Jetty and Tilbury Phase 2 LNG Expansion Projects

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

- 4. Peter DeJong, Chief Administrative Officer, Village of Lions Bay**
Subject: Village of Lions Bay Regional Context Statement

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. INDIGENOUS RELATIONS COMMITTEE REPORTS

1.1 Indigenous Relations Committee Accomplishments, 2019-2022

That the MVRD Board receive for information the report dated June 27, 2022, titled "Indigenous Relations Committee Accomplishments, 2019-2022."

2. REGIONAL PLANNING COMMITTEE REPORTS

2.1 Village of Lions Bay Regional Context Statement

That the MVRD Board accept the Village of Lions Bay Regional Context Statement as received by Metro Vancouver on April 6, 2022, and that MVRD acceptance be conditional on the Village of Lions Bay commitment to delete the Urban Containment Boundary from the Regional Context Statement and add its Housing Needs report at 3rd reading of their OCP amending bylaw, and that their next OCP update be consistent and reflective of the new regional Rural designation.

2.2 Metro 2050: Summary of Affected Local Government Acceptances

That the MVRD Board receive for information the report dated June 30, 2022, titled "Metro 2050: Summary of Affected Local Government Acceptances".

2.3 Metro 2050 Q1 and Q2 2022 Engagement Update

That the MVRD Board receive for information the report dated May 4, 2022 titled "Metro 2050 Q1 and Q2 2022 Engagement Update".

3. CLIMATE ACTION COMMITTEE REPORTS

3.1 Tilbury Marine Jetty and Tilbury Phase 2 LNG Expansion Projects

That the MVRD Board:

- a) express its opposition to the Tilbury Marine Jetty and Tilbury Phase 2 LNG expansion Projects, because of overall concerns related to upstream and downstream greenhouse gas emissions and inconsistency with Metro Vancouver climate targets;
- b) authorize the Board Chair to write to the BC Minister of Environment and Climate Change Strategy, BC Minister of Energy, Mines and Low Carbon Innovation, federal Minister of Environment and Climate Change, BC Environmental

- Assessment Office, and the Impact Assessment Agency of Canada, to communicate this opposition; and
- c) send copies of all letters and this staff report to Metro Vancouver member jurisdictions for their consideration in taking a similar position.

That the MVRD Board write to the BC Minister of Environment and Climate Change Strategy, BC Minister of Energy, Mines and Low Carbon Innovation, federal Minister of Environment and Climate Change, BC Environmental Assessment Office, and the Impact Assessment Agency of Canada, communicating its concerns relating to climate change and air quality associated with the Tilbury Marine Jetty and Tilbury Phase 2 LNG Expansion Projects, and requesting that these issues be addressed prior to any approval of the projects.

- 3.2 Metro Vancouver Membership in the BC Building to Electrification (B2E) Coalition**
That the MVRD Board authorize Metro Vancouver to become a member of the BC Building to Electrification Coalition (B2E).

4. REGIONAL PARKS COMMITTEE REPORTS

- 4.1 Regional Parks Plan 2022 – Final Plan and Engagement Summary**
That the MVRD Board approve the *Regional Parks Plan 2022*, as presented in the report dated June 10, 2022, titled “Regional Parks Plan 2022 – Final Plan and Engagement Summary”.

5. FINANCE COMMITTEE REPORTS

- 5.1 Greater Vancouver Regional Fund – 2021 Annual Report and Application for Scope Change to Previously Approved Projects**
That the MVRD Board approve the proposed scope change to TransLink’s 2020 Greater Vancouver Regional Fund application as identified in the report dated June 17, 2022, titled “Greater Vancouver Regional Fund – 2021 Annual Report and Application for Scope Change to Previously Approved Projects” and request that TransLink investigate if the previously approved bus purchases can be specified as hybrid renewable natural gas.

6. INVEST VANCOUVER REPORTS

- 6.1 Water Tech: The Metro Vancouver Region’s Untapped Clean Tech Opportunity**
That the MVRD Board receive for information the report dated July 4, 2022, titled “Water Tech: The Metro Vancouver Region’s Untapped Clean Tech Opportunity”.
- 6.2 International Target Market Intelligence**
That the MVRD Board receive for information the report dated July 6, 2022, titled “International Target Market Intelligence”.

6.3 Invest Vancouver June 2022 Event Outcomes

That the MVRD Board receive for information the report dated July 4, 2022, titled “Invest Vancouver June 2022 Event Outcomes”.

6.4 Technology Education and Career Hub Update

That the MVRD Board receive for information the report dated June 20, 2022, titled “Technology Education and Career Hub Update”.

7. CHIEF ADMINISTRATIVE OFFICER REPORTS

7.1 Metro 2050 – Outcome of Acceptance Period and Next Steps

That the MVRD Board:

- a) notify the Minister of Municipal Affairs that the Township of Langley and the City of Surrey have refused to accept *Metro 2050*. and request that the Minister initiate a non-binding resolution process to attempt to reach acceptance on any outstanding concerns that cannot be resolved;
- b) request that the Minister of Municipal Affairs appoint a facilitator for the remainder of the *Metro 2050* adoption process; and
- c) direct staff to engage with the Township of Langley and City of Surrey to explore options that would resolve some or all of the noted concerns with *Metro 2050*.

F. ITEMS REMOVED FROM THE CONSENT AGENDA

G. REPORTS NOT INCLUDED IN CONSENT AGENDA

1. CLIMATE ACTION COMMITTEE REPORTS

1.1 MVRD Open Burning Emission Regulation Bylaw No. 1355, 2022

*[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 Open Burning Emission Regulation Bylaw No. 1355, 2022*; and
- b) pass and finally adopt *Metro Vancouver Regional District Open Burning Emission Regulation Bylaw No. 1355, 2022*.

2. PERFORMANCE AND AUDIT COMMITTEE REPORTS

2.1 MFA Fall 2022 Borrowing for Bowen Island Municipality – MVRD Security Issuing Bylaw No. 1351, 2022

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

That the MVRD Board:

- a) give consent to the request for financing from Bowen Island Municipality in the amount of \$7,040,000 pursuant to Sections 182(1)(b) and 182(2)(a) of the *Community Charter*;

- b) give first, second and third reading to *Metro Vancouver Regional District Security Issuing Bylaw No. 1351, 2022* being a bylaw to authorize the entering into an Agreement respecting financing between the Metro Vancouver Regional District and the Municipal Finance Authority of British Columbia; and
- c) pass and finally adopt *Metro Vancouver Regional District Security Issuing Bylaw No. 1351, 2022* and forward it to the Inspector of Municipalities for Certificate of Approval.

2.2 MFA Fall 2022 Borrowing for City of New Westminster – MVRD Security Issuing Bylaw No. 1352, 2022

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

That the MVRD Board:

- a) give consent to the request for financing from the City of New Westminster in the amount of \$122,430,000 pursuant to Sections 182(1)(b) and 182(2)(a) of the *Community Charter*;
- b) give first, second and third reading to *Metro Vancouver Regional District Security Issuing Bylaw No. 1352, 2022* being a bylaw to authorize the entering into an Agreement respecting financing between the Metro Vancouver Regional District and the Municipal Finance Authority of British Columbia; and
- c) pass and finally adopt *Metro Vancouver Regional District Security Issuing Bylaw No. 1352, 2022* and forward it to the Inspector of Municipalities for Certificate of Approval.

2.3 MFA Fall 2022 Borrowing for City of Pitt Meadows – MVRD Security Issuing Bylaw No. 1353, 2022

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

That the MVRD Board:

- a) give consent to the request for financing from the City of Pitt Meadows in the amount of \$20,000,000 pursuant to Sections 182(1)(b) and 182(2)(a) of the *Community Charter*;
- b) give first, second and third reading to *Metro Vancouver Regional District Security Issuing Bylaw No. 1353, 2022* being a bylaw to authorize the entering into an Agreement respecting financing between the Metro Vancouver Regional District and the Municipal Finance Authority of British Columbia; and
- c) pass and finally adopt *Metro Vancouver Regional District Security Issuing Bylaw No. 1353, 2022* and forward it to the Inspector of Municipalities for Certificate of Approval.

2.4 MFA Fall 2022 Borrowing for City of Richmond – MVRD Security Issuing Bylaw No. 1354, 2022

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

That the MVRD Board:

- a) give consent to the request for financing from the City of Richmond in the amount of \$96,000,000 pursuant to Sections 182(1)(b) and 182(2)(a) of the Community Charter;
- b) give first, second and third reading to Metro Vancouver Regional District Security Issuing Bylaw No. 1354, 2022 being a bylaw to authorize the entering into an Agreement respecting financing between the Metro Vancouver Regional District and the Municipal Finance Authority of British Columbia; and
- c) pass and finally adopt *Metro Vancouver Regional District Security Issuing Bylaw No. 1354, 2022*; and forward it to the Inspector of Municipalities for Certificate of Approval.

3. FINANCE COMMITTEE REPORTS

3.1 MVRD Temporary Borrowing Bylaw No. 1357, 2022

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

That the MVRD Board:

- a) authorize to temporary borrow on behalf of Greater Vancouver Water District (“GVWD”) an amount, or amounts in aggregate, not exceeding \$268 million dollars the remaining amount of the *Greater Vancouver Water District Borrowing Bylaw No. 248, 2015*, and the maximum borrowing authorized; and
- b) give first, second and third readings to “*Metro Vancouver Regional District Temporary Borrowing Bylaw Number 1357, 2022*”.

3.2 MVRD Temporary Borrowing Bylaw No. 1356, 2022

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

That the MVRD Board:

- a) authorize to temporary borrow on behalf of the *Greater Vancouver Sewerage & Drainage District (“GVS&DD”)* an amount, or amounts in aggregate, not exceeding \$1.42 billion dollars, the remaining amount of the *Greater Vancouver Sewerage & Drainage District Borrowing Bylaw No. 321, 2018*, and the maximum borrowing authorized; and
- b) give first, second and third readings to “*Metro Vancouver Regional District Temporary Borrowing Bylaw No. 1356, 2022*”.

H. MOTIONS FOR WHICH NOTICE HAS BEEN GIVEN

1. University Endowment Lands Governance

Director McCutcheon provided the following Notice of Motion on July 14, 2022, for consideration at the July 29, 2022 MVRD Board meeting:

Whereas,

Local governance within the University Endowment Lands (UEL) is such that local government decisions are made by the Provincial Minister for Municipal Affairs, or in the case of liquor and cannabis licensing and emergency management planning, by the Metro Vancouver Regional District (MVRD) Board;

Whereas,

With the exception of one Metro Vancouver Board member (i.e., the Electoral Area A Director), none of the aforementioned decision makers are democratically elected by, and therefore accountable to, the residents of the UEL;

Whereas,

The residents of the UEL have been asking for governance reform since 2013, and only in 2019 did the Minister begin to look at UEL services, and structure preliminary possibilities for governance;

Be it resolved,

That the MVRD Board:

- a) authorize the Chair to write a letter to BC's Minister of Municipal Affairs (currently Minister Cullen) requesting that the Province:
 - i. expedite work towards both long-term governance reform, and
 - ii. explore shorter term improvements such as the ability to enforce bylaws;and
- b) direct staff to bring a report forward to the Electoral Area Committee outlining the complexities and uniqueness of the governance structure within the UEL.

2. Metro 2050

Director Richter provided the following Notice of Motion on July 13, 2022, for consideration at the July 29, 2022 MVRD Board meeting:

Given the rapid growth throughout the MVRD region, particularly South of the Fraser, and the corresponding social impacts of this growth on K-12 Education and school capacities as well as increasing crime rates;

Be it resolved that the MVRD Board direct staff to undertake work and engagement on draft regional growth strategy policies to address:

- i. K-12 school capacities; and
- ii. crime prevention / safer communities

with an aim to proposing an early amendment to Metro 2050 post-adoption to include specific goals and objectives relative to both of these important regional social needs.

3. Metro 2050

Director Richter provided the following Notice of Motion on July 13, 2022, updated on July 17, 2022 for consideration at the July 29, 2022 MVRD Board meeting:

Whereas MVRD RGS (Metro 2040) Bylaw No. 1136 (2010) Strategy 5.1.2 Objective A on page 52 contains specific Metro Vancouver priorities relative to i) rapid transit expansion and ii) regional corridor connections, not all of which have been attained or fully funded particularly in, but not limited to, South of the Fraser urban centers; and

Whereas the proposed MVRD RGS (Metro 2050) Bylaw No. 1339 (2022) Strategy 5.1.3 on page 79 contains only generic references to priority types and not to specific urban centers or regional corridors;

Be it resolved that the MVRD Board direct staff to undertake work and engagement with an aim to proposing an early post-adoption amendment to MVRD RGS (Metro 2050) Bylaw No. 1339 (2022) Strategy 5.1.3 on page 79 to re-instate the specific urban centre rapid transit and regional corridor expansion priorities specified in Metro 2040 Strategy 5.1.2 (Objective A on page 52) that have not yet been fully implemented and/or fully funded so that annual progress towards these very important Metro 2040 rapid transit and regional corridor expansion priorities can continue to be tracked and reported on under Metro 2050.

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 July 29, 2022 pursuant to the *Community Charter* provisions, Section 90 (1) (e), (g), (i) and (j) as follows:

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

- (e) the acquisition, disposition or expropriation of land or improvements, if the board or committee considers that disclosure could reasonably be expected to harm the interests of the regional district;
- (g) litigation or potential litigation affecting the regional district; and
- (i) the receipt of advice that is subject to solicitor-client privilege, including communications necessary for that purpose; and
- (j) information that is prohibited, or information that if it were presented in a document would be prohibited, from disclosure under section 21 of the *Freedom of Information and Protection of Privacy Act.*”

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

M. ADJOURNMENT/CONCLUSION

That the MVRD Board adjourn/conclude its regular meeting of July 29, 2022.

**METRO VANCOUVER REGIONAL DISTRICT
BOARD OF DIRECTORS**

Minutes of the Regular Meeting of the Metro Vancouver Regional District (MVRD) Board of Directors held at 9:15 a.m. on Friday, June 24, 2022 in the 28th Floor Boardroom, 4515 Central Boulevard, Burnaby, British Columbia.

MEMBERS PRESENT:

Burnaby, Chair, Director Sav Dhaliwal*	Richmond, Director Malcolm Brodie*
North Vancouver City, Vice Chair Director Linda Buchanan*	Richmond, Director Harold Steves*
Anmore, Director John McEwen	Surrey, Director Linda Annis*
Belcarra, Director Jamie Ross* (arrived at 9:28 a.m.)	Surrey, Alternate Director Jack Hundial* for Laurie Guerra
Bowen Island, Director David Hocking*	Surrey, Alternate Director Brenda Locke* for Doug Elford
Burnaby, Director Pietro Calendino*	Surrey, Director Doug McCallum*
Burnaby, Director Mike Hurley*	Surrey, Director Mandeep Nagra* (arrived at 9:21 a.m.)
Coquitlam, Director Craig Hodge*	Surrey, Director Allison Patton*
Coquitlam, Director Richard Stewart	Tsawwassen, Director Ken Baird*
Delta, Director Jeannie Kanakos*	Vancouver, Director Christine Boyle* (arrived at 9:16 a.m.)
Delta, Alternate Director Dylan Kruger* for George Harvie	Vancouver, Director Adriane Carr*
Electoral Area A, Director Jen McCutcheon	Vancouver, Director Melissa De Genova* (arrived at 9:16 a.m.)
Langley City, Director Gayle Martin*	Vancouver, Director Lisa Dominato*
Langley Township, Director Jack Froese*	Vancouver, Alternate Director Pete Fry* for Kennedy Stewart
Langley Township, Director Kim Richter*	Vancouver, Director Colleen Hardwick*
Lions Bay, Director Ron McLaughlin*	Vancouver, Director Michael Wiebe*
Maple Ridge, Director Mike Morden*	West Vancouver, Director Mary-Ann Booth*
New Westminster, Director Jonathan Coté*	White Rock, Director Darryl Walker*
North Vancouver District, Director Lisa Muri*	
Pitt Meadows, Director Bill Dingwall*	
Port Coquitlam, Director Brad West*	
Port Moody, Director Rob Vagramov* (arrived at 9:17 a.m.)	

MEMBERS ABSENT:

None

STAFF PRESENT:

Jerry W. Dobrovolny, Chief Administrative Officer
Chris Plagnol, Corporate Officer
Morgan Mackenzie, Legislative Services Coordinator, Board and Information Services

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

9:16 a.m. Directors Boyle and De Genova arrived at the meeting.

9:17 a.m. Director Vagramov arrived at the meeting.

A. ADOPTION OF THE AGENDA

1. June 24, 2022 Regular Meeting Agenda

It was MOVED and SECONDED

That the MVRD Board:

- a) amend the agenda for its regular meeting scheduled for June 24, 2022 by adding:
- i. Item C.1 - Nathan Davidowicz;
 - ii. Item C.2 - Steve Dowsley, Burb Cannabis;
 - iii. Item C.3 - Rishavraj Das, Alma Mater Society of UBC;
 - iv. Item C.4 - Maggie Xia;
 - v. Item C.5 - Claire Huxtable;
 - vi. Item C.6 - Hugh Chan;
 - vii. Item C.7 - Bert Hick, Rising Tide Consultants;
 - viii. Item C.8 - Raekha Merner, Head of Retail for Burb Cannabis;
 - ix. Item I.2 – Fraser River Forecast Update; and
- b) adopt the agenda as amended.

CARRIED

B. ADOPTION OF THE MINUTES

1. May 27, 2022 Regular Meeting Minutes

It was MOVED and SECONDED

That the MVRD Board adopt the minutes for its regular meeting held May 27, 2022 as circulated.

CARRIED

9:21 a.m. Director Nagra arrived at the meeting.

C. DELEGATIONS

1. Nathan Davidowicz

Nathan Davidowicz spoke to members in favour of Item E1.1, titled *Alternative Transportation Study Part II: Access to Regional Parks Report*, highlighting the importance for transportation to be coordinated to have better access to local parks, the background of local transportation authorities and concerns about accessibility. The delegate requested that the Board make this report available to various stakeholders in the region.

2. Steve Dowsley, Co-Founder and President, Burb Cannabis

Steve Dowsley, Co-Founder and President, Burb Cannabis, spoke in favour of the proposed cannabis store, as presented in item F.2.1, highlighting the background of the company, the proposed location, the community support and the need for safe, regulated access in the area.

9:28 a.m. Director Ross arrived at the meeting.

Presentation material titled “Burb” is retained with the June 24, 2022 MVRD Board agenda.

3. Rishavraj Das, Alma Mater Society of UBC

Rishavraj Das, Alma Mater Society of UBC, spoke in favour of the proposed cannabis store, as presented in item F.2.1, highlighting the need for the community to have an access to safe supply of cannabis and the support of the application from the UBC student community.

4. Maggie Xia, Associate Professor, UBC

Maggie Xia, spoke in opposition to the proposed cannabis store, as presented in item F.2.1, highlighting the negative community response towards the store application and the credibility of burb’s online petition with a cash incentive.

Presentation material titled “Please use your power to serve the public” is retained with the June 24, 2022 MVRD Board agenda.

5. Claire Huxtable

Claire Huxtable, spoke in opposition to the proposed cannabis store, as presented in item F.2.1, highlighting the community feedback provided to the UEL office and the history of approving the zoning rules irrespective of feedback. The delegate provided insights on the zoning process and requested that the board pause the application process to engage further with the community.

Presentation material titled “Flawed zoning cannot be the basis of licence approval” is retained with the June 24, 2022 MVRD Board agenda.

6. Hugh Chan

Hugh Chan, UEL area resident, spoke in opposition to the proposed cannabis store, as presented in item F.2.1, highlighting a lack of adequate public consultation, a confusing application approval process and the need for reform within the UEL.

7. Bert Hick, Rising Tide Consultants

Bert Hick, Rising Tide Consultants, spoke in favour of the proposed cannabis store, as presented in item F.2.1, highlighting the community consultation groups included in discussion, the comments from local police on cannabis related incidents, and the

need for regulated products to offer safe and reliable consumption for the university students.

8. Raekha Merner, Head of Retail, Burb Cannabis

Raekha Merner, Head of Retail, Burb Cannabis, spoke in favour of the proposed cannabis store, as presented in item F.2.1, highlighting Burb Cannabis' commitment to the local community and the strict operating procedures upheld at store locations.

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:

- 2.1 Cannabis Retail Store Licence Application in the UEL (Burb Cannabis Corporation)
- 4.2 UBCM 2022 Community Excellence Awards Nominations

It was MOVED and SECONDED

That the MVRD Board adopt the recommendations presented in the following items as presented in the June 24, 2022 MVRD Board Consent Agenda:

- 1.1 Alternative Transportation Study Part II: Access to Regional Parks Report
- 2.2 UBCM Emergency Preparedness Grant Application for Electoral Area A (UBC)
- 2.3 Electoral Area A Community Works Fund – 2022 Projects (UNA/UBC)
- 3.1 BC Lung Foundation – Contribution Agreement 2023-2025
- 3.2 Best Management Practices for Invasive Species: Garlic Mustard, Poison Hemlock and Spurge Laurel
- 4.1 Appointment of Elected Officials for the 2022 General Local Election

CARRIED

The items and recommendations referred to above are as follows:

1.1 Alternative Transportation Study Part II: Access to Regional Parks Report

Report dated May 10, 2022, from Jamie Vala, Division Manager, Planning and Resource Management, Regional Parks, providing the MVRD Board with the results of the Alternative Transportation Study Part II and a series of actions that Metro Vancouver can pursue to encourage more park visitors to travel to regional parks by bicycle or public transit.

Recommendation:

That the MVRD Board:

- a) receive for information the report dated May 10, 2022, titled "Alternative Transportation Study Part II: Access to Regional Parks"; and
- b) direct staff to share the report with TransLink and member jurisdictions.

Adopted on Consent

2.2 UBCM Emergency Preparedness Grant Application for Electoral Area A (UBC)

Report dated May 18, 2022, from Brant Arnold-Smith, Program Manager, Security and Emergency Management, Corporate Services and Marcin Pachcinski, Division Manager, Electoral Area and Environment, Regional Planning and Housing Services, seeking the MVRD Board's support of a Union of BC Municipalities (UBCM) grant application to enhance emergency preparedness capacity in the Point Grey communities of Electoral Area A.

Recommendation:

That the MVRD Board endorse the grant application totaling \$25,000 from the Union of BC Municipalities to enhance emergency preparedness capacity in Electoral Area A (UBC).

Adopted on Consent

2.3 Electoral Area A Community Works Fund – 2022 Projects (UNA/UBC)

Report dated June 9, 2022, from the Electoral Area Committee together with the report dated May 18, 2022, from Marcin Pachcinski, Division Manager, Electoral Area and Environment, Regional Planning and Housing Services, providing the MVRD Board with the opportunity to consider funding projects through the Electoral Area A Community Works Fund.

Recommendation:

That the MVRD Board approve funding from the Electoral Area A Community Works Fund as described in the report dated May 18, 2022, titled "Electoral Area A Community Works Fund – 2022 Projects (UNA/UBC)" for:

- a) Electric vehicle charging stations up to \$195,824;
- b) Solid waste (recycling) receptacle replacement up to \$139,277; and
- c) Acadia neighbourhood active transportation improvements up to \$100,000.

Adopted on Consent

3.1 BC Lung Foundation – Contribution Agreement 2023-2025

Report dated May 23, 2022, from Roger Quan, Director, Air Quality and Climate Change, Parks and Environment, providing the MVRD Board with a three-year Contribution Agreement with the BC Lung Foundation.

Recommendation:

That the MVRD Board approve a three-year Contribution Agreement for Metro Vancouver to provide funding to the BC Lung Foundation in the amount of \$35,000 per year for the term January 1, 2023 to December 31, 2025, as presented in the report dated May 23, 2022, titled "BC Lung Foundation – Contribution Agreement 2023 – 2025."

Adopted on Consent

3.2 Best Management Practices for Invasive Species: Garlic Mustard, Poison Hemlock and Spurge Laurel

Report dated May 16, 2022, from Laurie Bates-Frymel, Senior Planner Regional Planning and Housing Services, providing the MVRD Board with three new invasive species best management practices documents and accompanying fact sheets for information.

Recommendation:

That the MVRD Board:

- a) receive for information the report dated May 16, 2022, titled “Best Management Practices for Invasive Species: Garlic Mustard, Poison Hemlock and Spurge Laurel”; and
- b) direct staff to forward these Best Management Practices and accompanying fact sheets to member jurisdictions for information.

Adopted on Consent

4.1 Appointment of Elected Officials for the 2022 General Local Election

Report dated May 30, 2022, from Chris Plagnol, Corporate Officer, providing the MVRD Board with a recommendation to appoint election officials to conduct the 2022 General Local Election for MVRD Electoral Area A to fill a recent vacancy.

Recommendation:

That the MVRD Board:

- a) rescind the appointments of Katie Karn as Chief Election Officer and of Janis Knaupp as Deputy Chief Election Officer for the 2022 General Local Election for the Regional Director of MVRD Electoral Area A; and
- b) appoint Janis Knaupp as Chief Election Officer and Dorothy Shermer as Deputy Chief Election Officer for the 2022 General Local Election for the Regional Director of MVRD Electoral Area A.

Adopted on Consent

F. ITEMS REMOVED FROM THE CONSENT AGENDA

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

2.1 Cannabis Retail Store Licence Application in the UEL (Burb Cannabis Corporation)

Report dated June 13, 2022, from the Electoral Area Committee together with the report dated May 18, 2022, from Marcin Pachcinski, Division Manager, Electoral Area and Implementation Services, Regional Planning and Housing Services, providing the MVRD Board with the opportunity to consider and make a recommendation to the BC Liquor and Cannabis Regulation Branch regarding a non-medical cannabis retail store licence application in the UEL.

It was MOVED and SECONDED

That the MVRD Board:

- a) recommend to the BC Liquor and Cannabis Regulation Branch that the licence for a non-medical cannabis retail store submitted by Burb Cannabis Corporation and proposed to be located at 5784 University Boulevard in the University Endowment Lands be issued for the following reason: to align with the University Endowment Lands approved rezoning; and
- b) direct staff to forward the report dated May 18, 2022, titled “Cannabis Retail Store Licence Application in the UEL (Burb Cannabis Corporation)” to the BC Liquor and Cannabis Regulation Branch as supporting documentation.

Discussion ensued regarding the adequacy of the public engagement, the complexity of the application process and the need for governance reform within the UEL.

Vote on the Motion

A member requested that the Chair call the question on the motion.

The Chair confirmed that the motion to call the question was in order at this point.

It was MOVED AND SECONDED

That the MVRD Board call the question on the motion.

Recorded Vote

A member requested a recorded vote on the Motion be conducted.

Name	Number of Votes	
	For	Against
Ken Baird		1
Mary-Ann Booth	3	
Christine Boyle	5	
Malcolm Brodie	5	
Linda Buchanan	3	
Pietro Calendino	4	
Adriane Carr	5	
Jonathan Coté		4
Melissa De Genova	5	
Sav Dhaliwal	4	
Bill Dingwall		1
Lisa Dominato	4	
Jack Froese	3	
Pete Fry	5	
Colleen Hardwick		4
David Hocking		1

Name	For	Against
Craig Hodge	3	
Jack Hundial		4
Mike Hurley	4	
Jeannie Kanakos	3	
Dylan Kruger	3	
Brenda Locke	5	
Gayle Martin	2	
Doug McCallum	5	
Jen McCutcheon		1
John McEwen	1	
Ron McLaughlin	1	
Mike Morden	5	
Lisa Muri		5
Mandeep Nagra	4	
Allison Patton	4	
Kim Richter		3
Jaime Ross	1	
Harold Steves		5
Richard Stewart	4	
Rob Vagramov	2	
Darryl Walker		1
Brad West	3	
Michael Wiebe	4	
Total Votes	100	30

CARRIED

Director Annis was absent at the vote.

Question on the Main Motion

Question then was called on the Main Motion and it was

CARRIED

4.2 UBCM 2022 Community Excellence Awards Nominations

Report dated June 10, 2022, from Heather Schoemaker, General Manager, External Relations and Jean Lawson, Program Manager, Intergovernment Relations, seeking the MVRD Board support for four Metro Vancouver projects to be considered for the UBCM 2022 Community Excellence Awards.

Main Motion

It was MOVED and SECONDED

That the MVRD Board support Metro Vancouver's entries for the Union of BC Municipalities (UBCM) 2022 Community Excellence Awards, including:

- a) Excellence in Governance: Metro 2050, the Update to the Regional Growth Strategy;

- b) Excellence in Sustainability: Clean Air Plan;
- c) Excellence in Service Delivery: Enhancement of the Regional Recycling Depot System in Metro Vancouver; and
- d) Excellence in Asset Management: Tracking 110,000+ Assets: Metro Vancouver's State of the Assets Reports.

Distinct Propositions

At the request of a member, the Main Motion was separated into distinct propositions as amended by considering part a) separate from parts b), c) and d).

Members discussed that as *Metro 2050* is not yet complete, the Board should not support the application entry for a community excellence award.

The first proposition was before the Board at this point, as follows:

That the MVRD Board support Metro Vancouver's entries for the Union of BC Municipalities (UBCM) 2022 Community Excellence Awards, including:

- a) the Excellence in Governance: Metro 2050, the Update to the Regional Growth Strategy.*

Question was called on proposition a) and it was

DEFEATED

The second proposition was before the Board at this point, as follows:

That the MVRD Board support Metro Vancouver's entries for the Union of BC Municipalities (UBCM) 2022 Community Excellence Awards, including:

- b) Excellence in Sustainability: Clean Air Plan;*
- c) Excellence in Service Delivery: Enhancement of the Regional Recycling Depot System in Metro Vancouver; and*
- d) Excellence in Asset Management: Tracking 110,000+ Assets: Metro Vancouver's State of the Assets Reports.*

Question was called on propositions b), c) and d) and it was

CARRIED

Director Booth voted in the negative.

G. REPORTS NOT INCLUDED IN CONSENT AGENDA

1.1 MVRD Dedication of Land as Regional Park Bylaw No. 1349, 2022

Report dated May 4, 2022, from Jamie Vala, Division Manager, Planning and Resource Management, Regional Parks, obtaining the MVRD Board adoption of *Metro Vancouver Regional District Dedication of Land as Regional Park Bylaw No. 1349, 2022* for the dedication of land acquired for use as regional park.

It was MOVED and SECONDED

That the MVRD Board give first, second and third reading to *Metro Vancouver Regional District Dedication of Land as Regional Park Bylaw No. 1349, 2022*.

CARRIED

It was MOVED and SECONDED

That the MVRD Board pass and finally adopt *Metro Vancouver Regional District Dedication of Land as Regional Park Bylaw No. 1349, 2022*.

CARRIED

1.2 MVRD Dedication of Land as Regional Park Amendment Bylaw No. 1345, 2022 - Amends Bylaw 1061, 2007

Report dated May 11, 2022 from Jamie Vala, Division Manager, Planning and Resource Management, Regional Parks, obtaining the MVRD Board adoption of *Greater Vancouver Regional District Dedication of Land as Regional Park Bylaw No. 1061, 2007* to dedicate park land.

It was MOVED and SECONDED

That the MVRD Board give first, second and third reading to *Metro Vancouver Regional District Dedication of Land as Regional Park Amendment Bylaw No. 1345, 2022*.

CARRIED

It was MOVED and SECONDED

That the MVRD Board pass and finally adopt *Metro Vancouver Regional District Dedication of Land as Regional Park Amendment Bylaw No. 1345, 2022*.

CARRIED

1.3 MVRD Dedication of Land as Regional Park Amendment Bylaw No. 1346, 2022 – Amends Bylaw 1076, 2008

Report dated May 11, 2022, from Jamie Vala, Division Manager, Planning and Resource Management, Regional Parks, obtaining the MVRD Board adoption of *Greater Vancouver Regional District Dedication of Land as Regional Park Bylaw No. 1076, 2008* to dedicate park land.

It was MOVED and SECONDED

That the MVRD Board give first, second and third reading to *Metro Vancouver Regional District Dedication of Land as Regional Park Amendment Bylaw No. 1346, 2022*.

CARRIED

It was MOVED and SECONDED

That the MVRD Board pass and finally adopt *Metro Vancouver Regional District Dedication of Land as Regional Park Amendment Bylaw No. 1346, 2022*.

CARRIED

1.4 MVRD Dedication of Land as Regional Park Amendment Bylaw No. 1347, 2022 - Amends Bylaw 1111, 2009

Report dated May 11, 2022, from Jamie Vala, Division Manager, Planning and Resource Management, Regional Parks, obtaining the MVRD Board adoption of *Greater Vancouver Regional District Dedication of Land as Regional Park Bylaw No. 1111, 2009* to dedicate park land.

It was MOVED and SECONDED

That the MVRD Board give first, second and third reading to *Metro Vancouver Regional District Dedication of Land as Regional Park Amendment Bylaw No. 1347, 2022*.

CARRIED

It was MOVED and SECONDED

That the MVRD Board pass and finally adopt *Metro Vancouver Regional District Dedication of Land as Regional Park Amendment Bylaw No. 1347, 2022*.

CARRIED

1.5 MVRD Dedication of Land as Regional Park Amendment Bylaw No. 1348, 2022 – Amends Bylaw 1300, 2020

Report dated May 11, 2022, from Jamie Vala, Division Manager, Planning and Resource Management, Regional Parks, obtaining the MVRD Board adoption of *Metro Vancouver Regional District Dedication of Land as Regional Park Bylaw No. 1300, 2020* to dedicate park land.

It was MOVED and SECONDED

That the MVRD Board give first, second and third reading to *Metro Vancouver Regional District Dedication of Land as Regional Park Amendment Bylaw No. 1348, 2022*.

CARRIED

It was MOVED and SECONDED

That the MVRD Board pass and finally adopt *Metro Vancouver Regional District Dedication of Land as Regional Park Amendment Bylaw No. 1348, 2022.*

CARRIED

1.6 MVRD Dedication of Land as Regional Park Amendment Bylaw No. 1344, 2022 – Amends Bylaw 1319, 2021

Report dated May 11, 2022, from Jamie Vala, Division Manager, Planning and Resource Management, Regional Parks, obtaining the MVRD Board adoption of *Metro Vancouver Regional District Dedication of Land as Regional Park Bylaw No. 1319, 2021* to dedicate park land.

It was MOVED and SECONDED

That the MVRD Board give first, second and third reading to *Metro Vancouver Regional District Dedication of Land as Regional Park Amendment Bylaw No. 1344, 2022.*

CARRIED

It was MOVED and SECONDED

That the MVRD Board pass and finally adopt *Metro Vancouver Regional District Dedication of Land as Regional Park Amendment Bylaw No. 1344, 2022.*

CARRIED

H. MOTIONS FOR WHICH NOTICE HAS BEEN GIVEN

No items presented.

I. OTHER BUSINESS

1. MVRD Board Committee Information Items and Delegation Summaries

It was MOVED and SECONDED

That the MVRD Board receive for information the MVRD Board Committee Information Items and Delegation Summaries, dated June 24, 2022.

CARRIED

2. Fraser River Forecast Update

Jerry Dobrovolsky, Commissioner, provided the MVRD Board with an on-table verbal update regarding the flooding forecast of the Fraser River freshet, the mitigation measures in place and the potential impacts on Barnston Island.

It was MOVED and SECONDED

That the MVRD Board receive for information the verbal update on the Fraser River Forecast dated June 24, 2022.

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 June 24, 2022 pursuant to the *Community Charter* provisions, Section 90 (1) (k) and 90 (2) (b) 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:

(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; and

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

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

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 June 24, 2022.

CARRIED

(Time: 10:59 a.m.)

CERTIFIED CORRECT

Chris Plagnol, Corporate Officer

Sav Dhaliwal, Chair

53580690 FINAL

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

Minutes of the Regular Joint Meeting of the Metro Vancouver Regional District (MVRD), Metro Vancouver Housing Corporation (MVHC), the Greater Vancouver Water District (GVWD), and the Greater Vancouver Sewerage and Drainage District (GVS&DD) Board of Directors held at 9:15 a.m. on Thursday, July 7, 2022 in the 28th Floor Boardroom, 4515 Central Boulevard, Burnaby, British Columbia.

MEMBERS PRESENT:

Burnaby, Chair, Director Sav Dhaliwal	Port Coquitlam, Director Brad West* (departed at 11:04 a.m.)
North Vancouver City, Vice Chair Director Linda Buchanan*	Port Moody, Director Rob Vagramov
Anmore, Director John McEwen	Richmond, Director Malcolm Brodie* (departed at 9:57 a.m.)
Belcarra, Director Jamie Ross	Richmond, Director Harold Steves*
Bowen Island, Director David Hocking*	Surrey, Director Linda Annis*
Burnaby, Director Pietro Calendino*	Surrey, Director Doug Elford* (arrived at 9:18 a.m.)
Burnaby, Director Mike Hurley	Surrey, Director Laurie Guerra*
Coquitlam, Director Craig Hodge*	Surrey, Director Doug McCallum*
Coquitlam, Director Richard Stewart* (arrived at 9:17 a.m.)	Surrey, Director Allison Patton*
Delta, Alternate Director Dylan Kruger* for Director George Harvie (arrived at 9:33 a.m.)	Vancouver, Director Christine Boyle*
Delta, Director Jeannie Kanakos* (arrived at 9:16 a.m.)	Vancouver, Director Adriane Carr
Electoral Area A, Director Jen McCutcheon*	Vancouver, Director Melissa De Genova (arrived at 9:47 a.m.)
Langley City, Director Gayle Martin*	Vancouver, Director Lisa Dominato
Langley Township, Director Jack Froese	Vancouver, Director Colleen Hardwick*
Langley Township, Director Kim Richter*	Vancouver, Alternate Director Pete Fry* for Director Kennedy Stewart
Lions Bay, Director Ron McLaughlin	Vancouver, Director Michael Wiebe* arrived at 9:19 a.m.)
Maple Ridge, Director Mike Morden*	West Vancouver, Director Mary-Ann Booth* (arrived at 9:16 a.m.)
New Westminster, Director Jonathan Coté* (departed at 11:30 a.m.)	White Rock, Director Darryl Walker*
North Vancouver District, Director Lisa Muri*	
Pitt Meadows, Director Bill Dingwall*	

MEMBERS ABSENT:

Surrey, Director Mandeep Nagra	Tsawwassen, Director Ken Baird
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STAFF PRESENT:

Jerry W. Dobrovolny, Chief Administrative Officer
Dorothy Shermer, Deputy Corporate Officer
Natalia Melnikov, 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. July 7, 2022 Regular Joint Board Meeting Agenda

The Chair called the meeting to order and confirmed the agenda as circulated.

9:16 a.m. Directors Booth and Kanakos arrived at the meeting.

9:17 a.m. Director Stewart arrived at the meeting.

9:18 a.m. Director Elford arrived at the meeting.

9:19 a.m. Director Wiebe arrived at the meeting.

B. PRESENTATION AND DISCUSSION

1. Board Strategic Plan – A Look Back at 2019-2022

Sav Dhaliwal, Chair, Metro Vancouver Board of Directors, and Linda Buchanan, Vice Chair, Metro Vancouver Board of Directors, acknowledged the traditional territory of Metro Vancouver First Nations, welcomed members, and provided an overview of the Board's goals and priorities for each of Metro Vancouver's service areas, highlighting the impacts of the extreme weather events and COVID-19 pandemic on the region.

Liquid Waste Committee

Richard Stewart, Chair, Liquid Waste Committee, provided an overview of the Liquid Waste Committee and its work, highlighting Liquid Waste Services' accomplishments, including the approved Project Definition for the Iona Island Wastewater Treatment Plant, the expansion of the Annacis Wastewater Treatment Plant, the resumption of the construction of the North Shore Wastewater Treatment Plant, and the ongoing collaboration with the BC Centre for Disease Control and the University of British Columbia to track the presence of COVID-19 virus in the region's wastewater.

9:33 a.m. Director Kruger arrived at the meeting.

Members were shown a Metro Vancouver video on the Renewable Natural Gas Project at Lulu Island Wastewater Treatment Plant, which is not retained with the agenda.

Water Committee

Malcolm Brodie, Chair, Water Committee, provided an overview of the Water Committee and its work, highlighting Water Services' accomplishments, including the completion of the Port Mann Corridor Project, the Second Narrows Water Supply Tunnel, and the Clayton and Jericho Reservoirs. Other accomplishments included the upgrades of the Annacis and Stanley Park Water Supply Tunnels, and the implementation of the Cleveland Dam Safety Enhancements Program. He also noted the updates to the *Drinking Water Conservation Plan* and the *Water Supply Outlook 2120*, highlighting the importance of drinking water quality and preservation.

In response to questions, members were informed about the ongoing discussions with First Nations regarding the pipe removal in Stanley Park to restore the area.

Members were shown a Metro Vancouver video regarding the *Water Supply Outlook 2120*, which is not retained with the agenda.

9:47 a.m. Director De Genova arrived at the meeting.

Zero Waste Committee

Jack Froese, Chair, Zero Waste Committee, provided an overview of the Solid Waste Committee and Solid Waste Services' accomplishments, including the new United Boulevard and Central Surrey Recycling and Waste Centres, the upgrade of the Waste-to-Energy Facility in Burnaby, an update of the *Integrated Solid Waste and Resource Management Plan*, and the waste reduction campaigns.

In response to questions regarding excess packaging, members were informed about the work with the Canada Plastics Pact.

Members were shown a Metro Vancouver video regarding the enhanced recycling and waste services, which is not retained with the agenda.

Housing Committee

Mike Hurley, Chair, Housing Committee, provided an overview of the Housing Committee and Metro Vancouver's Housing Services accomplishments, including the advancement of seven affordable housing projects, the adopted Metro Vancouver Housing 10-Year Plan, expanded tenant programs promoting community building and community gardens, the revised *Tenant Selection Policy*, and the start of the construction of Kingston Gardens and Welcher Avenue apartments.

9:57 a.m. Director Brodie departed the meeting.

Members were shown a Metro Vancouver video regarding the adoption of the 10-Year Housing Plan, which is not retained with the agenda.

Regional Parks Committee

John McEwen, Chair, Regional Parks Committee, provided an overview of the Regional Parks Committee, highlighting accomplishments in Regional Parks, including record park visitations, park acquisitions, trail upgrades, the update to the *Regional Greenways 2050 Plan*, the completed *Regional Parks Alternative Transportation Study*, the signed Cultural Planning and Co-Operative Agreement for t̓əmt̓əmíx̓w̓t̓ən/Belcarra Regional Park with the Tsleil-Waututh Nation, advanced design for enhancements in Crippen Regional Park, Campbell Valley Regional Park, and Grouse Mountain Regional Park, and advanced planning for Widgeon Marsh Regional Park.

Regional Culture Committee

Lisa Muri, Chair, Regional Culture Committee, provided an overview of the Regional Culture Committee and the regional arts and culture program challenges during the COVID-19 pandemic. Director Muri highlighted program accomplishments, including adapted grant provision as part of the Regional Cultural Grants Program, and the annual allocation of \$150,000 of grant funding supplemented with an additional \$150,000 from BC Safe Restart funding.

Invest Vancouver

Sav Dhaliwal, Chair, Invest Vancouver Management Board, provided an overview of Invest Vancouver, the regional economic prosperity service, highlighting its funding initiatives and accomplishments, including collaboration with Amazon Web Services to create a workforce development initiative for technology, \$200,000 Federal funding received through the CanExport Community Investment Program, declaration of June as Clean Transportation Month, and the *Motivate Vancouver* event cohosted with CoMotion Global.

In response to a question regarding opportunities to discuss the idea of wind turbine manufacturing, members were informed about plans to begin discussions through the Canadian Consulate in Copenhagen.

Members were shown a Metro Vancouver video regarding the launch and highlights of Invest Vancouver, which is not retained with the agenda.

Mayors Committee

Brad West, Chair, Mayors Committee, provided an overview of the Mayors Committee and its work, outlining Metro Vancouver's initiatives and collaborations with other orders of government, including work on the overdose crisis, municipal harm reduction discussion with Local Leadership United, 2021 All-Party-Federal Election Forum, and the joint event between the Mayors Committee, Invest Vancouver, and European Union Consulate Generals to discuss the potential trade, investment, and partnership opportunities.

Regional Planning Committee

Jonathan Coté, Chair, Regional Planning Committee, provided an overview of the Regional Planning Committee and Regional Planning Services' challenges and accomplishments, highlighting the completed draft of *Metro 2050*, which is now in the approval phase, the approved *Regional Industrial Land Strategy*, the *Industrial Intensification Analysis Study*, and the *Social Equity in Regional Growth Management Study*.

In response to a question, members were informed that the School Board was invited to participate in *Metro 2050* consultations as legislatively required, but the inclusion of police services is up to local jurisdictions.

Electoral Area Committee

Jen McCutcheon, Chair, Electoral Area Committee, provided an overview of the Electoral Area Committee and Metro Vancouver Electoral Area A, highlighting a geotechnical study to map rural portions of the Electoral Area, community engagement and cleanup events, electric vehicle charging, recycling, and active transportation projects, and the emergency preparedness efforts for at-risk communities. Members were informed about the ongoing engagement with the Katzie First Nation and the Province to mitigate potential flooding impacts.

Performance and Audit Committee

Lisa Dominato, Chair, Performance and Audit Committee, provided an overview of the Performance and Audit Committee's role, highlighting Metro Vancouver's financial reporting improvements and accomplishments, including the 2022 Excellence in Financial Reporting Award received from the Government Finance Officers Association of the United States and Canada.

Finance Committee

Sav Dhaliwal, Chair, Finance Committee, provided an overview of the Finance Committee, highlighting Metro Vancouver's financial planning process and accomplishments, including Metro Vancouver's high credit rating and budget reductions to keep the 2022 levy rate increase below the inflation rate, and the amended *Federal Gas Tax Fund Expenditures Policy* to improve processes and apply a climate action lens.

George Massey Crossing Task Force

Sav Dhaliwal, Chair, Board of Directors, on behalf of George Harvie, Chair, George Massey Crossing Task Force, provided an overview of the George Massey Crossing Task Force and its work, highlighting Metro Vancouver's accomplishments in the George Massey Crossing Project development, which is intended to facilitate efficiency and movement of people and goods in the region.

Flood Resiliency Task Force – 10:49

Bill Dingwall, Chair, Flood Resiliency Task Force, noted the effects of the Atmospheric River flooding events affecting multiple communities in British Columbia in November 2021, and provided an overview of Metro Vancouver's accomplishments and engagement with the affected municipalities and First Nations to identify regional risks and gaps in existing infrastructure and the priority areas in need of regional investment while reviewing the existing *Lower Mainland Flood Management Strategy*.

Climate Action Committee

Adriane Carr, Chair, Climate Action Committee, provided an overview of the Climate Action Committee and Air Quality and Environmental Planning Services, highlighting climate change impacts, and regional challenges and accomplishments, including the adopted *Clean Air Plan*, improved air quality

monitoring, and the amended *Climate 2050* strategic plan with a goal of becoming a carbon neutral region by 2050.

Members were shown a Metro Vancouver video titled “Metro Vancouver Achieves Carbon Neutrality”, which is not retained with the agenda.

Indigenous Relations Committee

Mary-Ann Booth, Chair, Indigenous Relations Committee, provided an overview of the Indigenous Relations Committee and its work, highlighting Metro Vancouver’s accomplishments, including the cooperation agreement with the Tsleil-Waututh Nation and renaming of t̓əmtə́míxʷtən/Belcarra Regional Park, treaty negotiations with the Katzie First Nation, Lunch-and-Learn opportunities for staff, and strengthening relationships with First Nations through project-related engagement work.

Members were shown Metro Vancouver videos of the t̓əmtə́míxʷtən/Belcarra Regional Park Renaming Ceremony and the Board Strategic Plan 2019 – 2022 Look Back, which are not retained with the agenda.

Presentation material titled “2019 – 2022 Look Back – Board Strategic Plan” is retained with the July 7, 2022 MVRD/MVHC/GVWD/GVS&DD Regular Joint Board Meeting agenda.

Closing Remarks

Vice Chair Buchanan and Chair Dhaliwal offered closing remarks highlighting members’ contributions and Metro Vancouver’s role in delivering essential services.

11:30 a.m. Director Coté departed the meeting.

C. ADJOURNMENT/CONCLUSION

It was MOVED and SECONDED

That the MVRD/MVHC/GVWD/GVS&DD Board conclude its regular joint meeting of July 7, 2022.

CARRIED

(Time: 11:32 a.m.)

CERTIFIED CORRECT

Dorothy Shermer, Deputy Corporate Officer

Sav Dhaliwal, Chair

53822623 FINAL

DELEGATION EXECUTIVE SUMMARY

Name or Organization: Nathan Davidowicz

Subject: TransLink's Regional Fund Application Scope Change

Presenting to: MVRD Board

Date of Meeting: July 29, 2022

Dear MVRD Board:

For almost 3 years myself and other people have been against buying any more Fossil Fuel Buses. TransLink finally agreed.(Because of push from the BC Government)
The BC Government will be making changes to our 3 transportation agencies, they started with BC Ferries but changes will be coming to BC Transit and TransLink.
Minister Rob Fleming has acknowledged that CNG buses are just a transition until BC buys more e.Buses. (See the Hansard June 15, 2021)

<https://www.leg.bc.ca/documents-data/debate-transcripts/42nd-parliament/2nd-session/20210615pm-Hansard-n95>

Today you have a bad motion from your Finance Committee.:

http://www.metrovancouver.org/boards/GVRD/RD_2022-Jul-29_AGE.pdf (pages 327 to 352)

1. Deferring \$70.4 M of capital expenditures for buying additional buses ;
We need way more buses as our bus fleet has just reached the level that the 10 yrs plan proposed in 2003. 1600 buses. We are way behind what transLink proposed in 2003.
2. Asking for CNG buses using RNG is not the answer to our GHG emissions. 100% Zero Emission Buses are available now and should be bought

RNG is not even available until 2024 or later in large amounts

Only 5 transit systems are still using CNG and they are all changing to e.Buses.

We need ELECTRIC buses. We have one Garage-Hamilton Transit Centre in Richmond BC that has few e,Buses and the infrastructure can be easily expanded to accommodate 200 e.Buses.

TransLink is at least 3 years behind the e.Bus revolution in North America

Here are some links

A. How to be a good climate Mayor

https://www.bloomberg.com/news/articles/2022-07-22/how-to-be-a-good-climate-mayor?cmpid=BBD072222_CITYLAB&utm_medium=email&utm_source=newsletter&utm_term=220722&utm_campaign=citylabdaily

B. Court orders UK government to explain how net zero policies will reach targets

https://www.theguardian.com/environment/2022/jul/18/court-orders-uk-government-to-explain-how-net-zero-policies-will-reach-targets?CMP=Share_AndroidApp_Other

C. Winnipeg Transit

<https://www.cbc.ca/news/canada/manitoba/winnipeg-transit-fleet-modernize-funding-1.6513462>

D. Edmonton Transit

https://www.edmonton.ca/projects_plans/transit/electric-buses

E. Toronto Transit

<https://www.blogto.com/city/2022/04/ttc-just-bought-hundreds-fancy-new-buses/>

F. Montreal Transit

https://www.stm.info/en/about/major_projects/major-bus-projects/bus-network-electrification

G. Ottawa Transit

<https://globalnews.ca/news/7927665/ottawa-electric-bus-fleet-environment/>

H. Los Angeles Transit

<https://www.thefourth-revolution.com/uncategorized/los-angeles-bus-fleet-will-become-zero-emissions-by-2028-olympics/>

Sincerely

Nathan Davidowicz

**To: Metro Vancouver Regional District
Board of Directors,**
C/O Board and Information Services,
4515 Central Boulevard,
Burnaby, BC, Canada, V5H 0C6 ;
delegations@metrovancover.org
604-432-6250, 604.432.6284

From: Mr Roderick V. Louis,
[REDACTED]
White Rock, BC,
Canada, [REDACTED]
[REDACTED]
[REDACTED]

July 27-2022

Pls regard this as a request to appear before the MV RD Board at its July 29-2022 meeting:
<http://www.metrovancover.org/boards/search/Pages/default.aspx>

Or:

http://www.metrovancover.org/boards/GVRD/RD_2022-Jul-29_AGE.pdf

... regarding agenda Item 5.1:

5.1 Greater Vancouver Regional Fund – 2021 Annual Report and Application for Scope Change to Previously Approved Projects;

Mainly, agenda Item 5.1 is Translink's annual (2021) report on the purported status of projects funded through the GVRF, and TransLink's request for the MV RD board to approve a scope change to Translink's 2020 GVRF application that was approved by the board on November 1, 2019..

Translink's annual GVRF report contains purported updates on: variances in budgeted and actual costs, expenditures to date, project schedule, risk assessment, state of purchased assets, and alignment with the GVRF evaluation criteria.

At its April 29-2022 meeting, the MV RD board was lied to by senior Translink representatives regarding multi-billion dollar, highly consequential financial issues...

Translink officials' dishonest and factually inaccurate statements and information that were communicated to the MV RD board on April 29-2022 directly relate to: The GVRF fund; The MV RD board's oversight of Tranlink's uses of GVRF funds; Translink's annual GVRF fund reports; and previously approved expenditures and proposed expenditures from the GVRF fund...

MV RD board members have ethical and fiduciary obligations to decline all requests from Translink and its representatives, its board of directors and the Mayors Council...

... until Translink officials apologize for, and demonstrate that they have taken actions to correct, and remediate the consequences of their previous dishonest, factually inaccurate submissions to the MV RD board... (such as those at the April 29-2022 MV RD board meeting)...

The specific actions requested of the MV RD board are:

- 1) Decline staff recommendations #1 and #2 (page 332 of agenda package);
- 2) Accept for information the agenda Item 5.1 report from MV's Finance Committee dated July 14-2022, and accept for information its attached report dated June 17, 2022, titled "Greater Vancouver Regional Fund-2021 Annual Report and Application for Scope Change to Previously Approved Projects";

3) Send a letter to the TransLink Mayors Council and Translink board of directors requesting that the dishonest, factually inaccurate statements* and information* that senior Translink officials- and the Mayors Council Chairperson- communicated to the MV RD board at its April 29-2022 meeting are formally retracted, apologized for, and corrected...

4a) Reconsider the agenda Item 9.1 votes** that were conducted at the April 29-2022 MV RD board meeting- at the July 29-2022 board meeting, or as soon as is feasible...

4b) Send a letter to the TransLink Mayors Council and Translink board of directors indicating that the MV RD board has reconsidered its April 29-2022 decision, and has decided to decline to endorse/ approve Translink's debt limit being increased from \$5.5 Billion to \$6.8 Billion...

** http://www.metrovancouver.org/boards/GVRD/RD_2022-Apr-29_MIN.pdf - See pages #8 and 9 ;

* Dishonest, factually inaccurate statements and information communicated by senior Translink representatives at the April 29-2022 MV RD board meeting... regarding:

a) The content of Translink's 2022- 2031 "Investment Plan";

b) Purported reasons why Translink required a **\$1.3 Billion** increase to its debt limit (from **\$5.5 Billion** to **\$6.8 Billion**);

c) Amounts of funding that Translink would be required to provide in total and annually during 2022- 2031 to pay its share of the construction costs of the 16km **\$3.94 billion** Surrey Langley SkyTrain project...

At the April 29-2022 board meeting, Translink representatives- **Sarah Ross**, director of planning; and **Olga Kuznetsova**, VP Financial Services provided a comparatively lengthy PPT and verbal presentation, and had identical recurring messages: Translink's \$5.5 Billion debt limit purportedly needed to be increased to \$6.8 Billion so that Translink would be able to pay its share of the (estimated **\$3.9 Billion**) construction costs of the **Surrey-Langley SkyTrain project**...

April 29-2022 PPT: http://www.metrovancouver.org/boards/GVRD/RD_2022-Apr-29_PPT.pdf

Slides 21 and 28 that indicate Translink planned to expend **\$\$ Billions** on the Surrey Langley SkyTrain project during 2022-2031... and that the project represented **42 percent** of Translink's planned **\$10.6 Billion** of expenditures on major transportation infrastructure projects during the during this period;

On June 14-2022, the BC govt issued several formal announcements regarding the purportedly planned 16 km **Surrey Langley SkyTrain project**:

https://www2.gov.bc.ca/assets/gov/transportation-infrastructure-projects/surrey-langley-skytrain/july-announcement-2022/business_case_fact_sheet_updated.pdf -

These announcements indicate:

a) The BC govt would provide **almost 2/3 of the project's required \$3.94 billion construction funding**, or **\$2.4 Billion**,

b) The Federal govt would provide roughly 1/3 of the project's required construction funding, up to **\$1.3 Billion**;

c) Translink would be required to provide **less than 6 percent** of the project's construction funding, **or a paltry \$220 Million**...



July 26, 2022

To: The Metro Vancouver Regional District Board of Directors

Re: Response to Metro Vancouver Report and Recommendations on the Tilbury Marine Jetty and Tilbury Phase 2 LNG Expansion Projects

FortisBC's presentation is in regards to the recent staff report and subsequent recommendations adopted by the Metro Vancouver Climate Action Committee on July 8, which calls on the Metro Vancouver Board of Directors to oppose the Tilbury Marine Jetty (TMJ) and Tilbury Phase 2 LNG Expansion Projects.

FortisBC has numerous concerns with the information provided in the report and believes the report does not provide an accurate assessment of the projects and the role the projects will play in supporting our shared regional and global climate action goals. Our concerns about the report include:

- inaccurately assessing emissions reductions associated with displacing conventional marine fuels;
- underplaying the role LNG will play in the decarbonization of the marine sector;
- omitting FortisBC's work on rapidly expanding the supply of Renewable Gas;
- not considering how TMJ will facilitate improvements in regional air quality by contributing to the replacement of conventional marine fuels with LNG; and
- omitting that expanding LNG bunkering infrastructure within the Port of Vancouver is aligned with both the federal and provincial policy agendas.

The expansion of Tilbury LNG facility puts difficult to decarbonize industries like marine shipping on a more advanced path to emissions reductions, rather than locking them into the use of conventional marine fuels while waiting for solutions that are not viable today. Opportunities also exist to use the Tilbury LNG facility and FortisBC's supply of Renewable Natural Gas (RNG) to decarbonize the marine sector even further.

To address these critical gaps, FortisBC would like to provide additional contextual information that was not reflected in the staff report on how the Tilbury Expansion will be a vital asset for sectors like marine shipping. We would like to ensure that the Board has the opportunity to be fully informed for their decision-making process with respect to the projects and **would like to respectfully request that the Metro Vancouver Board reject the recommendations to oppose the Tilbury Marine Jetty and Tilbury Phase 2 LNG Expansion projects and refer the report back to the staff for further study.**

Tilbury Jetty Limited Partnership (TJLP) and FortisBC's information provided through the ongoing environmental assessment (EA) processes has been subject to rigorous review by Working Group and Technical Advisory Committee members (including Metro Vancouver representatives) and is directly

relevant to the projects. FortisBC believes the information being provided to the Board by staff is imbalanced and does not represent the projects accurately.

A detailed response submission has been submitted to the Corporate Officer to distribute, as well as copies being emailed directly to all members of the board.

FortisBC is committed to ongoing collaboration and engagement with Metro Vancouver as these projects progress through their respective EA processes. We believe that in BC, the best pathway forward in our energy transition is a diversified pathway that takes advantage of both the gas and electric systems to achieve deep GHG emission reductions.

We look forward to continued collaboration and engagement with Metro Vancouver as we strive to achieve our collective climate and air quality objectives.



VILLAGE OF LIONS BAY

Summary of Presentation from Village of Lions Bay CAO

- What is at stake?
 - The right of a Municipality to interpret its own OCP
- Why “rural” vs. “urban”?
 - Metro’s own criteria
- Public consultation results
 - Overwhelming identification with Metro’s own criteria for “rural”
- Policies protecting Lions Bay’s vision of “rural”
 - There are several but we accept that more specifics are needed to flesh out the vision in due course and will endeavour to work toward that
- Village of Lions Bay (VoLB) by the numbers
 - We’re very small & remote in the regional context with no regional sewerage services
- Housing Data
 - Low Density Residential = Residential Rural (VoLB; Metro 2050)
 - Comparability of VoLB data with other rural communities very challenging
- Sustainability Objectives
 - Just as vital for rural communities as urban ones, if not more so
- RPC Recommendation
 - Council’s immediate supportive response
 - Lions Bay Residents, Council, Staff and Regional Planning Committee are all aligned - we ask that the Board follows suit.”
- Impact of Acceptance
 - Minimal impact and consistent with several Metro 2040 objectives
- We respectfully request that the Board accept of the Village of Lions Bay’s Regional Context Statement, as amended at 3rd reading on July 20, 2022, which included the RPC’s recommendations re. mapping and housing data. Thank you.

* *Order of presentation slides may vary.*

To: Indigenous Relations Committee

From: Jessica Beverley, Corporate Solicitor/General Manager, Legal Services and Indigenous Relations

Date: June 27, 2022 Meeting Date: July 6, 2022

Subject: **Indigenous Relations Committee Accomplishments, 2019-2022**

RECOMMENDATION

That the MVRD Board receive for information the report dated June 27, 2022, titled “Indigenous Relations Committee Accomplishments, 2019-2022.”

EXECUTIVE SUMMARY

In the current electoral cycle, 2019-2022, the Indigenous Relations Committee has addressed almost all of its work plan endeavours and has accomplished more than it set out to undertake. This report provides a list of almost 40 accomplishments identified according to various categories including: invited presentations at committee meetings, staff reports and presentations at committee meetings, representation on external committees, involvement in building relations with First Nations, representation at Metro Vancouver events, and representation at external events. Also presented in this report is the number of requests that Indigenous Relations staff have completed between 2019 and 2022: a 136.8% increase in the past four years.

PURPOSE

This report provides a summary of accomplishments for the Indigenous Relations Committee over the course of this electoral cycle, 2019-2022, and responds to a similar request of the Board, in terms of its *Board Strategic Plan, 2019-2022* accomplishments, as well as those of the other Board standing committees.

BACKGROUND

The Indigenous Relations Committee is the standing committee of the Metro Vancouver Board that provides advice and recommendations on policies, plans, programs, budgets and issues related to treaty negotiations and the broader Indigenous Relations function.

The following lists provide a summary of accomplishments of the Indigenous Relations Committee over the course of this electoral cycle, 2019-2022:

1. Invited Presentations at Committee Meetings

- Annual invited presentation from the Chief Commissioner, BC Treaty Commission, on the status of treaty negotiations and other agreements in British Columbia (yearly, 2019 to 2022)
- Invited presentation from a representative of the Downtown Eastside Women’s Centre and engaged in discussion on the report “Red Women Rising: Indigenous Women Survivors in Vancouver’s Downtown Eastside” on May 2, 2019

- Invited presentation from a staff representative from Fraser Valley Regional District on the “United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP)” on May 2, 2019
- Invited presentation from a representative with Cassels Brock Lawyers on “Federal Environmental Assessment Reforms and UNDRIP” on October 10, 2019
- Invited presentation from a representative with the Vancouver Aboriginal Friendship Centre on “Vancouver Aboriginal Friendship Centre Society” on October 10, 2019
- Invited presentation from a representative from Fraser Basin Council on Realizing UNDRIP Initiative (RUI) on May 11, 2022

2. Staff Reports and Presentations at Committee Meetings

- Annual Indigenous Relations Committee Priorities and Work Plans (yearly, 2019-2022)
- Annual Financial Plans (yearly, 2019-2021)
- Indigenous Relations orientation presentation by staff to the Committee which formed the basis for the “Building Relations with Indigenous Nations” training course which has now been provided corporately to Metro Vancouver staff and has resulted in over 2,500 enrollments
- Manager’s Reports with updates on the Committee’s Annual Work Plans (presented at every meeting, 2019-2022)
- “Red Women Rising: Indigenous Women Survivors in Vancouver’s Downtown Eastside” on October 10, 2019
- “Regional Parks Naming, Renaming, and Dedications Policy” on October 10, 2019
- Quarterly Reports on Reconciliation Activities by Metro Vancouver (presented at every meeting, 2019-2022), featuring over 160 completed endeavours
- Proposals for the Community to Community Forum (held in 2019 with Musqueam) and future Regional Gathering involving elected representatives from the 10 local Nations in the region and members of the Metro Vancouver Board of Directors and its Indigenous Relations Committee
- Consideration of a staff information report providing an overview of the “TransMountain Pipeline: Federal Court of Appeal Decision” on May 28, 2020
- “Metro Vancouver’s Commitment to Reconciliation with Indigenous Peoples” on February 4, 2021
- “Indigenous Relations Program Activities” on May 6, 2021 including Archaeology; Committee Coordination; First Nation Engagement; Information Requests; Meetings; Training; and Other Activities
- “Local Government Responses to the Discovery of an Unmarked Burial Site near Kamloops Indian Residential School” on July 8, 2021
- Restructuring of the Fraser Valley Regional District Regional Indigenous Relations Committee on July 8, 2021
- “Overview of the BC Supreme Court Decision in *Yahey v. British Columbia*” on October 7, 2021
- “Overview of the *Declaration on the Rights of Indigenous Peoples Act* Action Plan, 2022-2027” on May 11, 2022
- “External Agency Status Report for the Katzie Treaty Negotiation Table” on May 11, 2022
- Screenings of the First Nations Showcase videos completed to date: Semiahmoo First Nation and Tsawwassen First Nation; also a screening of the Kwikwetlem House Post Ceremony at the Red Fish Healing Centre

- Ongoing research and discussion on reconciliation in the updated *Board Strategic Plan, 2019-2022*, and best practices for engaging with First Nations.

3. Representation on External Committees

- Continued to represent Metro Vancouver local government interests, with observer status, at the Katzie treaty table over the past four years (2019-2022)
- Continued to represent Metro Vancouver local government interests on the UBCM Indigenous Relations Committee over the past four years (2019-2022)
- Continued representation at the Fraser Valley Regional District First Nations Relations Committee from 2019 to 2021; the committee is no longer operational

4. Involvement in Building Relations with First Nations

- Attended the Community to Community Forum, co-hosted with Musqueam Indian Band, at Musqueam's Cultural Centre on July 25, 2019
- Attended the signing ceremony of the Cultural Planning and Co-Operation Agreement for Belcarra Regional Park with Tsleil-Waututh Nation on February 18, 2020
- Involved in the renaming ceremony of t̓əmtəmíx̓'tən/Belcarra Regional Park with Tsleil-Waututh Nation on October 8, 2021

5. Representation at Metro Vancouver Events

- Indigenous Relations Committee member participation at Metro Vancouver online Lunch and Learn sessions:
 - Chief Ken Baird and Khelsilem on Reconciliation and National Indigenous Peoples Day (June 15, 2020) attended by 155 participants
 - Justice Murray Sinclair on Truth and Reconciliation (October 1, 2020) attended by 250 participants
 - Tsleil-Waututh Nation members on "Tsleil-Waututh 101" (March 15, 2021) attended by 235 participants
 - Semiahmoo First Nation Chief and Council member on "Semiahmoo 101" (June 21, 2021) attended by 234 participants
 - UBC Chancellor, the Honourable Stephen Point, on Reconciliation and National Truth and Reconciliation Day (September 23, 2021) attended by 235 participants
 - Katzie First Nation member and consultant, Len Pierre, on Indigenous Cultural Safety and Humility (May 16, 2022) attended by 275 participants
 - UBC Professor, Dr. Sheryl Lightfoot, on the United Nations Declaration on the Rights of Indigenous Peoples, UNDRIP (June 23, 2022) attended by 177 participants
- Involvement by the Committee Chair in the Metro Vancouver video feature "Chat with the Chair" (July 7, 2020)

6. Representation at External Events

- Participation at Standing Committee events, including the 45th Annual Canadian Institute for the Administration of Justice (CIAJ) "Indigenous Peoples and the Law" conference, on November 17-19, 2021 in Vancouver
- Participation at the First Nations Major Projects Coalition's "Towards Net Zero by 2050" industry event and conference in Vancouver on April 25-26, 2022

- Participation by the Committee Chair and Committee Vice-Chair at the 2021 Pacific National Exhibition (PNE) as part of the Metro Vancouver activation (September 3, 2021)

In addition to the above accomplishments, between 2019 and 2022, there has been a significant increase in the number of requests that have been completed by Metro Vancouver's Indigenous Relations staff, as shown in Attachment 1. The 2022 figure is based on projections of the current trends for the number of requests completed in the first five months of this year. The data indicates an overall increase of 136.8% in the number of requests completed between 2019 and 2022.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

This is an information report. There are no financial implications.

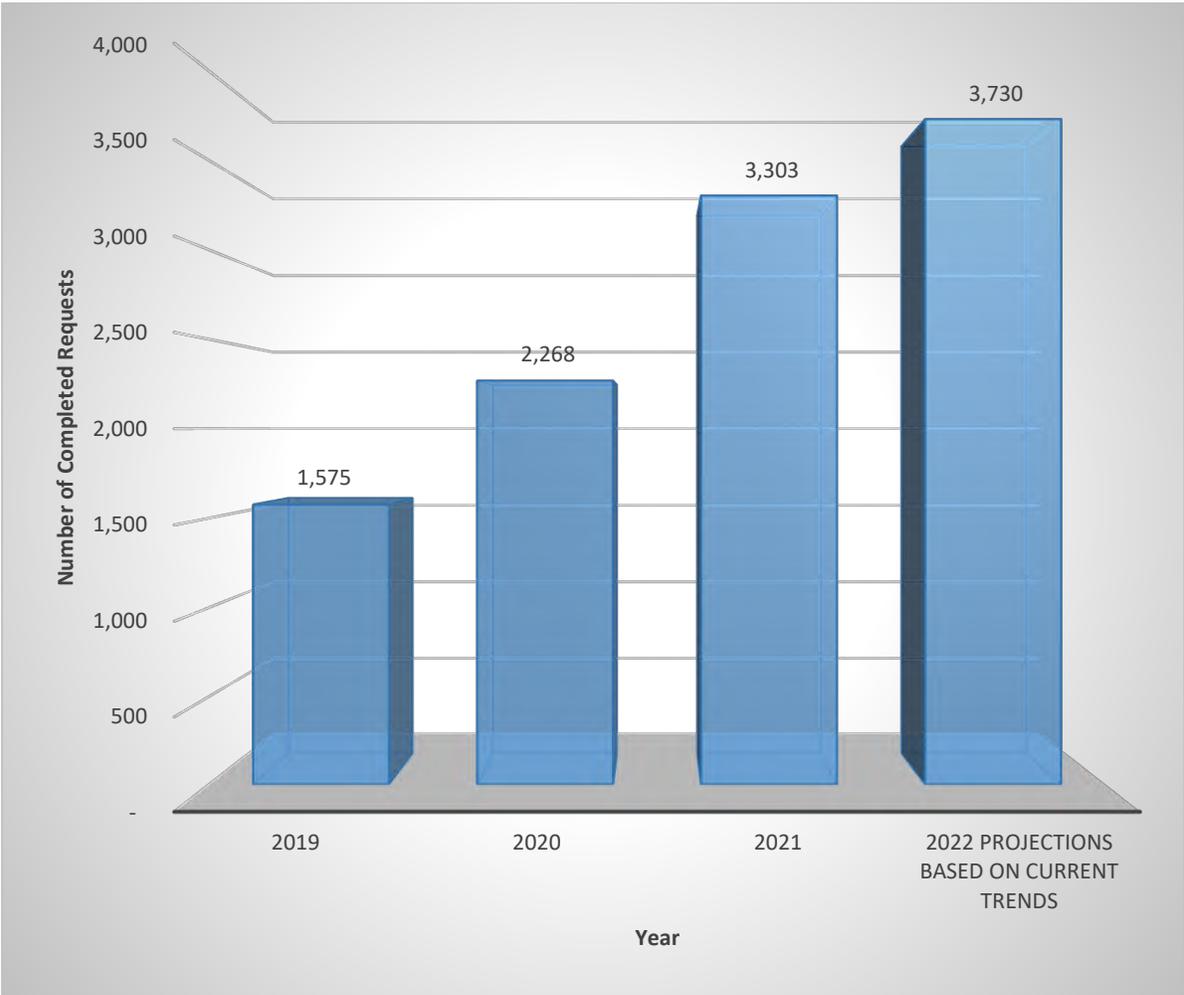
CONCLUSION

This information report provides summary lists of accomplishments for the Indigenous Relations Committee between 2019 and 2022 according to six different categories. Almost 40 Committee accomplishments are identified in this report.

Attachments:

1. Total Number of Requests Completed Annually by Metro Vancouver's Indigenous Relations Staff, 2019-2022.

Total Number of Requests Completed Annually by Metro Vancouver’s Indigenous Relations Staff, 2019-2022



To: MVRD Board of Directors

From: Regional Planning Committee

Date: July 8, 2022 Meeting Date: July 29, 2022

Subject: **Village of Lions Bay Regional Context Statement**

Regional Planning Committee Recommendation

That the MVRD Board accept the Village of Lions Bay Regional Context Statement as received by Metro Vancouver on April 6, 2022, and that MVRD acceptance be conditional on the Village of Lions Bay commitment to delete the Urban Containment Boundary from the Regional Context Statement and add its Housing Needs report at 3rd reading of their OCP amending bylaw, and that their next OCP update be consistent and reflective of the new regional Rural designation.

At its July 8, 2022 meeting, the Regional Planning Committee considered the attached report titled “Village of Lions Bay Regional Context Statement”, dated June 6, 2022. The Committee subsequently amended the recommendation as presented above in underline style.

The Lions Bay CAO presented on the community context and the request for Lions Bay to be redesignated from General Urban to Rural in *Metro 2040*. He expressed that the Metro Vancouver staff report request to defer the proposed amendment to the Regional Context Statement to align with an upcoming OCP review was problematic. The Committee moved the recommendation to accept the Regional Context Statement with an added request to address Metro Vancouver’s concerns as identified in the staff report. Discussion ensued regarding strengthening that language to a conditional approval.

In summary, Lions Bay submitted its RCS containing a mapping error showing Lions Bay as Rural within the Urban Containment Boundary. Conditions include removing the Urban Containment Boundary from the RCS map at 3rd reading of the OCP amending bylaw. Lions Bay was requested to include projections in the RCS. Conditions include appending the Lions Bay Housing Needs Report to the RCS at 3rd reading of the OCP amending bylaw. Finally, there was discussion about how to ensure that any update to the OCP would seek to improve consistency with the Rural regional land use designation including specifying how Rural lands will be protected, and setting appropriate development standards for scale, density and form consistent with the intent of the Rural land use designation.

This matter is now before the Board for its consideration.

Attachment

“Village of Lions Bay Regional Context Statement”, dated June 6, 2022

54019916

To: Regional Planning Committee

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

Date: June 6, 2022 Meeting Date: July 8, 2022

Subject: **Village of Lions Bay Regional Context Statement**

RECOMMENDATION

That MVRD Board:

- a) decline to accept the Village of Lions Bay Regional Context Statement as received by Metro Vancouver on April 6, 2022, for the reasons laid out in the report titled “Village of Lions Bay Regional Context Statement”, dated June 6, 2022; and
- b) notify the Village of Lions Bay of the decision and request that as the Village updates its Official Community Plan, to amend the Regional Context Statement accordingly, prior to it being resubmitted to the Board for consideration.

EXECUTIVE SUMMARY

The Village of Lions Bay Council has amended its Regional Context Statement (RCS) to change the regional land use designation for the Village in its entirety from General Urban to Rural and submitted it for acceptance by the MVRD Board. An important role of the MVRD Board is to make decisions, as a federation, on matters of regional significance. Considering the acceptance of Regional Context Statements is one way that the MVRD Board ensures that the commitments made by the signatories of *Metro 2040* are reflected in local Official Community Plans.

The Regional Context Statement has been evaluated for general consistency with the goals, strategies, and maps in *Metro 2040*. This report notes it is premature for the MVRD Board to accept the Regional Context Statement as submitted. It is recommended that the Village of Lions Bay:

- revisit the RCS submission as part of its upcoming and planned Official Community Plan review and reconsider the policies that would reflect the envisioned rural land use of the community (including specifying how the Rural lands would be protected, and setting appropriate development standards for scale, density, and form consistent with the intent of the Rural land use designation and compatible with on-site sewer systems);
- update its population, dwelling unit, and housing projections; and
- correct the Regional Context Statement Map to remove the Urban Containment Boundary.

PURPOSE

To provide the Regional Planning Committee and MVRD Board with the opportunity to consider acceptance of the Village of Lions Bay’s updated Regional Context Statement.

BACKGROUND

On March 1, 2022 the Village of Lions Bay Council read *Bylaw No. 612, 2022* a third time. The bylaw amends the Village's Official Community Plan by replacing the word "semi-rural" where it appears in section 9.1 with the word "rural", and deleting and replacing the Regional Context Statement (Attachment 1). On April 6, 2022 Lions Bay submitted the revised Regional Context Statement to Metro Vancouver for acceptance. The submission included a covering letter (Attachment 2), a copy of *Bylaw No. 612, 2022*, the new Regional Context Statement, and a certified council resolution (Attachment 3, Reference 1).

This report evaluates the Regional Context Statement that has been submitted for acceptance by the MVRD Board for general consistency with the goals, strategies, and maps in *Metro 2040*. This is being brought forward at this time because, as per subsection 448(3) of the *Local Government Act*, if the MVRD Board fails to accept or refuse to accept within 120 days of receipt from a member jurisdiction, a Regional Context Statement is deemed to have been accepted.

REVIEWING REGIONAL CONTEXT STATEMENTS

A Regional Context Statement identifies the relationship between the municipality's Official Community Plan (OCP) and the regional growth strategy and, if applicable, explains how the OCP is consistent or will be made consistent with the regional growth strategy over time.

An important role of the MVRD Board is to make decisions, as a federation, on matters of regional significance. Considering the acceptance of Regional Context Statements is one way that the MVRD Board ensures that the commitments made by the signatories of *Metro 2040* are reflected in local OCPs, and are generally consistent with its goals, strategies, policy actions, and land use designations. The role of Metro Vancouver staff is to provide a technical review and professional planning recommendation to support the Board's decision making.

LIONS BAY CONTEXT

The Village of Lions Bay is a small community of approximately 1,440 residents and 554 dwelling units located in the northwest portion of the region abutting Howe Sound, approximately 12km north of West Vancouver. The Village of Lions Bay has been a Metro Vancouver member jurisdiction since 1971. The Village of Lions Bay accepted the current regional growth strategy, *Metro 2040*, in January 2011, and in 2016 the MVRD Board accepted the Lions Bay Regional Context Statement (Attachment 4). The Village is designated in its entirety as General Urban in *Metro 2040* and in Lions Bay's Regional Context Statement. This is a historical designation as Lions Bay was also designated an "Urban Area" in the 1996 *Livable Region Strategic Plan*.

On July 6, 2021, Metro Vancouver staff presented this background information and details about the regional growth strategy amendment process to Lions Bay Council (Reference 2). Since 2019, Metro Vancouver staff have exchanged correspondence and had numerous conversations with Lions Bay staff and Council regarding the options to meet the Village Council's aspirations and the processes to either amend the regional growth strategy or submit a new Regional Context Statement.

As context, the Village of Lions Bay has been considering a change to the community's regional land use designation since 2019. During the public consultation for Metro Vancouver's new Wood Burning Bylaw (*Residential Indoor Wood Burning Emission Regulation Bylaw No. 1303, 2020*) (Reference 4)

the boundaries of the Urban Containment Boundary and the regional land use designation of the Village became a major topic of interest in the community. The Village conducted a survey of residents that demonstrated the community’s desire to be designated Rural in the regional growth strategy, to better reflect the community’s context, identity, and aspirations. The Village is about to embark on a review of its Official Community Plan, where the community’s aspirations as expressed in the survey results can be integrated into the community’s long term vision, objectives, and policy for land use.

RURAL VERSUS URBAN AREAS IN THE REGION

In *Metro 2040*, the Rural regional land use designation is defined as follows:

Rural areas are intended to protect the existing character of rural communities, landscapes and environmental qualities. Land uses include low density residential development, small scale commercial, industrial, and institutional uses, and agricultural uses that do not require the provision of urban services such as sewer or transit. Rural areas are not intended as future urban development areas, and generally will not have access to regional sewer services (Metro 2040, page 9).

As part of the update to the regional growth strategy, stakeholders and Metro Vancouver staff explored the Rural lands policy framework and definition of Rural lands. After review and engagement no significant changes to the Rural policies and actions of *Metro 2040* were recommended for *Metro 2050*, which is currently in the approvals process (Reference 3).

Table 1: Location and Size of the Region's Rural lands

Municipalities with Rural Regional Land Use Designations	Rural Land Use in Area (ha)	Proportion of Rural Land Use by Municipal Area
Maple Ridge	3,203.6	11.2%
Langley Township	2,485.2	7.8%
Pitt Meadows	779.2	8.1%
Surrey	615.6	1.7%
Anmore	498.0	15.5%
Coquitlam	407.6	3.1%
Electoral Area A	226.0	0.2%
Belcarra	160.0	12.7%
North Van District	123.1	0.7%
Port Moody	32.8	1.0%
Delta	0.5	0.00%
Langley City	0.2	0.02%
REGIONAL TOTAL	8,531.7	2.6%

The redesignation of the entire Village as proposed, would add 253 ha of Rural land to the region, which is approximately 3% of the current total (Table 1).

ASSESSMENT OF LIONS BAY’S REGIONAL CONTEXT STATEMENT CONSISTENCY WITH METRO 2040

Staff have reviewed Lions Bay’s Regional Context Statement for consistency with the relevant goals, strategies, and policy actions of *Metro 2040*. A summary of the key considerations is provided below.

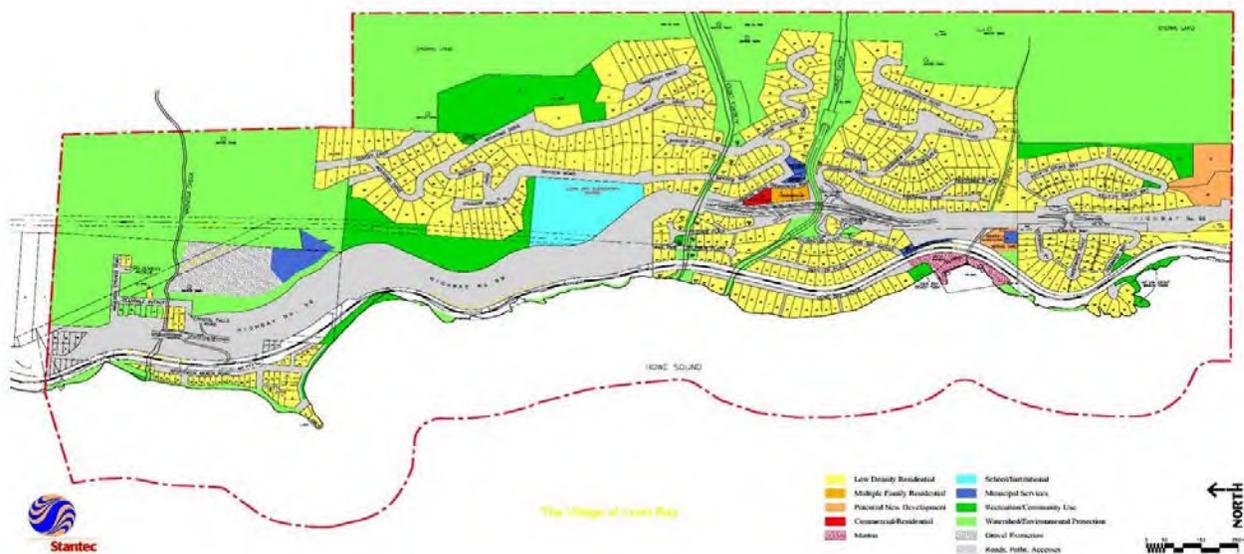
Rural Lands

The region’s rural areas are generally low density, with large residential lots and open space with strong connections to agricultural areas while others are more remote, not contiguous with the urban area, and may have topographic constraints. They are not intended for future urban development and are built to a density that does not require the provision of urban services such as regional sewer connections or transit.

Lions Bay is not serviced by Metro Vancouver water or sewerage services, although the Village does provide local sewage treatment for part of the population. Most of the community comprises single-detached residential units, with some secondary suites and townhouses. There are some limited commercial uses, and TransLink provides one bus route (i.e. Route #262). The form and land uses of Lions Bay are consistent with a suburban residential form and density. Growth potential contemplated in the OCP appears to be small.

However, the gross population density of the Village of Lions Bay is higher than other rural communities in the region. Lions Bay has an average of 549.4 people / km² while the Village of Anmore, for example, has 85.6 people / km², and the Village of Belcarra has 124.9 people / km². The Village of Lions Bay currently contains 554 dwelling units and approximately 84.87 ha of residential land putting the net dwelling unit density at approximately 6.53 dwelling units / ha (Figure 1). Considering both occupied and unoccupied dwelling units the net residential density in Lions Bay is 8.7 units per hectare, far higher than in comparable residential areas on rural lands in other parts of the region (3.17 units/ha in Anmore, 5.35 units/ha in Belcarra, 2.5 units/ha in Langley Township).

Figure 1: Lions Bay Official Community Plan Land Use Map



Growth Management Objectives for Rural Lands

The Village of Lions Bay comprises a very small proportion of the region's population and land base, has limited employment opportunities, low accessibility to most of the region's employment centres, limited servicing capacity, and is subject to a number of known natural hazards. Redesignating the Village to a Rural land use will have minimal impact on the objectives and strategies of *Metro 2040* given the small population and small land area of the community.

Removing the Urban Containment Boundary and redesignating the community from General Urban to Rural can be seen as consistent with some of *Metro 2040's* objectives of creating a compact urban region by shrinking the area of land within the Urban Containment Boundary, particularly a non-contiguous area. It also reduces development opportunities and development pressure, and may support limiting the growth of *Vehicle Kilometres Travelled* and transportation-related GHG emissions in and out of Lions Bay.

However, the Lions Bay Regional Context Statement references an intention to consider increasing the housing stock through infill development in the next OCP update. Generally, intensification is appropriate in an urban or suburban context given the additional strains that this places on a community's infrastructure and amenities, and not an approach that is consistent with Rural character. Further, the Village of Lions Bay's OCP does not have a "Residential – Rural" Land Use Designation; there are currently two residential land use categories in the OCP: "Low Density Residential" and "Multiple Family Residential" (Figure 1) (Reference 5). Acceptance of a Regional Context Statement by Metro Vancouver that reflects a Rural regional land use designation for the entire community, would result in disparities with the policy intent of the OCP and *Metro 2040*.

The Regional Context Statement does not refer to any policy in the Village of Lions Bay's OCP that would protect lands with a Rural regional land use designation as required by policy action 1.3.3 of *Metro 2040*. No changes to the OCP Land Use Map have been made and the OCP does not currently contain a "Rural – Residential" land use designation (Figure 1). These policy linkages are requirements in *Metro 2040* and help to demonstrate how the member jurisdiction will work to protect the rural character, ecosystems, economies, and landscapes of Rural lands from urban development.

Staff recommend that as Lions Bay undertakes its OCP review, it consider alignment of policies to protect Rural lands and limit urban development to support the requested land use designation change.

Mapping Error

Map 1 included in the updated Regional Context Statement depicts the Village of Lions Bay inside the Urban Containment Boundary, despite the stated objective to remove it. It is understood that Lions Bay's intention in moving from General Urban to Rural, was to retract the Urban Containment Boundary, thereby putting Lions Bay outside the Urban Containment Boundary. However, the map submitted in the updated RCS still shows the municipality within the Urban Containment Boundary.

Staff recommend removing the Urban Containment Boundary from Map 1, as part of any future resubmission of Lions Bay's Regional Context Statement.

Missing Projections

The submitted Regional Context Statement does not include population, dwelling unit, and employment growth projections; these are required as part of a municipality's Regional Context Statement, and are important components that demonstrate how a member jurisdiction's local growth will be consistent with the regional growth strategy.

Staff recommend adding population, dwelling unit, and employment growth projections, as part of any future resubmission of Lions Bay's Regional Context Statement.

Pending Official Community Plan Update

The Village of Lions Bay intends to soon initiate an update to its Official Community Plan. As part of the adoption process of an updated OCP, an updated Regional Context Statement will need to be submitted, reviewed, and accepted by the MVRD Board. Metro Vancouver staff suggested to the Village of Lions Bay that it first consider the long term vision for the community through the update to the OCP and submit an updated Regional Context Statement as part of that process to ensure consistency with the updated OCP. In addition, within two years of the adoption of *Metro 2050* all member jurisdictions, including Lions Bay, will be required to update and submit their respective Regional Context Statements to the MVRD Board for acceptance showing alignment between their OCPs and *Metro 2050*.

Precedent

A possible consequence of acceptance is one of definition inconsistency and precedent. While *Metro 2040* does not provide a quantifiable density definition or threshold for the region's rural areas, if the Village of Lions Bay's Regional Context Statement is accepted, it could signal that the suburban densities and development scale and forms seen in Lions Bay today, and anticipated for the future, would be seen as acceptable development patterns and forms for rural areas in other parts of the region. This could result in increased development pressures on Rural designated lands in other municipalities, and create future challenges for the containment of urban sprawl.

Policy action 1.3.3 of *Metro 2040* notes that member jurisdictions are to limit development in Rural designated areas: "to a scale, form, and density consistent with the intent for the Rural land use designation, and that is compatible with on-site sewer servicing" and "include policies which specify the allowable density and form". Neither the Lions Bay Regional Context Statement nor OCP contain such policy language.

Summary

Metro 2050, the updated regional growth strategy, is in the process of being adopted with the bylaw currently out for the required 60-day acceptance period. A new Regional Context Statement submitted for acceptance at this time must be reviewed for alignment with *Metro 2040*, the current regional growth strategy, and will not result in amendments to *Metro 2050* given that the *Metro 2050* bylaw is still under consideration.

Staff are supportive of the Village determining and implementing its own local land use vision and respect that the community has expressed a desire to be designated Rural in the regional growth strategy. And, there is currently a contradiction between the Village's articulated desire as set out in its OCP to be a more complete community with more housing infill options, secondary suites,

amenities, and services, and the submitted Regional Context Statement, which proposes to an entirely Rural character community.

The Rural regional land use designation may be appropriate for Lions Bay if the growth projections and local policies can be developed to align with regional Rural land use policies. The recommendation to not accept is primarily a procedural one, particularly given that Lions Bay is potentially undertaking an update to its OCP in an effort to reflect the change in community vision. Staff would be happy to work with Lions Bay in the review of any future applications consistent with the process for amending Regional Context Statements and / or land use designation amendments as identified in the regional growth strategy.

ALTERNATIVES

1. That MVRD Board:
 - a) decline to accept the Village of Lions Bay Regional Context Statement as received by Metro Vancouver on April 6, 2022, for the reasons laid out in the report titled “Village of Lions Bay Regional Context Statement”, dated June 6, 2022; and
 - b) notify the Village of Lions Bay of the decision and request that as the Village updates its Official Community Plan, to amend the Regional Context Statement accordingly, prior to it being resubmitted to the Board for consideration.

2. That the Metro Vancouver Board of Directors accept the Village of Lions Bay Regional Context Statement as received by Metro Vancouver on April 6, 2022.

FINANCIAL IMPLICATIONS

If the MVRD Board chooses Alternative 1, a dispute resolution process may take place as prescribed by the *Local Government Act*. The cost of dispute resolution is 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 2, there are no financial implications to Metro Vancouver related to the acceptance of the Village of Lions Bay Regional Context Statement. Should this option be chosen, consequential amendments to the regional growth strategy would be incorporated into a future housekeeping amendment bylaw.

CONCLUSION

In April 2022 the Village of Lions Bay submitted an updated Regional Context Statement to Metro Vancouver for acceptance. The update seeks to redesignate the entire municipality from a General Urban to a Rural regional land use designation.

Staff have assessed the Lions Bay Regional Context Statement for consistency with *Metro 2040* and have concluded that it is premature for the acceptance of the Regional Context Statement for the reasons set out in this report. Prior to revising and resubmitting its Regional Context Statement, staff are recommending that the Village Council:

- revisit the RCS submission as part of its upcoming and planned Official Community Plan review and reconsider the policies that would reflect the envisioned rural land use of the community (including specifying how the Rural lands would be protected, and setting

appropriate development standards for scale, density, and form consistent with the intent of the Rural land use designation and compatible with on-site sewer systems);

- update its population, dwelling unit, and housing projections; and
- correct the Regional Context Statement Map to remove the Urban Containment Boundary.

Metro Vancouver Regional Planning staff are available to support Village staff in the development of a revised the Regional Context Statement aligning with the OCP update and the update to the regional growth strategy. Staff recommend Alternative 1.

Attachments

1. *Village of Lions Bay Official Community Plan Designation Bylaw No. 408, 2008, Amendment Bylaw No. 612, 2022*
2. Correspondence from the Village of Lions Bay to Metro Vancouver, April 6, 2021 “Request for Acceptance of Village of Lions Bay Amended Regional Context Statement”
3. Certified Village of Lions Bay Council Resolution, April 4, 2021
4. Consideration of the Village of Lions Bay Regional Context Statement, Staff Report, April 2016

References

1. [December 14, 2021 Report from Councillors Abbott and Bain to Village of Lions Bay Council](#)
2. [“Lions Bay & The Regional Growth Strategy” Presentation by Metro Vancouver Staff to Lions Bay Council, July 6, 2021](#)
3. [Metro 2040 Rural Policy Review – Scope of Work, Regional Planning Committee Staff Report, May 2020](#)
4. [Metro Vancouver Regional District Residential Indoor Wood Burning Emission Regulation Bylaw No. 1303, 2020](#)
5. [Village of Lions Bay Official Community Plan Designation Bylaw 408, 2008, as amended](#)
6. [Regional Growth Strategy Implementation Guideline #1 – Regional Context Statements](#)

52222849

**Village of Lions Bay Official Community Plan
Designation Bylaw No. 408, 2008,
Amendment Bylaw No. 612, 2022**

Adopted: [DATE]

PO Box 141, 400 Centre Road, Lions Bay, BC V0N 2E0
Phone: 604-921-9333 Fax: 604-921-6643
Email: office@lionsbay.ca Web: www.lionsbay.ca

Bylaw No. 612, 2022

A bylaw to amend Official Community Plan Bylaw No. 408, 2008

WHEREAS the Council of the Village of Lions Bay has adopted Official Community Plan Bylaw No. 408, 2008, as amended;

READ A THIRD TIME

March 1, 2022

ACCEPTED BY THE METRO VANCOUVER
REGIONAL DISTRICT BOARD

_____, __, 2022

ADOPTED BY THE COUNCIL

_____, __, 2022

6.0 Regional Context Statement

6.1 Municipality of Lions Bay Amended Regional Context Statement

Section 446 of the BC Local Government Act requires that every municipality's Official Community Plan (OCP) include a Regional Context Statement (RCS) to demonstrate how the OCP supports the local Regional District's Regional Growth Strategy (RGS). Lions Bay is unique in its Regional District, Metro Vancouver, in that it has been designated within Metro 2040 as being within the defined Urban Containment Boundary, but outside the Greater Vancouver Sewerage and Drainage District and Greater Vancouver Water District. Lions Bay completed its current OCP in 2009 and will soon embark on a thorough OCP review. In the interim, community consultation has identified that residents clearly see the Village of Lions Bay as a rural community and wish to see the Lions Bay RGS Land Use Designation amended from General Urban to Rural. This amended RCS includes work-towards statements that will inform the next OCP update.

According to the 2016 federal census, Lions Bay had 1,334 people living in 547 private dwellings, a slight decline in population, and increase in age, from the censuses of 2006 and 2001. In mid-2015, the Village had four commercial enterprises (a marina, a boat service centre, a general store & café, and a real estate office), plus numerous home-based businesses. Due to topography and limited supply of land, there are limitations to growth. Lions Bay does not foresee this changing substantially. Long term (2040) population growth will depend upon future public consultation on housing preferences during the next OCP update. Village attributes include:

- Magnificent views, abundant trees and adequate clean water
- School District 45's Lions Bay Elementary School with capacity for 60 K-3 students (enrollment in 2022 it was 33).
- A modern highway accessing downtown Vancouver in 30 minutes (and Squamish in 40, Whistler in 70)

¹ Which houses Lions Bay Fire & Rescue's Fire Hall 1 (2 engines, 1 rescue truck and a wildfire trailer), a BC Ambulance station, and Lions Bay Search and Rescue.

- Centennial Trail, Pride Trail, Isleview Trail and numerous volunteer-built trails inside and outside the Village limits.

Municipally-owned assets include:

- Lions Bay Village Office and Hall
- Klatt Public Safety Building¹
- Frank Smith Works Yard, including vehicles and equipment
- Lions Bay Beach Park and amenities
- Kelvin Grove Beach Park and amenities
- Brunswick Beach Park
- Wade Park
- Mountain Drive Tennis Court
- Two surface water intakes, treatment plants and potable water distribution systems on Harvey and Magnesia Creeks
- A recently renovated small secondary WWTP serving about 100 of the Village's 550 homes.
- A fire-training facility on Crown leased land at the "Upper Brunswick" gravel pit.
- Undeveloped lands between residential lots and uphill Crown lands
- Some potentially developable excess road rights of way

The Greater Vancouver Regional District's RGS, *Metro Vancouver 2040: Shaping Our Future*², outlines a regional vision—unanimously endorsed by all member municipalities—of achieving "the highest quality of life embracing cultural vitality, economic prosperity, social justice and compassion, all nurtured in and by a beautiful and healthy natural environment." *Metro 2040* lays out five fundamental goals to achieve this vision. Lions Bay's current OCP addresses these goals with the following approaches:

² Metro Vancouver's Regional Growth Strategy: *Metro Vancouver 2040 – Shaping our Future* was adopted in July 2011 after unanimous acceptance by the 23 local governments in the region.

6.0 Regional Context Statement

<p>GOAL 1: Create a Compact Urban Area.</p> <p>Metro Vancouver’s growth is concentrated in compact communities with access to a range of housing choices, and close to employment, amenities and services. Compact transit- oriented development patterns help reduce greenhouse gas emissions and pollution, and support both the efficient use of land and an efficient transportation network.</p>	<p>The intent of this goal is to focus urban development within the “Urban Containment Boundary” in “Urban Centres” and “Frequent Transit Development Areas,” with access to a range of housing choices close to employment, amenities and services.</p> <p>The change in Lions Bay’s designation from “General Urban” to “Rural” in <i>Metro 2040</i>, aligns with Lions Bay having no Urban Centres or Frequent Transit Development Areas. Lions Bay is surrounded by Electoral Area A, and is separated from its nearest Metro neighbour municipality, West Vancouver, by 12 km of highway. With its small size (2.53 sq.km) Lions Bay’s impact on regional growth is low, and it is unlikely to draw significant urban development.</p> <p>To produce a more complete community, Lions Bay has formalized secondary suites in line with Policy 4.3(a).</p> <p>The next OCP will consider if development options described in 4.3(b) to provide alternative housing for a broader array of the community’s existing and future demographic and socio-economic composition are consistent with residents’ vision for the future of the Village.</p>
<p>STRATEGY 1.1: Contain urban development within the Urban Containment Boundary</p>	<p>Having declared a climate emergency earlier this year, Lions Bay supports one of the regional plan’s most fundamental elements, namely ensuring that growth is concentrated within the Urban Containment Boundary.</p> <p>While Lions Bay will review the adequacy of its housing stock within the existing Village boundary there is very limited undeveloped land within the boundary for new development (RCS Map 1: Lions Bay Regional Land use Designations).</p>

6.0 Regional Context Statement

<p>STRATEGY 1.2: Focus growth in Urban Centres and Frequent Transit Development Areas</p>	<p>Most RGS policies are not applicable in Lions Bay, which has no Urban Centres and no Frequent Transit Development Areas. However, the existing OCP does encourage secondary suites and exploration with the community of modest increases in residential density (policy 4.3 a, b).</p>
<p>STRATEGY 1.3 Protect Rural areas from urban development</p>	<p>By providing for a Rural Land Use Designation, Lions Bay will be in a strong position to ensure any future development is at a level consistent with its own vision of its unique rural character.</p>
<p>GOAL 2: Support a Sustainable Economy.</p> <p>The land base and transportation systems required to nurture a healthy business sector are protected and supported. This includes supporting regional employment and economic growth. Industrial and agricultural land is protected and commerce flourishes in Urban Centres throughout the region</p> <p>STRATEGY 2.1 Promote land development patterns that support a diverse regional economy and employment close to where people live</p> <p>STRATEGY 2.2 Protect the supply of industrial land</p> <p>STRATEGY 2.3 Protect the supply of agricultural land and promote agricultural viability with an emphasis on food production</p>	<p>Lions Bay’s location, small population and limited infrastructure constrain its ability to contribute to the larger regional economy. Lions Bay has no industrial or agricultural lands. However, many people in Lions Bay work from home (160 according to the 2016 census) and there is a policy in the current OCP (4.3d) that encourages home-based businesses.</p> <p>Nonetheless, recognizing that residential is the lowest property tax rate classification, the next OCP update may seek to encourage opportunities for business and commercial development in suitable spaces.</p> <p>This is an area in which we cannot influence the region in a significant manner, however, Lions Bay enjoys a robust network of home-based businesses that provide employment, services, products and activities for residents close to home. Further, as a result of the pandemic, more residents now work from home. Council will continue to support this trend in the interests of reducing commuter traffic in the region, enhancing the quality of life for residents, especially working parents, and to encourage the influx of young families, a positive result of the pandemic.</p> <p>The Village has become a destination as well as a stopping point for travelers along the Sea to Sky Highway, whether to visit the local café or our beaches or to hike local trails. In this way, we contribute to the vital tourism industry in the region which we will continue to support.</p> <p>The agricultural land in the region is of vital importance to all of us. As such, we strongly support the efforts of Metro to preserve land designated for agriculture.</p>

6.0 Regional Context Statement

GOAL 3: Protect the Environment and Respond to Climate Change Impacts.

Metro Vancouver’s vital ecosystems continue to provide the essentials of life – clean air, water and food. A connected network of habitats is maintained for a wide variety of wildlife and plant species. Protected natural areas provide residents and visitors with diverse recreational opportunities. Strategies also help Metro Vancouver and member municipalities meet their greenhouse gas emission targets, and prepare for, and mitigate risks from, climate change and natural hazards.

STRATEGY 3.1 Protect Conservation and Recreation lands

STRATEGY 3.2 Protect and enhance natural features and their connectivity

STRATEGY 3.3 Encourage land use and transportation infrastructure that reduce energy consumption and greenhouse gas emissions, and improve air quality

Regional strategies to achieve this goal focus on protecting Conservation and Recreation lands, which includes enhancing natural features and their connectivity. The intent is also to encourage land use and transportation patterns that reduce energy consumption and greenhouse gas emissions and enable municipalities to mitigate and adapt to climate change and withstand risk of natural hazards. We are proud to have played a supporting role in the creation of Canada’s 19th UNESCO

6.0 Regional Context Statement

	<p>Policy 4.7i states a continued focus on reduction, re-use and recycling of solid waste , aimed at addressing GHGs from solid waste, focusing on increasing waste diversion through recycling and organics pickup, now a mandatory part of Metro Vancouver solid waste bylaw. Lions Bay takes pride in the fact that in 2019 it was the lowest per capita producer of garbage in Metro.</p> <p>Climate change impacts have not yet been quantified, but Lions Bay is aware of the risks of sea-level rise, more intense flooding, erosion, subsidence, mudslides, and fire.</p> <p>The Municipality will continue to work towards policies that address the management of riparian and inter-tidal areas, ravines, steep slopes, and other hazard areas.</p> <p>The OCP addresses GHG reduction targets, policies and actions in section 9 and the next OCP update will also consider additional GHG reduction targets and actions. These will include both vehicular and non- vehicular sources.</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>Policies 4.2a and b of the current OCP encourage conservation and stewardship of the watershed areas both inside and outside the village boundaries.</p> <p>Policy 4.2d states the municipality should create a plan for Wildfire Interface protection and a new Community Wildfire Protection Plan will be finalized in 2022.</p> <p>Through policy changes in the OCP update, it is expected that Lions Bay will encourage modest intensification of its existing residential areas and avoid development of areas associated with landslide and wildfire risk. Update(s) will also address flood control and oceanside setback requirements to address risks of sea-level rise.</p> <p>As stated in policy 4.2n, Lions Bay will continue to protect the riparian areas of its creeks and the creeks themselves as channels for potential debris flows. As funding permits, Lions Bay will continue to consider improvements to road drainage to address potential increases in storm-water runoff resulting from higher rainfall intensities associated with climate change.</p>

6.0 Regional Context Statement

GOAL 4: Develop Complete Communities.

Metro Vancouver is a region of communities with a diverse range of housing choices suitable for residents at any stage of their lives. The distribution of employment and access to services and amenities builds complete communities throughout the region. Complete communities are designed to support walking, cycling and transit, and to foster healthy lifestyles.

STRATEGY 4.1 Provide diverse and affordable housing choices

STRATEGY 4.2 Develop healthy and complete communities with access to a range of services and amenities

Metro 2040 identifies a need for complete communities, with a balance of jobs, housing opportunities, and services.

Lions Bay is largely residential, and most residents access employment and services outside the Village. As of January 2022, Municipal records indicate the housing stock consists of 528 single family homes with 58 registered secondary suites (not all of which are necessarily rented at any given time) and another 23 in varying stages of the approval process; there are 26 strata titled townhomes.

Policies 4.3a and 4.3b of the current OCP speak to providing for secondary suites and exploring limited opportunities for development to increase housing options.

A draft land use strategy that explored a variety of additional housing forms and locations within Village boundaries was not well received by residents, and a rethink of this strategy will be considered as part of the next OCP update.

Lions Bay's next OCP update may further explore development ideas and areas as described in Policy 4.3b, consider redevelopment of the Public Works yard, and possible long term use of the Upper Brunswick, Crystal Falls and Brunswick Hill (the "gravel pit") for municipal services. The next OCP may further consider Policy 4.3a, which provides for secondary suites.

Policy 4.4 of the OCP provides for strengthening the community through a number of policies and actions including enhancing school viability, the provision of other social, recreational, and cultural activities and facilities desirable for a more complete community.

The next OCP update will set out a vision for Lions Bay by exploring options to:

- Define and foster community values
- Grow the tax base, and accommodate a wider cross-section of the population.
- Promote active lifestyles

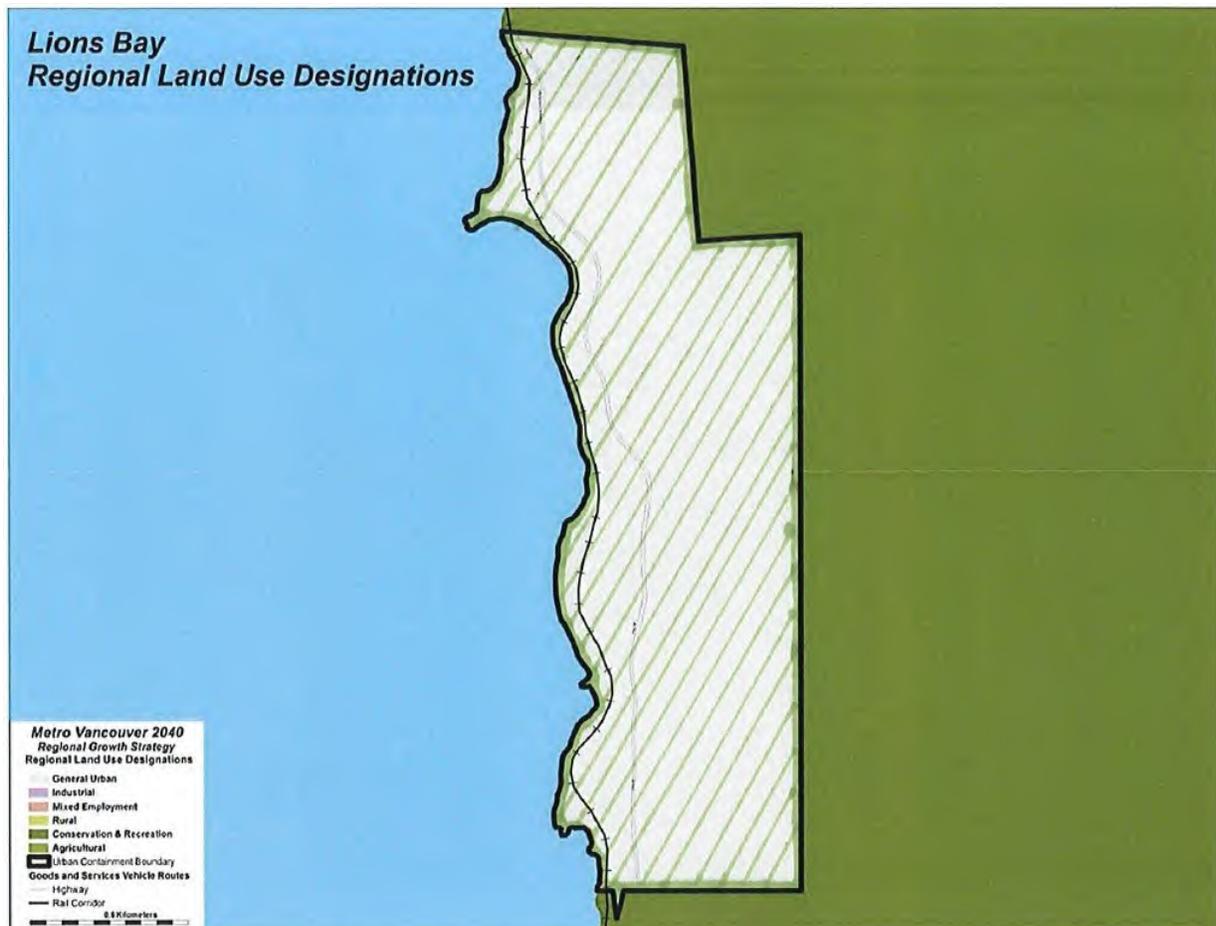
6.0 Regional Context Statement

	<ul style="list-style-type: none"> • Become financially sustainable. <p>Clarify land use and rezoning policy for housing options</p>
<p>GOAL 5: Support Sustainable Transportation Choices.</p> <p>Metro Vancouver’s compact, transit-oriented urban form supports a range of sustainable transportation choices. This pattern of development expands the opportunities for transit, multiple- occupancy vehicles, cycling and walking, encourages active lifestyles, and reduces energy use, greenhouse gas emissions, household expenditure on transportation, and improves air quality. The region’s road, transit, rail and waterway networks play a vital role in serving and shaping regional development, providing linkages among the region’s communities and providing vital goods movement networks.</p>	<p><i>Metro 2040</i> promotes land use and transportation planning that enables alternative choices to the private automobile, such as transit, cycling and walking, while ensuring the efficient movement of people and goods throughout the region. Due to Lions Bay’s location, most residents depend on private vehicles, but the municipality has worked and will continue to work with TransLink to enhance transit service to the Village and improve transit infrastructure and alternative mobility options</p> <p>Section 4.6 of the current OCP includes policies that recognize the role, jurisdiction and access to the Sea to Sky Highway 99 (4.6a), encourage multi-modal transportation solutions in the corridor (4.6b), greater transportation choice including car pooling, park & ride, shuttle buses (4.6c) and further development of linked pathways (4.6e) and hiking trails (4.6f).</p> <p>The next OCP update will consider policies related to goods movement.</p> <p>The next OCP update will consider policies related to electric vehicle charging stations and actions to reinforce our anti-idling bylaw.</p> <p>CN’s rail line that runs through the Village provides an important corridor for goods movement and may provide a future opportunity for a passenger rail service with a station at Lions Bay.</p>
<p>STRATEGY 5.1 Coordinate land use and transportation to encourage transit,multiple-occupancy vehicles, cycling and walking</p> <p>STRATEGY 5.2 Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods and services</p>	<p>Policy 4.6 e and f, commits to enhancing the in-Village trail network.</p> <p>OCP Policy 4.6a-d provide actions for maximizing mobility choices. We will continue to build on successful discussions enhancing bus service provided by TransLink.</p>

6.0 Regional Context Statement

Map 1: Lions Bay Regional Land Use Designations and Goods Movement Network

RCS Map 1 is coloured light green to denote Rural for all lands within the boundaries of Lions Bay



RCS Map 1



April 6, 2022

Chair Sav Dhaliwal & Board of Directors
 Metro Vancouver Regional District
 Metrotower III, 4515 Central Boulevard
 Burnaby, BC, V5H 0C6

Dear Chair Dhaliwal & Board Directors:

Re: Request for Acceptance of Village of Lions Bay Amended Regional Context Statement

The Village of Lions Bay is one of three villages in the Metro Vancouver Regional District (“Metro”). It measures just 2.53 km² in size, has a population of 1,390 residents and 554 residences. The Village is geographically separated from the closest Metro communities in Electoral Area A and West Vancouver to the south and is the northernmost community in the region. Due to its location, Lions Bay receives no water or sewerage services from Metro: over 80% of homes are on private septic systems, and the remaining 20% are connected to a small, municipally owned wastewater treatment plant. Water is provided by two creeks and two Village treatment plants. There is no natural gas supply to the Village.

Lions Bay’s Official Community Plan clearly and repeatedly reflects its unique rural character, for example:

Located on the east shore of Howe Sound, the community is endowed with a spectacular natural landscape. It is this landscape that both attracts residents to the community, and significantly shapes its character.

Lions Bay owes much to its surroundings- the source of its water, its natural character, and the awe-inspiring views. Creeks, shoreline, and steep slopes are found within the Village. The community must fit within and coexist within its larger environment of forest and ocean by respecting these treasured resources.

The Village is surrounded by the ‘green zone’ ... In addition to this Crown Land ‘green zone’, the community has a number of green spaces, beaches and wilderness areas within Village boundaries which provide residents with high value access to nature only a few steps from their front doors. The natural setting many of us cherish is to the largest extent found on the private lots throughout Lions Bay.

Many residents were therefore surprised to discover – during vigorous public consultation in 2019 around Metro’s Woodburning Bylaw in which over 300 residents participated – that the community was designated “general urban”, while the other two Metro villages and nearby neighbour Bowen Island were designated “rural”. Feedback received showed that some respondents felt there was a lack of understanding on Metro’s part as to the reality of life in Lions Bay, and how residents live.

This bylaw triggered a discussion, that rapidly became a much larger conversation. In June 2021, over 200 residents signed a “Formal Request to Move Lions Bay Outside Metro’s Urban Containment Boundary”, asking that Council take the necessary steps to do so, saying:

... As we celebrate the 50th Anniversary of Lions Bay, we are reminded of the reasons our village came to be and continue to cherish the rural character of our community, which is why we live here. We identify closely with our near neighbour, Bowen Island, and the other two villages that belong to Metro Vancouver, Belcarra and Anmore... We enjoy a rural lifestyle close to nature, as reflected in our Official Community Plan, which we wish to retain...

Based on this input by a significant number of residents, in October 2021 Council formally consulted the community, via a “Have Your Say” invitation as to whether Lions Bay should be “general urban” or “rural”, based on Metro’s definitions of these designations. The results were unequivocal:

Responses received: 535 (This equates to 53% of eligible voters or 77% of actual votes cast in the 2014 general election and about double the number of votes cast in our last byelection in 2017 – current Council was acclaimed in 2018.)

Rural: 489 (91%)

General Urban: 38 (7%)

Don’t know: 8

Metro 2040 identified urban centres around transit corridors. The recently approved Transport 2050 supports this growth strategy, as does the draft Metro 2050. Lions Bay is neither an urban centre, nor is it located on a frequent transit development corridor.

We believe that a rural designation for Lions Bay is in keeping with Metro 2040 and supports the goals in the draft Metro 2050 (the municipality’s input was submitted in December). Having declared a climate emergency in early 2021 and pledging support for the Howe Sound Biosphere Region by resolution, we believe all efforts to reduce carbon emissions – which is the core of the UCB concept – must be taken at this critical point in history: It is now or never.

In working through the draft Metro 2050, it also became apparent that Metro will, in all likelihood, continue using the UCB as a logical parameter for bylaws and policies formulated for

dense urban areas. Including Lions Bay in bylaws and policies that are unsuited to the municipality would continue to be problematic.

In preparing this submission for the Board, it was evident to Council that the Village's OCP – outside of the Regional Context Statement (RCS) added in 2016 – remains closely aligned with the wishes of residents. We have worked with Staff to make amendments to the misaligned RCS to bring it in line with the remainder of the (original) OCP, which has not been changed, to reflect a rural designation in keeping with the vision and wishes of the community. That rural vision will be further fleshed out through a future OCP review, but our OCP and RCS should be aligned going into that process.

Conclusion

In closing, it is clear that a rural designation supports both the Lions Bay community's wishes as reflected in the OCP, as well as supporting the goals of the Regional District. Based on this, we believe this is a simple change that will have no impact on other member municipalities and that it strongly supports Metro's regional growth strategy. We are asking for the Board to support this decision and take the necessary steps to make this change at the earliest possible opportunity.

These RCS amendments have had two readings, followed by a public hearing and subsequent third reading. The RCS as amended and approved at 3rd reading is attached to this letter, along with a certified copy of the Council resolution that this request be forwarded to the Metro Board for acceptance.

Sincerely,

Ron McLaughlin, Mayor on behalf of
The Council of the Village of Lions Bay

cc. Chris Plagnol, Corporate Officer, Metro Vancouver Regional District
Jerry Dobrovlny, Commissioner/Chief Administrative Officer, Metro
Heather McNell, General Manager Regional Planning and Housing Services, Metro
Sean Galloway, Director, Regional Planning and Electoral Area Services, Metro



THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

CERTIFIED COUNCIL RESOLUTION

- (f) THAT footnote 4 on the 6th page of Schedule A be deleted as it references text that is no longer included in Schedule A;
 - (g) THAT the bullet item regarding trails on page 1 of Schedule A be moved from the Village assets section to the Village attributes section.
- (3) THAT Village of Lions Bay Official Community Plan Designation Bylaw No. 408, 2008, Amendment Bylaw No. 612, 2022 be read a third time, as amended; and
- (4) THAT a letter be written to the Metro Vancouver Regional District Board requesting acceptance of the Village of Lions Bay Regional Context Statement, as amended by Village of Lions Bay Official Community Plan Designation Bylaw No. 408, 2008, Amendment Bylaw No. 612, 2022, as at approval of 3rd reading.

CARRIED

I hereby certify the foregoing to be a true and correct copy of the Village of Lions Bay Council resolution regarding this matter as passed by the Council at its Regular Meeting of March 1, 2022.



Peter DeJong, Corporate Officer
Village of Lions Bay



To: Regional Planning Committee

From: Eric Aderneck, Senior Regional Planner, Planning, Policy and Environment Department

Date: March 10, 2016 Meeting Date: April 15, 2016

Subject: **Consideration of the Village of Lions Bay Regional Context Statement**

RECOMMENDATION

That the GVRD Board accept the Village of Lions Bay Regional Context Statement as received by Metro Vancouver on March 9, 2016.

PURPOSE

This report provides the GVRD Board with the opportunity to consider acceptance of the Village of Lions Bay's Regional Context Statement.

BACKGROUND

On July 29, 2011, the GVRD Board adopted *Metro Vancouver 2040: Shaping Our Future* ('*Metro 2040*'), the regional growth strategy. Pursuant to the *Local Government Act*, each municipality must submit a Regional Context Statement within two years of the adoption of the new regional growth strategy. On March 9, 2016, Metro Vancouver received a request from the Village of Lions Bay to consider their Regional Context Statement for acceptance by the GVRD Board (Attachments 1 and 2). Metro Vancouver must respond within 120 days of receipt of the Regional Context Statement.

Regional Context Statements

A Regional Context Statement (RCS) identifies the relationship between the municipality's Official Community Plan (OCP) and the regional growth strategy (*Metro 2040*) and, if applicable, explains how the Official Community Plan is to be made consistent with *Metro 2040* over time. *Metro 2040* identifies Metro Vancouver's role is to accept (by a simple majority weighted GVRD Board vote) RCSs that support *Metro 2040*'s goals and strategies. The role of municipalities is to adopt RCSs that specify how the municipality's OCP addresses each of the applicable *Metro 2040* policy actions. In considering an RCS, the GVRD Board's expectation is that the RCS is generally consistent with the goals, strategies, actions, and the parcel-based regional land use designations in *Metro 2040*. This report evaluates the Regional Context Statement that has been adopted by Lions Bay Council.

Village of Lion Bay's Official Community Plan and Regional Context Statement Process

The Village of Lions Bay Official Community Plan Bylaw was initially adopted in 2009. The associated RCS was accepted by the GVRD Board in 2009, under the provisions of the *Livable Region Strategic Plan*, in force at the time.

An OCP bylaw amendment with the new Regional Context Statement, Bylaw No. 493, 2015, was given first and second readings by Lions Bay Council on June 2, 2015. A public hearing was held on September 19, 2015, third reading given on January 19, 2016, and the RCS was adopted on February 2, 2016. Subsequently, the RCS was sent to Metro Vancouver for consideration of acceptance by the GVRD Board.

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Normally, the RCS is sent to Metro Vancouver at the time of third reading, so that if the RCS is not accepted by the GVRD Board, an amendment to the OCP bylaw can be completed without the requirement to go through a second municipal public hearing.

Metro Vancouver staff and TransLink staff provided comments to Lions Bay staff during 2015 on earlier drafts of the Regional Context Statement. Metro Vancouver comments generally related to the language used in the RCS, inclusion of references to relevant OCP policies, and use of 'work towards' clauses to be addressed in the OCP update planned for 2016. This RCS substantially responds to the staff comments provided to Lions Bay.

Village of Lions Bay Context

The Village of Lions Bay is located along Howe Sound, between Horseshoe Bay in the District of West Vancouver and the District of Squamish within the Squamish Lillooet Regional District, and surrounded by Metro Vancouver Electoral Area A. Lions Bay is accessible by Highway 1, and fronts onto Howe Sound, with some areas with steeper terrain. The Village is relatively small, with a population of approximately 1,400 residents and limited commercial and employment functions. Most development is in the form of single detached residential, with a community store and marina.

Analysis of the Village of Lions Bay Regional Context Statement

Many of the policies in *Metro 2040* are not relevant for the RCS review, because of the limited types of land uses in Lions Bay - it only contains a *Metro 2040* General Urban land use designation. The RCS is generally consistent with the objectives of *Metro 2040*, as outlined as follows. The policies can be further enhanced through the 2016 review and update of the OCP, which may lead to a subsequent update to the RCS.

Goal 1 – Create a Compact Urban Area

The Village of Lions Bay is located entirely within the *Metro 2040* Urban Containment Boundary and designated 'General Urban', although it is not connected to regional water or sewerage service. The ocean forms the western boundary of the community, and Electoral Area A surrounds it on the other three sides. The RCS contains a map that shows the Urban Containment Boundary and General Urban area that is consistent with *Metro 2040*.

The RCS contains population, dwelling unit, and employment projections for 2021, 2031, and 2041 and they are the same as the projections in *Metro 2040* (Table A.1). The RCS also provides an indication on how the OCP policies will work towards accommodating the growth associated with these projections.

Table 1: Village of Lions Bay Population, Dwelling Unit and Employment Projections

	2021	2031	2041
Population	1,425	1,650	1,700
Dwelling Units	600	675	750
Employment	350	460	570

Lions Bay does not have Frequent Transit Network Service (FTN), nor accordingly potential for Frequent Transit Development Areas (FTDAs). Further, there are no *Metro 2040* Urban Centres or local centres within Lions Bay.

Growth policies include encouraging secondary suites and increased densities in existing residential areas. The RCS does not define non-residential major trip generating uses. The lack of this definition undermines the ability to confirm that the intent of this policy is being met. Through the OCP review process, further attention can be given to defining non-residential major trip generators.

Goal 2 – Support a Sustainable Economy

Lions Bay does not have any Industrial, Mixed Employment, Agricultural, or Rural lands, and very few commercial activities. Economic objectives are directed towards encouraging home-based businesses, tele-commuting, and commercial development in suitable spaces.

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

Although Lions Bay does not include any regionally-designated Conservation and Recreation lands, it is surrounded by Conservation and Recreation lands in the Electoral Area A, which also covers watersheds serving the Village.

The RCS notes that Lions Bay plans to explore expanding its municipal boundary to provide more municipal influence over surrounding lands to meet environmental protection objectives. The lands outside the municipal boundary are designated as Conservation and Recreation in *Metro 2040*, and classified in the Metro Vancouver Sensitive Ecosystem Inventory as Mature Forest, Old Forest and Riparian. Further protection for drinking water and controlling resource use may be better served through a long-term lease with the Province, as municipal boundary expansion into sensitive ecosystems could inadvertently signal development intent.

The Village of Lions Bay OCP states support for small scale hydro and renewable power generation projects, management of its tree resources, and awareness of various climate change related risks. The RCS states that through the 2016 OCP update, the Village will work towards policies that address the management of riparian areas, ravines, steep slopes, and other hazard areas, and intertidal areas through the application of Development Permit Areas. Lions Bay could further assess possible climate change risks, and opportunities to improve resilience during development, resource management, and infrastructure upgrades, as well as collaborate with regional and Provincial initiatives to reduce the Village's vulnerability and exposure to risks.

Goal 4 – Develop Complete Communities

The Lions Bay vision is for a community where residents can live their entire lives, with a variety of available facilities. Lions Bay is a small, in the regional context, predominantly residential community, with a large proportion of single-detached and owner-occupied housing units. OCP policies provide for new secondary suites and opportunities for increasing housing options.

Lions Bay's 2016 OCP update may designate new areas for residential development, and allow for a wider range of housing forms and options. Any designation of areas for development should consider riparian areas, natural hazards, drinking water catchment areas, and other features.

Goal 5 – Support Sustainable Transportation Choices

Due to Lions Bay's location, most residents depend on private vehicles for their travel. The municipality will work with TransLink to encourage transit service to the Village and explore a potential in-village on-demand shuttle service to enhance mobility. The 2016 OCP update will consider policies related to goods movement and enhancing the trail network, as well as electric vehicle charging stations and anti-idling bylaws.

ALTERNATIVES

1. That the GVRD Board accept the Village of Lions Bay Regional Context Statement as received by Metro Vancouver on March 9, 2016.
2. That the GVRD Board not accept the Village of Lions Bay Regional Context Statement as received by Metro Vancouver on March 9, 2016, indicating the provisions to which the Board objects and the reasons for objection, and request the Village of Lions Bay amend its Regional Context Statement and re-submit the revised Regional Context Statement to the Board for consideration.

FINANCIAL IMPLICATIONS

If the GVRD Board chooses Alternative 1, Metro Vancouver would accept the Village of Lions Bay's Regional Context Statement as proposed. If the GVRD Board chooses Alternative 2, the Board would need to indicate the provisions to which it objects and the reasons for objection, and request that the Village of Lions Bay amend its Regional Context Statement and re-submit the revised RCS to the Board for consideration. This latter course of action may lead to a dispute resolution process. The cost for this dispute resolution would depend on the process and is prescribed based on the proportion of assessed land values; Metro Vancouver would be responsible for most of the costs.

SUMMARY / CONCLUSION

The Village of Lions Bay submitted a Regional Context Statement on March 9, 2016, for GVRD Board's consideration of acceptance. Staff's evaluation is that the RCS is 'generally consistent' with *Metro 2040* and therefore recommend Alternative 1, that the GVRD Board accept the Village of Lions Bay's Regional Context Statement. As the municipal OCP bylaw has already received final adoption, no further readings of the bylaw by Village of Lions Bay Council are required. Lions Bay plans to prepare an updated OCP in 2016, which will be an opportunity to further enhance alignment between the OCP and *Metro 2040*.

Attachments:

1. Lions Bay Regional Context Statement, Adopted by Council on February 2, 2016.
2. Lions Bay Regional Context Statement Letter, dated February 29, 2016, from Peter DeJong, CAO, Village of Lions Bay, to Heather McNell, Division Manager, Metro Vancouver
3. Lions Bay Report to Council, titled "Official Community Plan Amendment Bylaw", dated January 29, 2016, considered by Council on February 2, 2016



THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY



Official Community Plan Amendment Bylaw

Bylaw No. 493, 2015

Amending Official Community Plan Bylaw No. 408, 2008, as amended

Adopted: February 2, 2016

PO Box 141, 400 Centre Road, Lions Bay, BC V0N 2E0

Phone: 604-921-9333 Fax: 604-921-6643

Email: office@lionsbay.ca Web: www.lionsbay.ca

Bylaw No. 493, 2015

Official Community Plan Amendment Bylaw 2015

A bylaw to amend Official Community Plan Bylaw No. 408, 2008, as amended.

WHEREAS the Council of the Village of Lions Bay has adopted Official Community Plan Bylaw No. 408, 2008, as amended;

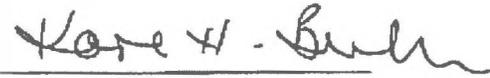
AND WHEREAS Section 877(3) of the *Local Government Act* requires local governments to incorporate within their official community plans targets, policies, and actions for the reduction of greenhouse gas emissions;

AND WHEREAS a Public Hearing has been held in accordance with Section 890 of the *Local Government Act*;

NOW THEREFORE the Council of the Village of Lions Bay, in open meeting assembled, enacts as follows:

1. This Bylaw may be cited as "Village of Lions Bay Official Community Plan Amendment Bylaw No. 493, 2015."
2. "Village of Lions Bay Official Community Plan Bylaw No. 408, 2008, as amended" is hereby amended by:
 - a) replacing section 6.0 Regional Context Statement with the attached Schedule A: Regional Context Statement.

READ A FIRST TIME	June 2, 2015
READ A SECOND TIME	June 2, 2015
PUBLIC HEARING held on	September 16, 2015
READ A THIRD TIME	December 15, 2015
THIRD READING RESCINDED	January 19, 2016
RECONSIDERED AND READ A THIRD TIME	January 19, 2016
ADOPTED	February 2, 2016

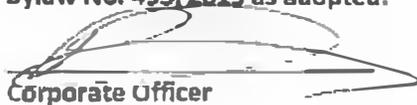


Mayor



Corporate Officer

**Certified a true copy of
Village of Lions Bay Official
Community Plan Amendment
Bylaw No. 493, 2015 as adopted.**



Corporate Officer

Schedule "A"

Regional Context Statement

Municipality of Lions Bay Amended Regional Context Statement

Section 866 of the BC *Local Government Act* requires that every municipality's Official Community Plan (OCP) include a Regional Context Statement (RCS) to demonstrate how the OCP supports the local Regional District's Regional Growth Strategy (RGS). Lions Bay is unique in its Regional District, Metro Vancouver, in that it is located within the defined Urban Containment Boundary but outside the Greater Vancouver Sewerage and Drainage District and Greater Vancouver Water District. Lions Bay completed its current OCP in 2009. The next iteration is planned for 2016. This amended RCS therefore includes work-towards statements that will inform the next OCP.

At the 2011 federal census, Lions Bay had 1,318 people living in 556 private dwellings, a slight decline in population, and increase in age, from the censuses of 2006 and 2001. Lions Bay seeks to reverse this trend, to maintain a thriving "complete community." In mid-2015, the Village had four commercial enterprises (a marina, a boat service centre, a general store & café, and a real estate office), plus numerous home-based businesses. Due to topography and limited supply of land, there are limitations to growth. Long term (2040) potential population may be 1600-1800 residents and 700-800 residences. Village attributes include:

- Magnificent views
- Abundant trees
- Adequate clean water
- A modern highway accessing downtown Vancouver in 30 minutes (and Squamish in 40, Whistler in 70)
- School District 45's Lions Bay Elementary School with capacity for 60 K-3 students (enrollment in 2015 was 32).

Municipally-owned assets include:

- Lions Bay Village Hall
- Klatt Public Safety Building¹
- Frank Smith Works Yard
- Lions Bay Field (a joint use soccer-size playing field shared with the school)
- Sand or gravel beaches at Main Beach (up to 50 resident parking spaces, 30 potentially paid non-resident parking spaces, washroom and three separate play structures), Kelvin Grove (15 free parking spaces, washroom, off leash dogs allowed) and Brunswick (limited non-resident parking).

¹ Which houses Lions Bay Fire & Rescue's Fire Hall 1 (2 engines, 1 rescue truck and a wildfire trailer), a BC Ambulance station, and Lions Bay Search and Rescue.

- Three buildable lots, plus six in the Crystal Falls neighbourhood currently overlaid by a private road and bridge
- A single unlit tennis court (limited on-street parking, single, recently resurfaced and unlit)
- Centennial Trail, Pride Trail, Isleview Trail and numerous volunteer-maintained trails outside the Village limits.
- Wade Park
- A small secondary WWTP serving 100 of the Village's 550 homes.
- A fire-training facility on Crown leased land at the "Upper Brunswick" gravel plt.

The Greater Vancouver Regional District's RGS, *Metro Vancouver 2040: Shaping Our Future*², outlines a regional vision—unanimously endorsed by all member municipalities—of achieving "the highest quality of life embracing cultural vitality, economic prosperity, social justice and compassion, all nurtured in and by a beautiful and healthy natural environment." *Metro 2040* lays out five fundamental goals to achieve this vision. Lions Bay's current OCP and future update addresses these goals with the following approaches:

<p>GOAL 1: Create a Compact Urban Area.</p> <p>Metro Vancouver's growth is concentrated in compact communities with access to a range of housing choices, and close to employment, amenities and services. Compact transit-oriented development patterns help reduce greenhouse gas emissions and pollution, and support both the efficient use of land and an efficient transportation network.</p>	<p>The intent of this goal is to focus urban development within the "Urban Containment Boundary" in "Urban Centres" and "Frequent Transit Development Areas," with access to a range of housing choices close to employment, amenities and services.</p> <p>Although Lions Bay is designated "General Urban" in <i>Metro 2040</i>, it has no Urban Centres or Frequent Transit Development Areas. Lions Bay is surrounded by Electoral Area A, and is separated from its nearest Metro neighbour municipality, West Vancouver, by 12 km of highway. With its small size (2.53 sq.km) Lions Bay's impact on regional growth is low, and it is unlikely to draw significant urban development.</p> <p>Nevertheless, Lions Bay is open to densify, both to increase the tax base, and to produce a more complete community, and has recently formalized secondary suites. The 2016 OCP update will explore if there are suitable parts of Lions Bay for rezoning to multi-family, Crown lands to extend municipal boundaries into, and land grants and swaps to achieve.</p> <p>The future OCP will consider steps that are consistent with this goal, considering development applications in the Upper</p>
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² Metro Vancouver's Regional Growth Strategy: *Metro Vancouver 2040 – Shaping our Future* was adopted in July 2011 after unanimous acceptance by the 23 local governments in the region.

	Brunswick, Crystal Falls, and Kelvin Grove neighbourhoods.
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<p>STRATEGY 1.1: Contain urban development within the Urban Containment Boundary</p>	<p>While Lions Bay will attempt to densify its housing stock within the existing urban Village boundary there is very limited undeveloped land within the boundary for new development (RCS Map 1: Lions Bay Regional Land use Designations and Goods Movement Network). Therefore, Lions Bay may elect to expand its municipal boundaries through the provincially administered boundary adjustment process and possible <i>Metro 2040</i> Urban Containment Boundary amendment application.</p> <p><i>Municipal Population, Dwelling and Employment Projections</i></p> <table border="1" data-bbox="709 753 1482 1041"> <thead> <tr> <th>Year</th> <th>Population</th> <th>Dwellings</th> <th>Employment</th> </tr> </thead> <tbody> <tr> <td>2011</td> <td>1,318</td> <td>556</td> <td>310³</td> </tr> <tr> <td>2021</td> <td>1425</td> <td>600</td> <td>350</td> </tr> <tr> <td>2031</td> <td>1650</td> <td>675</td> <td>460</td> </tr> <tr> <td>2041</td> <td>1700</td> <td>750</td> <td>570</td> </tr> </tbody> </table>	Year	Population	Dwellings	Employment	2011	1,318	556	310 ³	2021	1425	600	350	2031	1650	675	460	2041	1700	750	570
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<p>STRATEGY 1.2: Focus growth in Urban Centres and Frequent Transit Development Areas</p>	<p>Most RGS policies are not applicable in Lions Bay, which has no Urban Centres and no Frequent Transit Development Areas. However, the existing OCP does encourage secondary suites and exploration with the community of modest increases in residential density (policy 4.3 a, b).</p>																				
<p>STRATEGY 1.3 Protect Rural areas from urban development</p>	<p>Not applicable in Lions Bay: no Rural areas.</p>																				
<p>GOAL 2: Support a Sustainable Economy.</p> <p>The land base and transportation systems required to nurture a healthy business sector are protected and supported. This includes supporting regional employment and economic growth. Industrial and agricultural</p>	<p>Lions Bay's location, small population and limited infrastructure constrain its ability to contribute to the larger regional economy. Lions Bay has no industrial or agricultural lands. However, many people in Lions Bay work from home (185 according to the 2011 census³) and there is a policy in the current OCP (4.3d) that encourages home-based businesses.</p> <p>Nonetheless, recognizing that residential is the lowest property tax rate classification, the 2016 OCP update will seek to encourage opportunities for business and</p>																				

³ 2011 National Household Survey shows that 175 Lions Bay residents worked from home and 85 had no fixed place of work.

<p>land is protected and commerce flourishes in Urban Centres throughout the region</p> <p>STRATEGY 2.1 Promote land development patterns that support a diverse regional economy and employment close to where people live</p> <p>STRATEGY 2.2 Protect the supply of industrial land</p> <p>STRATEGY 2.3 Protect the supply of agricultural land and promote agricultural viability with an emphasis on food production</p>	<p>commercial development in suitable spaces.</p>
<p>GOAL 3: Protect the Environment and Respond to Climate Change Impacts.</p> <p>Metro Vancouver's vital ecosystems continue to provide the essentials of life – clean air, water and food. A connected network of habitats is maintained for a wide variety of wildlife and plant species. Protected natural areas provide residents and visitors with diverse recreational opportunities. Strategies also help Metro Vancouver and member municipalities meet their greenhouse gas emission targets, and prepare for, and mitigate risks from, climate change and natural hazards.</p> <p>STRATEGY 3.1 Protect Conservation and Recreation lands</p> <p>STRATEGY 3.2 Protect and enhance natural features and their connectivity</p> <p>STRATEGY 3.3 Encourage land use and transportation infrastructure that reduce energy consumption and</p>	<p>Regional strategies to achieve this goal focus on protecting Conservation and Recreation lands, which includes enhancing natural features and their connectivity. The intent is also to encourage land use and transportation patterns that reduce energy consumption and greenhouse gas emissions and enable municipalities to mitigate and adapt to climate change and withstand risk of natural hazards.</p> <p>As identified on RCS Map 1, there are no regionally-designated Conservation and Recreation areas within Lions Bay, but Lions Bay is surrounded by regionally-designated 'Conservation and Recreation' lands and supports the principles behind the designation, including a buffer for urban growth as stated in OCP Policy 4.2. Lions Bay plans to explore expanding its municipal boundary to provide more municipal influence over its 'green belt' in meeting environmental protection objectives, not for urban development.</p> <p>Policies 4.2 (a) and (b) of the current OCP encourage conservation and stewardship of the watershed areas both inside and outside the village boundaries. Lions Bay's three watersheds with provincial water licenses on Magnesia, Alberta and Harvey Creeks are designated Conservation and Recreation in <i>Metro 2040</i>. Harvey and Magnesia creeks have wide riparian areas designated as Conservation/Watershed Protection on the 2008 OCP Land Use Map. None of these streams are salmon-bearing, and all three were channelized in the 1980s with large debris catchment basins built on</p>

<p>greenhouse gas emissions, and improve air quality</p>	<p>Harvey and Magnesia. The 'Watershed' zone in the Zoning Bylaw is now obsolete since the water intakes have moved higher upstream. The 2016 OCP update will further address how the streams will be protected to prevent erosion and provide a channel for potential debris flows.</p> <p>Since Lions Bay is not supplied with natural gas, home heating is a combination of oil furnace, electric baseboard and wood. Both wood and oil produce GHGs, so Learn to Burn, woodstove upgrade and oil furnace replacement campaigns will be undertaken as resources allow.</p> <p>With the advent of the BC Hydro Net Metering program, mini- and micro-hydro projects become more feasible, and Lions Bay will investigate opportunities for generating energy using its water intake piping and nine large pressure-reducing valves. Policy 4.7i of the current OCP commits the municipality to explore opportunities for small-scale renewable power generation.</p> <p>Policy 4.7j states a continued focus on reduction, re-use and recycling of solid waste resources, aimed at addressing GHGs from solid waste, focusing on increasing waste diversion through recycling and organics pickup, now a mandatory part of Metro Vancouver solid waste bylaw.</p> <p>Through protection policies and implementation tools to be implemented in a new "Trees, Views and Landscapes Bylaw," Lions Bay will address the management of its significant tree resources.</p> <p>Climate change impacts are hard to quantify, but Lions Bay is aware of the risks of sea-level rise, more intense flooding, erosion, subsidence, mudslides, and fire.</p> <p>The 2016 OCP update will work towards policies that address the management of riparian areas, ravines, steep slopes, other hazard areas, and intertidal areas through the application of Development Permit Areas.</p> <p>The 2016 OCP update will also consider additional non-vehicular GHG reduction targets and actions.</p>
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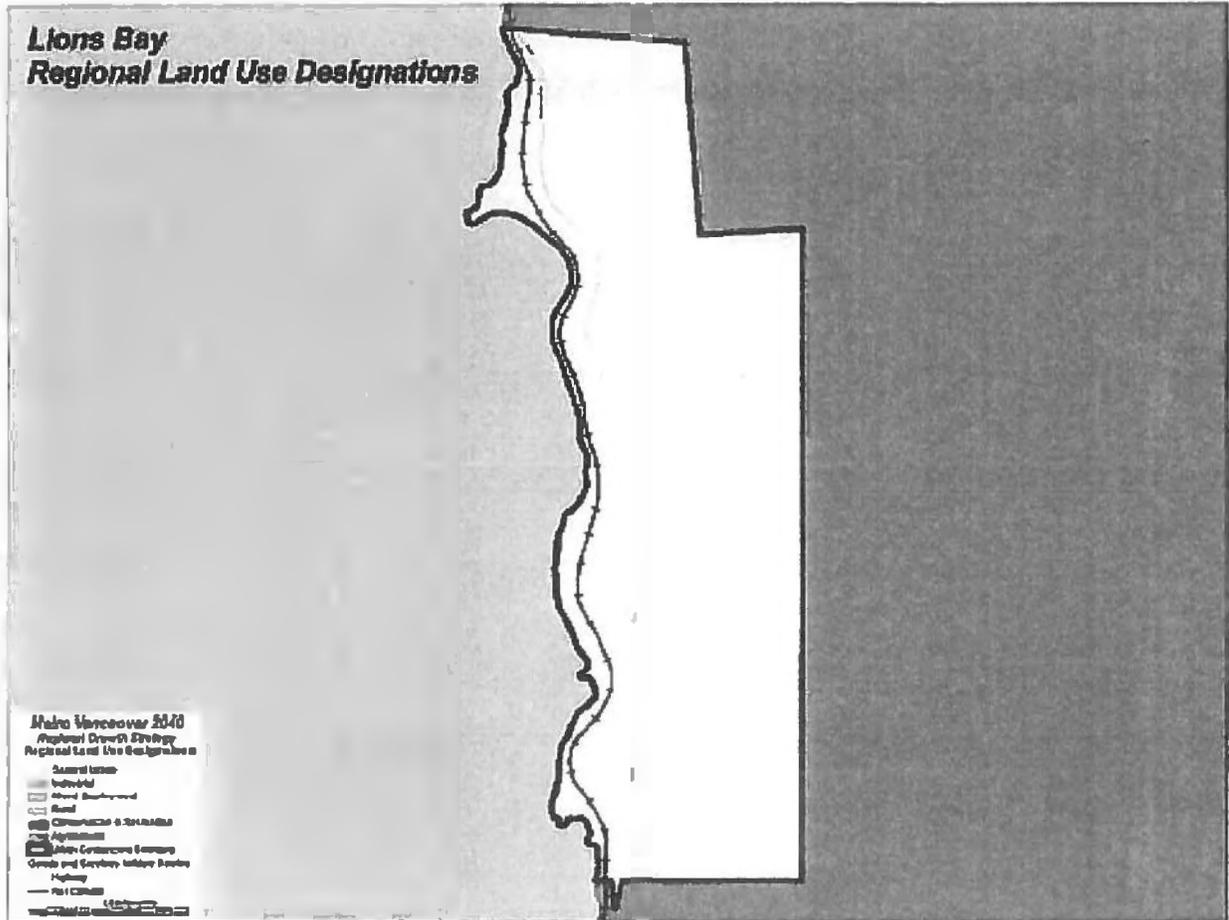
<p>STRATEGY 3.4 Encourage land use and transportation infrastructure that improve the ability to withstand climate change impacts and natural hazard risks</p>	<p>Policies 4.2a and b of the current OCP encourage conservation and stewardship of the watershed areas both inside and outside the village boundaries.</p> <p>Policy 4.2d states the municipality should create a plan for Wildfire Interface protection.</p> <p>Through policy changes in the OCP update, Lions Bay will encourage modest intensification of its existing residential areas and avoid development of areas associated with landslide and wildfire risk. Update(s) will also address flood control and oceanside setback requirements to address risks of sea-level rise.</p> <p>As stated in policy 4.2 n, Lions Bay will continue to protect the riparian area of its creeks and the creeks themselves as channels for potential debris flows. As funding permits, Lions Bay will continue to consider improvements to road drainage to address potential increases in storm-water runoff resulting from higher rainfall intensities associated with climate change.</p>
<p>GOAL 4: Develop Complete Communities.</p> <p>Metro Vancouver is a region of communities with a diverse range of housing choices suitable for residents at any stage of their lives. The distribution of employment and access to services and amenities builds complete communities throughout the region. Complete communities are designed to support walking, cycling and transit, and to foster healthy lifestyles.</p> <p>STRATEGY 4. 1 Provide diverse and affordable housing choices</p> <p>STRATEGY 4. 2 Develop healthy and complete communities with access to a range of services and amenities</p>	<p><i>Metro 2040</i> identifies a need for complete communities, with a balance of jobs, housing opportunities, and services.</p> <p>Lions Bay is largely residential, and most residents access employment and services outside the Village. Currently, the housing stock is largely single-detached and 86% is owner occupied with the remaining 14% rented. Only 25 of 550 units are condominium. 23% of tenant households spend 30% or more of household total income on shelter⁴.</p> <p>Policies 4.3a and 4.3b of the current OCP speak to providing for secondary suites and exploring limited opportunities for development to increase housing options. A draft land use strategy explores a variety of additional housing forms and will be considered as part of the 2016 OCP update.</p> <p>Lions Bay's 2016 OCP update may designate new development areas, consider redevelopment of the Public Works yard, and possible long term use of the Upper Brunswick, Crystal Falls and Brunswick Hill (the "gravel pit") for a range of municipal and residential alternatives. The 2016 OCP will further consider providing for secondary</p>

⁴ 2011 National Household Survey

	<p>suites, rezoning single family to duplex, and limited development opportunities that will enhance housing options.</p> <p>Policy 4.4(e) of the OCP provides for enhancing school viability and the provision of other social, recreational, and cultural activities for an increased population. Lions Bay's vision is of residents living out their whole lives here, with in-Village shuttle assisting people to get around the steep terrain, aged- and assisted living facilities, entry-priced housing, and enhanced hiking trails.</p> <p>The 2016 OCP update will set out a vision for Lions Bay that seeks to:</p> <ul style="list-style-type: none"> • Define and foster community values • Grow tax base, and accommodate a wider cross-section of population. Possible avenues include amalgamation, encouraging selective development and densification. • Promote active lifestyles • Become financially sustainable. • Clarify land use and rezoning policy for new housing options
<p>GOAL 5: Support Sustainable Transportation Choices.</p> <p>Metro Vancouver's compact, transit-oriented urban form supports a range of sustainable transportation choices. This pattern of development expands the opportunities for transit, multiple-occupancy vehicles, cycling and walking, encourages active lifestyles, and reduces energy use, greenhouse gas emissions, household expenditure on transportation, and improves air quality. The region's road, transit, rail and waterway networks play a vital role in serving and shaping regional development, providing linkages among the region's communities and providing vital goods movement networks.</p>	<p><i>Metro 2040</i> promotes land use and transportation planning that enables alternative choices to the private automobile, such as transit, cycling and walking, while ensuring the efficient movement of people and goods throughout the region. Due to Lions Bay's location, most residents depend on private vehicles, but the municipality has worked and will continue to work with TransLink to enhance transit service to the Village. The municipality will also look at an in-Village on-demand shuttle service to enhance mobility. A ride-share parking program is in place, and Lions Bay will look to add paid parking lots.</p> <p>Section 4.6 of the current OCP includes policies that recognize the role, jurisdiction and access to the Sea to Sky Highway 99 (4.6a), encourage multi-modal transportation solutions in the corridor (4.6b), greater transportation choice including car pooling, park & ride, shuttle buses (4.6c) and further development of linked pathways (4.6e) and hiking trails (4.6f).</p> <p>The 2016 OCP update will consider policies related to goods movement.</p>

	<p>The 2016 OCP update will consider policies related to electric vehicle charging stations and an anti-idling policy or bylaw.</p> <p>CN's rail line that runs through the Village provides an important corridor for goods movement and may provide a future opportunity for a passenger rail service with a station at Lions Bay.</p>
<p>STRATEGY 5. 1 Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking</p> <p>STRATEGY 5. 2 Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods and services</p>	<p>The 2016 OCP update will work toward enhancing the in-Village trail network.</p> <p>The 2016 OCP update will work toward enhancing bus service provided by TransLink</p>

Map 1: Lions Bay Regional Land Use Designations and Goods Movement Network





THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

February 29, 2016

Heather McNeil, Division Manager
Regional Planning – Planning & Policy Analysis
Greater Vancouver Regional District
4330 Kingsway
Burnaby, BC
V5H 4G8

Dear Heather;

RE: Village of Lions Bay's Regional Context Statement

Please accept this letter as a formal request for the GVRD Board to consider acceptance of the Village of Lions Bay's Regional Context Statement, which was previously forwarded to you under cover of our letter of February 11, 2016.

Please do not hesitate to contact me if you have any questions or concerns. Thank you.

Regards,

Peter DeJong
Chief Administrative Officer
Village of Lions Bay

P.O. Box 141 – 400 Centre Road
Lions Bay, British Columbia, V0N 2E0
Tel: (604) 921-9333
Fax: (604) 921-6613
www.lionsbay.ca



THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

February 11, 2016

Heather McNell
Metro Vancouver
4330 Kingsway
Burnaby, BC, V5H 4G8

Dear Heather,

RE: Official Community Plan Amendment Bylaw No. 493, 2015

Enclosed is a true copy of the Official Community Plan Amendment Bylaw No. 493, 2015, adopted at the Regular Council Meeting on February 2, 2016 and signed by the Corporate Officer, Peter DeJong, and Mayor Karl Buhr.

If you have any questions, please contact CAO Peter DeJong at 604-921-9333.

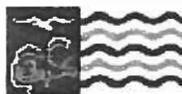
Sincerely,

A handwritten signature in black ink, appearing to read 'Shawna Gilroy'.

Shawna Gilroy
Office Coordinator

/Enclosure

P.O. Box 141 – 400 Centre Road
Lions Bay, British Columbia, V0N 2E0
Tel: (604) 921-9333
Fax: (604) 921-6643
www.lionsbay.ca



THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

Type	Report to Council		
Title	Official Community Plan Amendment Bylaw		
Author	S. Gilroy	Reviewed By:	P. DeJong
Date	January 29, 2016	Version	
Issued for	February 2, 2016 Regular Council Meeting		

RECOMMENDATION

THAT Official Community Plan Amendment Bylaw No. 493, 2015 be adopted.

ATTACHMENTS

- OCP Amendment Bylaw No. 493, 2015

BACKGROUND

Council passed third reading of the OCP Amendment Bylaw No. 493 at the December 15, 2015 Regular Council Meeting. At the January 19, 2016 Regular Council Meeting, a technical amendment regarding the citation of Village of Lions Bay Official Community Plan Bylaw No. 408, 2008 was inserted to incorporate by reference any subsequent amendments of that bylaw.

OPTIONS

1. Adopt Official Community Plan Amendment Bylaw No. 493, 2015
2. Refer Official Community Plan Amendment Bylaw No. 493, 2015 back to staff:
 - (a) to draft substantive amendments to the Regional Context Statement with respect to climate change provisions of Village of Lions Bay Official Community Plan Bylaw No. 408, 2008 Amendment Bylaw No. 420, 2010;
 - (b) to coordinate a new Public Hearing with respect to any Regional Context Statement amendments arising from option 2(a); and
 - (c) to bring Official Community Plan Amendment Bylaw No. 493, 2015 back for the further consideration of Council.

PREFERRED STRATEGY

Given that Council intends to re-visit the OCP in 2016 and any substantive amendments will require a further Regional Context Statement amendment after that point in time, and given that the technical amendment incorporates the 2010 amendments by reference, and given that Metro Vancouver has been awaiting the current Regional Context Statement OCP Amendment Bylaw for some time, staff recommends that the current version of Official Community Plan Amendment Bylaw No. 493, 2015 be adopted by Council at this time.

To: Regional Planning Committee

From: Heather McNell, General Manager of Regional Planning and Housing Services

Date: June 30, 2022 Meeting Date: July 8, 2022

Subject: **Metro 2050: Summary of Affected Local Government Acceptances**

RECOMMENDATION

That the MVRD Board receive for information the report dated June 30, 2022, titled “Metro 2050: Summary of Affected Local Government Acceptances”.

EXECUTIVE SUMMARY

This report presents a summary of the local government acceptances received at the date of writing this report on *Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022*, and summarizes next steps.

PURPOSE

To provide an update to the Regional Planning Committee and MVRD Board on which affected local governments have accepted or refused to accept *Metro 2050*, the update to the regional growth strategy, to date.

BACKGROUND

At its March 25, 2022 meeting, the MVRD Board read *Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022*, a first and second time and scheduled a public hearing for April 20, 2022. At its meeting on April 29, 2022, the Board received the minutes of the public hearing including the comments received, and passed a resolution to refer the Bylaw to all affected local governments for acceptance and to the Minister of Municipal Affairs as required by the *Local Government Act*. In accordance with the Board’s direction, all affected local governments were notified in writing, by email and regular mail, during the first week of May 2022.

Affected local governments are defined in the *Act* as: Metro Vancouver member jurisdictions (excluding Bowen Island), Fraser Valley Regional District, Squamish-Lillooet Regional District, and TransLink. Pursuant to section 436 of the *Act*, each affected local government must, by resolution, accept the regional growth strategy or refuse to accept it within 60 days of receipt; if it does not respond during that 60-day period, the affected local government is deemed to have accepted the regional growth strategy.

AFFECTED LOCAL GOVERNMENT ACCEPTANCES AND REFUSALS TO ACCEPT

At the time of writing this report, the following responses have been received from affected the local governments (Table 1).

Table 1. Summary of Affected Local Government Responses to Metro 2050 Bylaw Referral

	Affected Local Government	Council / Board Decision	Date Received
1	Village of Anmore	Accept	May 17, 2022
2	Village of Belcarra	Accept	June 22, 2022
3	City of Burnaby	Accept	June 20, 2022
4	City of Coquitlam	Accept	June 13, 2022
5	City of Delta	Accept	June 13, 2022
6	Fraser Valley Regional District	Accept	June 29, 2022
7	City of Langley	Accept	June 13, 2022
8	Township of Langley	Refuse to Accept	May 30, 2022
9	Village of Lions Bay	Accept	June 7, 2022
10	City of Maple Ridge	Accept	June 14, 2022
11	City of New Westminister	Accept	May 30, 2022
12	City of North Vancouver	Accept	May 30, 2022
13	District of North Vancouver	Accept	June 20, 2022
14	City of Pitt Meadows	Accept	June 21, 2022
15	City of Port Coquitlam	Accept	June 21, 2022
16	City of Port Moody	Accept	June 14, 2022
17	City of Richmond	Accept	June 30, 2022
18	Squamish Lillooet Regional District	Accept	May 25, 2022
19	City of Surrey	Refuse to Accept	June 13, 2022
20	TransLink	Accept	June 23, 2022
21	Tsawwassen First Nation	Accept	June 14, 2022
22	City of Vancouver	Accept	June 21, 2022
23	District of West Vancouver	Accept	June 13, 2022
24	City of White Rock	Accept	June 27, 2022

Of the 24 signatories, 22 have accepted *Metro 2050* as the update to the regional growth strategy (Attachment 1).

Two affected local governments, the Township of Langley and the City of Surrey, passed resolutions to refuse to accept *Metro 2050*. These two municipalities provided the reasons in writing for refusing to accept and summarized the provisions / policies to which they object and why, and whether they would be willing to accept *Metro 2050* if those specific provisions did not apply to their respective jurisdiction (Attachment 2).

Township of Langley

The Township of Langley’s response lists 12 objections: that 4 topics in *Metro 2050* fall outside the category of ‘land use’ or ‘planning’ matters and shouldn’t be included in the regional growth strategy (e.g. tenant protection, invasive species, affordable housing, and agricultural awareness – the last two are in *Metro 2040*); that *Metro 2050* does not go far enough in protecting the quality and quantity

of groundwater; the request to show the Agricultural Land Reserve on a map in its Regional Context Statement; the policy that requires the Agricultural Land Commission to exclude land from the ALR before consideration of a proposed amendment to the regional Agricultural or Rural land use designation (which is already in *Metro 2040*); that the flexibility for residential on Employment lands near rapid transit is not sufficient; that there should be flexibility to use better data for sensitive ecosystem protection than Metro Vancouver’s Inventory; that the University District lands should be shown as General Urban, not Agricultural (lands are included in the ALR); that the correction to the wording of policy 6.9.1 regarding ‘Rural lands within the sewerage area’ is incorrect, and that there is an error in the legend of Map 12 (Attachment 2).

City of Surrey

The City of Surrey’s stated objection is that the Urban Containment Boundary does not appropriately consider Surrey’s context in terms of rapid growth, escalating land costs and limited employment land supply. Surrey requests that the City be able to amend lands with a regional Rural land use designation to Industrial, Employment or General Urban without the need for consideration by the MVRD Board (Attachment). The Urban Containment Boundary and amendment process provisions are both in *Metro 2040*.

NEXT STEPS

The project plan for the update to the regional growth strategy strives for adoption of the updated regional growth strategy within this local election cycle. Staff will be presenting options for consideration at the MVRD Board’s July meeting.

ALTERNATIVES

This is an information report; no alternatives are presented.

FINANCIAL IMPLICATIONS

There are no financial implications to this report.

CONCLUSION

At its meeting on April 29, 2022, the MVRD Board referred *Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022*, to all affected local governments for acceptance and to the Minister of Municipal Affairs as required by the *Local Government Act*. In accordance with the Board’s direction, all affected local governments were notified in writing, by email and regular mail, during the first week of May 2022. Each affected local government must, by resolution, accept the regional growth strategy or refuse to accept it within 60 days of receipt citing reasons for any objections; the acceptance period closes on July 6, 2022. At the time of writing of this report, 22 out of the 24 regional growth strategy signatories have accepted *Metro 2050*, while two affected local governments passed resolutions to refuse to accept. The Board will be considering next steps at its meeting on July 29, 2022.

Attachments

1. Letters of acceptance received from affected local governments
2. Letters of non-acceptance from the Township of Langley and City of Surrey



0400-60/22

May 24, 2022

Chris Plagnol, Corporate Officer
Metro Vancouver
4730 Kingsway
Burnaby, BC V5H 0C6

Via email: chris.plagnol@metrovancover.org

Dear Mr. Plagnol:

RE: Metro 2050 Acceptance

Further to the letter the Village of Anmore dated May 3, 2022 regarding submission of Metro 2050 for acceptance by affected local governments, Anmore Council passed the following resolution at the May 17, 2022 Regular Council Meeting:

R058/22 "That the Metro Vancouver Regional Growth Strategy, titled Metro 2050 (Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022), be received for information;

And That the proposed Metro 2050 Regional Growth Strategy (Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022) be accepted, as presented, pursuant to Section 436 of the Local Government Act;

And That staff be directed to forward the Council resolution of acceptance of Metro 2050 Regional Growth Strategy (Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022) to the Metro Vancouver Regional District."

Sincerely,

A handwritten signature in black ink, appearing to read 'Karen Elrick'.

Karen Elrick
Manager of Corporate Services
karen.elrick@anmore.com



VILLAGE OF BELCARRA

"Between Forest and Sea"

4084 BEDWELL BAY ROAD, BELCARRA, B.C. V3H 4P8
TELEPHONE 604-937-4100 FAX 604-939-5034
belcarra@belcarra.ca • www.belcarra.ca



June 22, 2022

File No. 0470-01

Sav Dhaliwal, Chair
Metro Vancouver Board
4515 Central Boulevard
Burnaby, BC V5H 0C6
Via email: chair@metrovancouver.org

Dear Chair Dhaliwal,

Re: Metro 2050 – Acceptance by Affected Local Governments

Please be advised that at a Regular meeting of Belcarra Council held on June 20, 2022, the following motion was passed:

"That the Village of Belcarra accept "Metro 2050: Metro Vancouver Regional District Regional Growth Strategy Bylaw No.1339, 2022" attached to the Letter from the Chair of the Metro Vancouver Board of Directors dated May 3, 2022, and request that the following Village of Belcarra concerns be considered in the near future:

1. Joint opportunities for improvements to the Belcarra Water System to enable improved water storage, flows and fire suppression capacity in the Village and for Metro Parks; and
2. Continued co-operation for the eventual provision of road access from Belcarra to both Belcarra North and nearby Conservation and Recreation Lands in Belcarra Regional Park."

We are also attaching the following Council reports for background information:

- Metro Vancouver Request for Acceptance of Metro 2050 (Metro Vancouver Regional Growth Strategy Bylaw No. 1339, 2022), dated June 6, 2022
- Follow Up report on Belcarra North Road and Fire Suppression Water Supply – Village of Belcarra: Metro Vancouver Request for Acceptance of Metro 2050 (Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022), dated June 20, 2022

We appreciate the opportunity to review Metro 2050: Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022.

Sav Dhaliwal, Chair
Metro Vancouver Board
Re: Metro 2050 – Acceptance by Affected Local Governments
June 22, 2022
Page 2 of 2

Sincerely,



Paula Richardson
Acting Corporate Officer

cc Jerry Dobrovolny, Commissioner/Chief Administrative Officer, Metro Vancouver
Heather McNell, General Manager, Regional Planning and Housing Services, Metro Vancouver
Chris Plagnol, Corporate Officer, Metro Vancouver



COUNCIL REPORT

File: 0470-01

Date: June 6, 2022

From: Dennis Back, Acting Chief Administrative Officer

Subject: **Metro Vancouver Request for Acceptance of Metro 2050
(Metro Vancouver Regional District Regional Growth Strategy
Bylaw No. 1339, 2022)**

Recommendation

That the Village of Belcarra accept “Metro 2050: Metro Vancouver Regional District Regional Growth Strategy Bylaw No.1339, 2022” referenced in the attached letter from Sav Dhaliwal, Chair, Metro Vancouver Board, dated May 3, 2022.

Introduction and Purpose

As explained in Attachment 1, the Metro Vancouver Board is in the process of considering a new Regional Growth Strategy (RGS) in 2022 to replace the current amended RGS, first adopted in 2011. Provincial legislation requires the Regional Districts to seek acceptance from all the member Treaty First Nations, municipalities and Electoral Areas before adoption.

This report is intended to provide Mayor and Council with additional planning background, local context plus implications and options to consider in this regard and recommends that Council accept the Metro 2050 RGS as the new Regional Plan for Belcarra and Metro local and First Nation governments.

Background and Discussion

The Draft Metro Vancouver Regional Growth Strategy Metro 2050 is the latest effort to co-ordinate the planning for and development of the lowlands of the South-west portion of British Columbia. While protecting and enhancing the environment, respecting and working with the rights and aspirations of indigenous peoples and planning for the arrival of 1.3 million more people (mainly through migration from elsewhere) by 2050, this Plan is also meant to co-ordinate metropolitan actions with local First Nations, municipalities and unincorporated areas.

There have been efforts to manage growth and change through a Regional Plan in the Lower Mainland since 1948 (an idea called for by some municipalities and promoted by the Province after a damaging flood in that year) and the resulting Lower Mainland Regional Planning Board published a Plan for the Lower Mainland in 1952. With the creation of Regional Districts by the Province in 1965, the Greater Vancouver Regional District was formed and a more specific Greater Vancouver Regional Plan followed.

Other regional services for water and sewer services had been established much earlier expanding eastward from a base on the Burrard peninsula; these bulk infrastructure services now have interlocking governance through the Regional District. In addition, the GVRD, renamed Metro Vancouver, has added other pan-municipal services over the years, significantly Regional Parks and Air Quality.

Metro Vancouver never has had responsibility for regional transportation planning with the Province reserving this authority. Over the past 25 years, there has been an increasing amount of integrated planning between the Ministry of Transportation and Infrastructure and the Region. Translink was set up to deal with transportation planning and regional highways and transit. For the first time, Metro and Translink are integrating their plans, Translink 2050 Plan was recently approved by the advisory Mayor's Council and by its Provincially appointed Board.

When the Village of Belcarra was incorporated in 1979, it became part of the federation of municipalities that then made up the Greater Vancouver Regional District. Twenty-one municipalities, the Tsawwassen Nation, and one geographically dispersed unincorporated area now make up Metro Vancouver. The current Regional Growth Strategy (from July, 2011) was adopted by the Regional Board. The Village accepted the current RGS on February 21, 2011.

The current RGS has little specific reference to the the Village of Belcarra. Focusing on the more rapidly growing Metro lands, similarly the draft Plan attached to Metro Vancouver Bylaw No. 1339 has little specific consideration of the Village or its current OCP.

Only one of the Draft RGS' five focus areas "**Goal 3: Protect the Environment, Address Climate Change and Respond to Natural Hazards**" has much relevance to Belcarra; the others **Create a Compact Urban Area** (Belcarra is outside its boundary), **Support a Sustainable Economy** (Commercial and Industrial policies primarily), **Provide Diverse and Affordable Housing Choices** (there is little scope for that in the Village's longer term plans and existing and proposed regional policies will make such provision difficult), and **Support Sustainable Transportation Choices**.

Two specific Metro RGS goals will make it difficult for much change to occur in Belcarra:

- Belcarra is and will continue to be outside the Urban Containment Area and bordered by Conservation and Recreation (C and R) Lands — in Strategy 3.1.1 (page 55) of

the new RGS will direct the Greater Vancouver Sewerage and Drainage District not to extend sewer services through C and R lands.

- various other sections of Goal 3 expect Member jurisdictions to mitigate the impacts of climate change by reducing green house gas emissions, developing storm water management plans, planning for and responding to wild fire threat, and reducing the spread of invasive species (see 3.2.7 and 3.3.7) and similar — all of which are difficult to implement in a rural municipality containing mostly Conservation and Recreation lands — meant to be left mainly in their natural state.

Metro also has a separate Regional Park Plan (RPP) that is close to ten years old now, that plan is for these C and R lands in Belcarra and throughout Metro. Not dealt with in detail in the Draft RGS, presumably updates that reflect new and expanded RGS policies will be articulated in the RPP.

Section 3.2.3 (d) of the Draft Plan indicates that Metro will “prepare Implementation Guidelines to support a green infrastructure network and to assist with the protection, enhancement, and restoration of ecosystems.”

Much of the Village is also within the administrative jurisdiction of Metro Parks. Given Metro’s ambitions to develop strong ecosystems while accommodating more recreation users, Belcarra is likely to receive a great deal of attention over the coming years as the RGS and related environmental initiatives are developed and implemented.

The current RPP states “Metro Vancouver 2040 does not describe an explicit role for the regional parks service in supporting the regional vision”. That document goes on to state “Moving forward Metro Vancouver’s challenge is to describe how the Regional Parks Service can support the Metro 2040 vision, while also meeting its own mandate”.

There are two pictures (page 57 and 67) in the draft RGS, from recent ceremonies honouring the historic agreement for “təmtəmíxwtən” (Tum-Tumay Whueton) Park between Metro and the Tsleil Waututh Nation. These images reflect a new element in RGS policy that is certainly to become more important. Metro is expanding its efforts to incorporate First Nation traditions and considerations in its work. First Nations lands are self-regulating and are not restricted by Metro or municipal policies, so co-operation concerning these rapidly growing Reserve lands will be critical in the years to come as will be Metro decision-making with involvement by and consideration for the original occupants of the Lower Mainland.

Options for Consideration

There is relatively close alignment between the existing Village of Belcarra OCP and the proposed RGS. At least one other Member jurisdiction, the City of Surrey has indicated that the proposed RGS is unsatisfactory and their Council has articulated reasons related to local autonomy potentially being hampered by Metro policies. This can and has occurred. For example: 1. the rezoning of Flavelle lands in the City Port Moody took

a long time to be approved by the Metro Board because of the need to amend Metro land use controls before Port Moody could change their development regulations;
2. The Village of Anmore has been hampered by GVS&DD regulations against expanding the sanitary sewer past the Urban Containment Boundary to solve a Townhouse project's failed septic system.

Belcarra also will have issues working through Metro's Board rules and regulations, a likely candidate for Metro concern will be ongoing efforts to link Belcarra North with the rest of the Village.

Processes exist for changes to Metro rules and regulations. The new RGS lays these existing amendment processes out in more detail and includes them in the Draft Plan.

Option 1: On balance, we recommend that Village Council adopt the supportive acceptance resolution included on Page 1 of this report;

Option 2: The Draft RGS is a significant document and there may be aspects of the Plan important to Council members that Staff have not addressed. A referral back to Staff to elaborate on specific aspects of the Plan will allow this work to be done with a report back to Council.

Attachments:

1. Letter from the Chair of the Metro Vancouver Board of Directors dated May 3, 2022

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

May 3, 2022

File: CR-12-01
Ref: RD 2022 Apr 29

Mayor Jamie Ross and Council
Village of Belcarra
4084 Bedwell Bay Road
Belcarra, BC V3H 4P8
VIA EMAIL: jross@belcarra.ca; belcarra@belcarra.ca



Dear Mayor Ross and Council:

Submission of *Metro 2050* for Acceptance by Affected Local Governments

Metro Vancouver has been working closely with member jurisdictions, local First Nations, and other agencies and organizations over the past three years on the review and update of the regional growth strategy. Thank you for your participation and thoughtful contributions to the *Metro 2050* process. *Metro 2050* will replace *Metro Vancouver 2040: Shaping our Future*, and will guide land use decisions in Metro Vancouver over the coming decades.

Metro 2050 introduces important new and enhanced policies that will help Metro Vancouver, member jurisdictions, TransLink, and other parties address the significant challenges facing this region - including climate change, housing affordability, equity, and resilience - and will advance our shared vision for a sustainable, prosperous, and livable region.

Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022, was given first and second readings by the Metro Vancouver Board on March 25, 2022, and a public hearing was held on April 20, 2022. At its meeting of April 29, 2022, the Metro Vancouver Board resolved to refer *Bylaw No. 1339, 2022* to all affected local governments (signatories) for acceptance. A copy of the Bylaw and the accompanying report dated April 22, 2022, titled "*MVRD Regional Growth Strategy Bylaw No. 1339, 2022*, a bylaw to adopt *Metro 2050* – Public Hearing Minutes and Bylaw Referral for Acceptance" is attached.

In accordance with Section 436 of the *Local Government Act*, affected local governments must, by way of a council resolution submitted to Metro Vancouver and within 60 days of receipt of this notice, accept the regional growth strategy. The *Local Government Act* affirms that if an affected local government fails to act within the period for acceptance, it is deemed to have accepted the regional growth strategy.

51386459

If an affected local government does not accept the regional growth strategy, it must indicate by way of a resolution within the sixty (60) day period: (a) the provision(s) to which it objects, (b) the reasons for its objection, and (c) whether it is willing that a provision to which it objects be included in the regional growth strategy on the basis that the provision will not apply to its jurisdiction.

Upon the conclusion of the acceptance period, Metro Vancouver staff will be reporting to the Metro Vancouver Board at its July 29, 2022 meeting on the status of affected local government acceptances, and, if appropriate, whether third reading and adoption of *Bylaw No. 1339, 2022* may be considered. Correspondingly, this will repeal *Metro 2040* (i.e. *Greater Vancouver Regional District Regional Growth Strategy Bylaw No. 1136, 2010*, as amended).

At the April 29, 2022 Metro Vancouver Board meeting, staff provided a summary of the engagement on the development of *Metro 2050* over the past three years. The Board expressed that this would be helpful context for member jurisdictions, and asked that the presentation be attached to the consideration of acceptance letter and email going to affected local government Councils and Boards. Please find attached the presentation titled "*Metro 2050: Public Hearing and Referral for Acceptance*".

Council resolutions can be sent to Chris Plagnol, Corporate Officer, Metro Vancouver, by email at Chris.Plagnol@metrovancover.org.

If you have any questions about the regional growth strategy or the process for adopting the Bylaw, please do not hesitate to contact Heather McNell, General Manager, Regional Planning and Housing Services, by email at Heather.Mcnell@metrovancover.org or by phone at 604-436-6813.

Yours sincerely,



Sav Dhaliwal
Chair, Metro Vancouver Board

SD/JWD/hm

cc: Lorna Dysart, Chief Administrative Officer, Village of Belcarra
Jerry W. Dobrovolny, Commissioner/Chief Administrative Officer, Metro Vancouver
Heather McNell, General Manager, Regional Planning and Housing Services, Metro Vancouver
Chris Plagnol, Corporate Officer, Metro Vancouver

Enclosures:

1. Report dated April 22, 2022, titled "*MVRD Regional Growth Strategy Bylaw No. 1339, 2022*, a bylaw to adopt *Metro 2050* – Public Hearing Minutes and Bylaw Referral for Acceptance"
2. *Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022*
3. Presentation – *Metro 2050* Public Hearing Report and Referral for Acceptance

All enclosures can also be found at this link:

<https://cloudshare.metrovancouver.org:5001/sharing/3wjoLF21c>



COUNCIL REPORT

File: 0470-01

Date: June 20, 2022

From: Richard White, RWPAS Ltd., Planning Consultant

Subject: Follow Up Report on Belcarra North Road and Fire Suppression Water Supply — Village of Belcarra: Metro Vancouver Request for Acceptance of Metro 2050 (Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022)

Recommendation:

That the Village of Belcarra accept “Metro 2050: Metro Vancouver Regional District Regional Growth Strategy Bylaw No.1339, 2022” attached to the Letter from the Chair of the Metro Vancouver Board of Directors dated May 3, 2022, and request that the following Village of Belcarra concerns be considered in the near future:

1. Joint opportunities for improvements to the Belcarra Water System to enable improved water storage, flows and fire suppression capacity in the Village and for Metro Parks; and
2. Continued co-operation for the eventual provision of road access from Belcarra to both Belcarra North and nearby Conservation and Recreation Lands in Belcarra Regional Park.

Introduction and Purpose:

The Village of Belcarra has been asked by the Metro Vancouver Board to accept a new Regional Growth Strategy (RGS) in 2022 to replace the current amended RGS, first adopted in 2011. Provincial legislation requires the Metro Board to seek acceptance from all the member Treaty First Nations, municipalities and Electoral Areas before adoption.

Council considered this request on June 6, 2022, and resolved to have Staff report in more detail on the prospects for a road through Metro controlled lands connecting Belcarra with Belcarra North, and to enquire with Metro concerning the implications for the new RGS relative to the need for more and better fire suppression capabilities in Belcarra to serve both local and Regional Parks related emergency events.

This report has been prepared to set the stage for more discussion with Metro on local issues not addressed in the draft RGS. Contact has also been made with Senior Metro Officials who indicate that this discussion will be welcome.

This report is intended to provide Mayor and Council with additional planning background, local context plus implications and options to consider in regard to concerns raised at the last Council meeting.

The Report also recommends that Council accept the Metro 2050 RGS as the new Regional Plan for Belcarra and Metro local and First Nation governments.

Background and Discussion:

The current RGS has little specific reference to the Village of Belcarra. The Draft RGS before Council for comment focuses, naturally enough, on the more rapidly growing areas in Greater Vancouver. Similarly, the draft document attached to Metro Vancouver Bylaw No. 1339 has little specific consideration of the Village or its current OCP. As a result, little in the RGS deals with the land use planning implications of a slow or no growth community like Belcarra as it experiences the externalities created by the rapidly growing Metro regional and broader, more global changes as well.

As noted previously, “parts of the new RGS expect Member jurisdictions to mitigate the impacts of climate change by reducing green house gas emissions, developing storm water management plans, reducing “wild fire threat” ... “the spread of invasive species (see 3.2.7 and 3.3.7) and similar — all of which are difficult to implement in a rural municipality containing mostly Conservation and Recreation lands.”

Water Supply and Fire Suppression:

The two topics included in Council’s recent resolution are related.

Planning opportunities that are being tackled by Metro likely will better link its separate Regional Park Plan (RPP) to the RGS.

Like with so many aspects of current Metro development, growth helps to fund improvements. Metro and Belcarra, at the Staff level, have discussed the implications of new Regional expectations for Belcarra since Metro also does not support growth to help offset the cost of these new responsibilities.

Few places in the Region have the challenges of a community split by a Regional Park’s Conservation area or of a Metro Water service with an inadequate water supply to mitigate the increased fire threats posed by more park activity, municipal causes and the impact of drier and hotter summers. Considerable work is underway through utilities planning and the updating of the Belcarra OCP on this topic. Growth will be slow in Belcarra in the coming years; the population may eventually decline as it is very stable presently. Trends concerning public safety are not only related to population change.

The value and size of residential development has changed dramatically since the Water system was first introduced. Newer homes, even larger ones, are better protected from fire and also to contain fires within property lines better than older, even renovated properties. Fire suppression can also occur within homes through sprinkler and improved separations — these improvements are more typical in new homes.

The water system though has not been extended to serve all parts of the Village, particularly not the large Metro forest that surrounds the residential areas and that

separates Belcarra from the mutual aid normally available from adjacent municipalities in a larger fire or emergency.

As the next section details, fire suppression demands and other emergency responses in the Village will also be impacted by the increasing number of visitors to our Metro Parks.

Having Metro involved in the water supply topic and joining it with the road proposal to Belcarra North will be essential. Metro is a funder and member of Fire Services for Belcarra already. Better service in the longer term is directly connected to many of the expectations of the new RGS.

Funding for fire suppression through critical portions of large Regional Parks will have to be addressed in the coming years just as the RGS expects the reduction of “wild fire threats” to occur in Belcarra. In Belcarra this work might best be led or financed by Metro.

Belcarra North Road and Regional Parks:

One of the planning opportunities that is being tackled by Metro now is linking its separate Regional Park Plan (RPP) to the RGS. Staff have discussed the implications of these new expectations for Belcarra since Metro also does not support growth to help offset the associated new cost. Few places in the Region have the challenges of a community split by a Regional Park’s Conservation area or of a Metro Water service with an inadequate water supply to mitigate the increased fire threats posed by more park activity, municipal changes and the impact of drier and hotter summers.

Section 3.2.3 (d) of the Draft Plan indicates that Metro will “prepare Implementation Guidelines to support a green infrastructure network and to assist with the protection, enhancement, and restoration of ecosystems.” A Draft Regional Parks Plan (RPP) was released in later 2021 and its relationship to the new RGS has the potential of being harmonized as TransLink and Metro have attempted with Transport 2050 and the new RGS.

As noted before, “much of the Village is also within the administrative jurisdiction of Metro Parks. Given Metro’s ambitions to develop strong ecosystems while accommodating more recreation users, Belcarra is likely to receive a great deal of attention over the coming years as the RGS and related environmental initiatives are developed and implemented.” The draft RPP indicates that while regional population has grown about 1.7% on an annualized basis in the last 20 years, Regional Park use has increased by 3.5% annually in most of that period with an additional 38% growth in the 2020 and 2021 period.

The current RPP states “Metro Vancouver 2040 does not describe an explicit role for the regional parks service in supporting the regional vision”. That document goes on to state “Moving forward Metro Vancouver’s challenge is to describe how the Regional Parks Service can support the Metro 2040 vision, while also meeting its own mandate”.

The authors do not know the history of the development of Tum Tumay Whueton Road. It is almost twice as long as the distance from Belcarra to Belcarra North and it, almost exclusively, serves the Belcarra Beach portion of Belcarra Regional Park. Park road access to Belcarra North would serve as access to similar Recreation land, for wild fire access, as well access to the Belcarra North private properties that once were in the jurisdiction of Metro for unincorporated area.

Options for Consideration

As stated previously there is relatively close alignment between the existing Village of Belcarra OCP and the proposed RGS — slow or no growth in Rural areas is preferred. Changes and improvements to land use and community planning in support of public health, land preservation, community resiliency and related goals nevertheless will remain challenging for Belcarra since so many of these things are easier to accomplish/finance in a growing and urbanizing setting.

Option 1: On balance, we recommend that Village Council adopt the supportive acceptance resolution included on Page 1 of this report along with a request to Metro to assist with road and water supply related issues;

Option 2: The Draft RGS is a significant document and there may be aspects of the Plan important to Council members that Staff have not addressed. Nevertheless, a further referral back to Staff is not recommended. More research can be done with respect to the various ancillary Metro plans and Provincial funding for wild fire prevention and climate adaptation as Council directs.



May 30, 2022

Chris Plagnol
Corporate Officer
Metro Vancouver
4515 Central Boulevard
Burnaby, BC V5H 0C6
Via email: chris.plagnol@metrovancouver.org



City of
Burnaby

Corporate Services
Office of the City Clerk

2022 June 21

FILE: 02410-20

Metro Vancouver Regional District
Metrotower 3
4515 Central Blvd
Burnaby, BC V5H 4J5

Dear Metro Vancouver Regional District:

Subject: Metro 2050 Regional Growth Strategy
(Item No. 5.10., Reports, Council 2022 June 20)

Burnaby City Council, at the Open Council meeting held on 2022 June 20, received the above noted report and adopted the following recommendations contained therein.

1. THAT Council accept the proposed Metro 2050 Regional Growth Strategy (Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022), as presented, pursuant to section 436 of the Local Government Act.
2. THAT the Council forward the Council resolution of acceptance of the Metro 2050 Regional Growth Strategy (Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022) be forward to the Metro Vancouver Regional District.

As per recommendation #2, a copy of the report is attached for your information.

Kathryn Matts
Administrative Officer II

Our Vision. A world-class city committed to creating and sustaining the best quality of life for our entire community



June 16, 2022

Our File: 01-0480-20/RD13-01/2022-1

Doc #: 4489334

Chris Plagnol
Corporate Officer / Director Board and Information Services
Metro Vancouver
4330 Kingsway
Burnaby, BC V5H 4G8

VIA EMAIL: chris.plagnol@metrovancover.org

Dear Mr. Plagnol:

RE: City of Coquitlam Council Resolution – Consideration of the Metro Vancouver Regional Growth Strategy (RGS) Update - Metro 2050

Please be advised that Coquitlam City Council unanimously adopted the following resolution at their June 13, 2022 Regular meeting:

That Council:

1. Accept the proposed Metro 2050 Regional Growth Strategy (*Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022*), as presented, pursuant to section 436 of the *Local Government Act*; and
2. Direct staff to forward the Council resolution of acceptance of Metro 2050 Regional Growth Strategy (*Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022*) to Metro Vancouver Regional District.

Should you have any questions or require further information with respect to this matter please contact me directly at 604-927-3450 or KKarn@coquitlam.ca.

Sincerely,

Katie Karn
City Clerk



Community Planning & Development

June 30, 2022

Chris Plagnol, Corporate Officer
Metro Vancouver
4515 Central Boulevard
Burnaby, BC V5H 0C6

email: chris.plagnol@metrovancouver.org

Dear Chris Plagnol,

Re: Resolution of Council Regarding Metro 2050

On June 13, 2022, Delta City Council unanimously approved recommendations to receive and accept the new Regional Growth Strategy, Metro 2050. A copy of the minutes and the resolution of Council are enclosed.

For your reference, on June 27, 2022 a Notice of Motion was put forward by Councillor Lois Jackson to request reconsideration of Council's acceptance of Metro 2050. Councillor Jackson's Notice of Motion will be discussed at the Regular Meeting of Council on July 25, 2022. Separately from this correspondence, Metro Vancouver staff have been invited to make a presentation at the July 25, 2022 Regular Meeting.

Should you have any questions, or require further clarification, please feel free to reach out to me at 604.946.3219 or msangret@delta.ca.

Yours truly,

Marcy Sangret
Director of Community Planning & Development/Deputy City Manager
MS/cd

Attachment

c:\users\devor\desktop\ms letter to metro vancouver resolution of council.docx



F.04
6010 Deas Island
Rd.

Report by the Community Planning and Development Department dated May 17, 2022 regarding Heritage Alteration Permit for the Inverholme Schoolhouse at 6010 Deas Island Road (Metro Vancouver Regional District). (File: LU009370)

-- Recommendations
Endorsed

MOVED By Cllr. Jackson,
SECONDED By Cllr. Copeland,

- A. THAT Heritage Alteration Permit LU009370 be issued.
- B. THAT the Mayor and City Clerk be authorized to sign all documents pertaining to this development.

CARRIED UNANIMOUSLY

F.05
Acceptance of
Metro 2050

Report by the Community Planning and Development Department dated May 30, 2022 regarding Acceptance of Metro 2050. (File: P21-04)

MOVED By Cllr. McDonald,
SECONDED By Cllr. Kruger,

- A. THAT the Metro Vancouver Regional Growth Strategy, titled Metro 2050 (*Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022*), be received for information;
- B. THAT the proposed Metro 2050 Regional Growth Strategy (*Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022*) be accepted, as presented, pursuant to section 436 of the *Local Government Act*; and
- C. THAT staff be directed to forward the Council resolution of acceptance of Metro 2050 Regional Growth Strategy (*Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022*) to Metro Vancouver Regional District.

The question on the motion was not called as in response to Council queries, M. Sangret advised that the Metro 2050 Regional Growth Strategy projects a growth in Delta's population to 132,000 people by 2050, which is an increase of 26,000 more people over 28 years.

Staff have found that the Plan has strengthened in areas addressing regional liveability, urban forest targets, ecologically sensitive areas, the concentration of growth surrounding transit corridors and the protection of agricultural land.

M. Sangret noted that staff recognize that Delta's Official Community Plan (OCP) should be revisited and under Metro 2050, Delta will be required to update the regional context statement, which examines Delta's land use designations and where growth is anticipated and being directed. Delta will examine its current capacity under the existing OCP as well as any potential changes. Recent changes such as the

introduction of the Housing Action Plan and changes to the Ladner Area Plan will help create more opportunities for housing and amenities.

-- Recommendations
Endorsed

The question on the motion was then called.

CARRIED UNANIMOUSLY

F.06
4355 64 St.

Report by the Community Planning and Development Department dated May 30, 2022 regarding New Official Community Plan Amendment Application for 4355 64 Street (Khaira/Khara). (File: LU009412)

-- Recommendations
Endorsed

MOVED By Cllr. Kruger,
SECONDED By Cllr. Copeland,

- A. THAT preliminary information be received regarding a new application for a two-lot single detached residential development at 4355 64 Street.
- B. THAT staff be directed to advance this application to the public consultation and detailed review stage.
- C. THAT subject to adoption of Recommendation B, the public consultation process described in Attachment C of this report be endorsed.

CARRIED UNANIMOUSLY

F.07
9336 119A St.

Report by the Community Planning and Development Department dated May 31, 2022 regarding Development Permit for Construction of a Single Detached Dwelling at 9336 119A Street (New Modern Home Development Ltd.). (File: LU009289)

MOVED By Cllr. Kanakos,
SECONDED By Cllr. McDonald,

- A. THAT Development Permit LU009289 be issued subject to the owner satisfying the following requirements as a condition of permit issuance:
 - 1. Enter into Section 219 Covenants to the satisfaction of the Director of Community Planning and Development for:
 - a. Environmental Protection; and
 - b. Tree Retention.
 - 2. Provide a tree retention security in the amount of \$15,000; and
 - 3. Provide a riparian planting and monitoring security in the amount of \$4,277.
- B. THAT the Mayor and City Clerk be authorized to sign all documents pertaining to this development.



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**EXTRACT
FRASER VALLEY REGIONAL DISTRICT
BOARD MEETING MINUTES
June 29, 2022**

CITY OF
LANGLEY



CITY OF LANGLEY
CERTIFIED RESOLUTION



June 8, 2022

Metro Vancouver Regional District Board
Metrotower III, 4515 Central Boulevard
Burnaby, BC, V5H 0C6
Attention: Chris Plagnol, Corporate Officer (via email)

Dear Mr. Plagnol:

Re: Metro 2050 Regional Growth Strategy - Request for Acceptance by Village of Lions Bay

At its regular meeting on June 7, 2022, the Council of the Village of Lions Bay passed the certified resolutions attached to this letter, accepting the Metro 2050 Regional Growth Strategy. It did so based upon its analysis of Metro 2050 and the commentary previously provided to the Board in November of 2021.

Since then, Council has undertaken consultation and a public legislative process to adopt a new, more appropriate Regional Context Statement to go along with our rurally oriented OCP and in April, 2022, submitted a request to the Board to accept our amended Regional Context Statement characterizing the Village of Lions Bay as “Rural” rather than “General Urban”. The effect of the change would see the Village moved out of the Urban Containment Boundary in the Metro 2050 RGS.

Notwithstanding that Metro 2050 still references Lions Bay as General Urban and within the Urban Containment Boundary due to the timelines of these respective processes, it is expected the Board will approve the request from Lions Bay and accordingly, Council has accepted Metro 2050 with the expectation of Board acceptance of our amended RCS and an amendment to Metro 2050 as soon as is practicable to reflect the desires of the residents of the Village.

Sincerely,

Peter DeJong, CAO, Village of Lions Bay

cc. Council of the Village of Lions Bay
Jerry Dobrovlny, Commissioner/Chief Administrative Officer, Metro
Heather McNell, General Manager Regional Planning and Housing Services, Metro
Sean Galloway, Director, Regional Planning and Electoral Area Services, Metro



THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

CERTIFIED COUNCIL RESOLUTION

June 8, 2022

From the minutes of a Regular Council Meeting of the Village of Lions Bay Council, held on June 7, 2022, in the Village of Lions Bay Council Chambers, 400 Centre Road, Lions Bay, BC:

Agenda Item 9Aii

Moved/Seconded

- (1) THAT the Metro Vancouver Regional Growth Strategy, titled Metro 2050 (*Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022*), be received for information;
- (2) THAT the proposed Metro 2050 Regional Growth Strategy (*Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022*) be accepted, as presented, pursuant to section 436 of the *Local Government Act*; and
- (3) THAT staff be directed to forward the Council resolution of acceptance of Metro 2050 Regional Growth Strategy (*Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022*) to Metro Vancouver Regional District.

CARRIED

I hereby certify the foregoing to be a true and correct copy of the Village of Lions Bay Council resolution regarding this matter as passed by the Council at its Regular Meeting of June 7, 2022.

Peter DeJong, Corporate Officer
Village of Lions Bay



Jonathan X. Côté
Mayor

June 6, 2022

Chair Sav Dhaliwal
Metro Vancouver Regional District
Metrotower III, 4515 Central Boulevard
Burnaby, BC, V5H 0C6

Via email: CAOadministration@metrovancover.org

Dear Chair Dhaliwal and the Metro Vancouver Regional District Board,

Re: Regional Growth Strategy: *Metro 2050* Acceptance

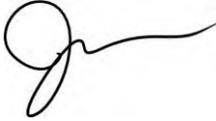
At a meeting on May 30, 2022, New Westminster City Council received a letter from Metro Vancouver dated May 3, 2022 regarding the submission of *Metro 2050* for acceptance by affected Local Governments. In response, Council passed the following resolution:

THAT the proposed Metro 2050 Regional Growth Strategy (*Metro Vancouver Regional District Growth Strategy Bylaw No. 1339, 2022*) be accepted, as presented, pursuant to section 436 of the *Local Government Act*.

Council determined that the updated Regional Growth Strategy provides a strong framework for guiding growth over the coming decades. Council also wished to convey an interest in further consideration of incorporating municipal-scale population and housing targets in regional plans going forward. The City of New Westminster has been committed to accommodating growth, in recognition of the growing regional population, the housing crisis, and the importance of focusing growth in urban parts of the region. To ensure equitable and sustainable distribution of growth across the region, we suggest municipal-scale targets would be appropriate.

We look forward to more conversation on this and other regional growth issues as we move into implementation of the new Regional Growth Strategy.

Sincerely,



Jonathan X. Côté
Mayor

- cc. Lisa Spitale, Chief Administrative Officer, City of New Westminster
Emilie K. Adin, Director of Climate Action, Planning and Development, City of New Westminster
Jerry W. Dobrovolny, Commissioner/Chief Administrative Officer, Metro Vancouver
Heather McNell, General Manager, Regional Planning and Housing Services, Metro Vancouver
Chris Plagnol, Corporate Officer, Metro Vancouver

Office of the Mayor

Corporation of the City of New Westminster

511 Royal Avenue, New Westminster, BC • Canada V3L 1H9 T (604) 527 4522 F (604) 527 4594

www.city.ca

June 6, 2022

File: 13-6500-20-0001/1

VIA EMAIL: chris.plagnol@metrovancover.org

Chris Plagnol
Corporate Officer
Metro Vancouver
4730 Kingsway
Burnaby, BC V5H 0C6

Dear Mr. Plagnol:

Re: Metro Vancouver Regional Growth Strategy (Metro 2050): Acceptance by Affected Local Governments

This will confirm that City Council, at its Regular meeting of Monday, May 30, 2022, unanimously endorsed the following resolution:

“PURSUANT to the report of the Manager, Long Range and Community Planning, dated May 18, 2022, entitled “Metro Vancouver Regional Growth Strategy (Metro 2050): Acceptance by Affected Local Governments”:

THAT the proposed Metro Vancouver Regional Growth Strategy (Metro 2050) (*Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022*) be endorsed, pursuant to Section 436 of the *Local Government Act*;

AND THAT staff be directed to forward a copy of this resolution to Metro Vancouver for information.”

A copy of the staff report is enclosed for your reference. To view the complete report with attachments, please visit cnv.org/your-government/council-meetings.

Yours truly,



Karla Graham, MMC
Corporate Officer

Encl.

cc M. Epp, Director, Planning and Development
R. de St. Croix, Manager, Long Range and Community Planning



 Department Manager	 Director	 CAO
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The Corporation of **THE CITY OF NORTH VANCOUVER**
PLANNING & DEVELOPMENT DEPARTMENT

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Renée de St. Croix, Manager, Long Range and Community Planning

Subject: METRO VANCOUVER REGIONAL GROWTH STRATEGY (METRO 2050): ACCEPTANCE BY AFFECTED LOCAL GOVERNMENTS

Date: May 18, 2022 File No: 13-6500-20-0001/1

The following is a suggested recommendation only. Refer to Council Minutes for adopted resolution.

RECOMMENDATION

PURSUANT to the report of the Manager, Long Range and Community Planning, dated May 18, 2022, entitled "Metro Vancouver Regional Growth Strategy (Metro 2050): Acceptance by Affected Local Governments":

THAT the proposed Metro Vancouver Regional Growth Strategy (Metro 2050) (*Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022*) be endorsed, pursuant to Section 436 of the *Local Government Act*;

AND THAT staff be directed to forward a copy of this resolution to Metro Vancouver for information.

ATTACHMENTS

1. Metro Vancouver Regional Growth Strategy, Bylaw No. 1339, 2022 (CityDocs [#2179787](#))
2. Minute Clip and Council Report of November 3, 2021, City of North Vancouver Response to Metro Vancouver Regional Growth Strategy Metro 2050 (CityDocs [#2180304](#))
3. Letter of November 24, 2021 to Metro Vancouver from the Corporate Officer re the Draft Metro 2050 Regional Growth Strategy (CityDocs [#2117002](#))

SUMMARY

This report presents the final Metro Vancouver *Regional Growth Strategy* update, titled *Metro 2050*, for Council's review and acceptance.

BACKGROUND

Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022 – being the final version of *Metro 2050*, the updated regional growth strategy – was given first and second readings by the Metro Vancouver Board on March 25, 2022. A public hearing on *Bylaw No. 1339, 2022* was held on April 20, 2022. At its meeting of April 29, 2022, the Metro Vancouver Board resolved to refer *Bylaw No. 1339, 2022* (Attachment 1) to all affected local governments (signatories) for acceptance.

In accordance with Section 436 of the *Local Government Act*, affected local governments must, by way of a council resolution submitted to Metro Vancouver, accept the regional growth strategy. The *Local Government Act* affirms that if an affected local government fails to act within the 60-day period for acceptance (which for the City began on May 4, 2022), it is deemed to have accepted the regional growth strategy.

The review and update process for the Metro Vancouver Regional Growth Strategy began in 2019. Since then staff have participated throughout the process to ensure that the City's interests were represented in the Strategy. City staff updated Council on the key policy updates proposed in *Metro 2050* in November 2021 during engagement on the draft strategy (Attachment 2). Council submitted formal comments to Metro Vancouver at this time for the agency's consideration in advance of finalizing the strategy (Attachment 3).

DISCUSSION

In general, the final *Metro 2050* strategy remains consistent with and further strengthens the City's own objectives and policies related to growth, climate and environment, housing and affordability, mobility, equity, reconciliation, livability, and wellbeing as outlined in the current Official Community Plan, as well as those being established through the City's new *Mobility, Community Wellbeing, Climate and Environment, and Economic Strategies*.

A summary of key feedback received by Metro Vancouver through the strategy development period and specific key changes made to the final strategy include:

- Adding additional content to better reflect Indigenous perspectives and priorities in key subject areas
- Removing reference to Frequent Transit Development Area "corridor" and "station" sub-types in order to reduce confusion and improve alignment with direction for growth and development along transit corridors outlined in *Transport 2050*, the new *Regional Transportation Strategy* that came into effect in January 2022.
- Refined the proposed Regional Affordable Housing Target from "15%" to "at least 15%" of all new housing units built within urban centres and Frequent Transit

Development Areas in order to encourage the region and individual municipalities to support additional affordable housing.

- Enabling limited residential uses as part of a mixed use development containing commercial or light industrial uses on designated Employment Lands within 200 meters of a rapid transit station and located within an Urban Centre or Frequent Transit Development Area.

City staff are generally supportive of these adjustments and look forward to receiving future guidelines from Metro Vancouver to support the implementation of these and other actions and policies.

The City would like to continue the discussions and opportunities to improve on key issues that arose during this process, which include:

- **Managing Growth:** The Regional Growth Strategy has been successful at maintaining growth within the Urban Containment Boundary and focusing growth to the Urban Centres and Frequent Transit Development Areas. However, additional conversations are needed on the distribution of growth throughout the Region. In addition, the cost of growth must also be appropriately managed. Ensuring that growth is accompanied by investment in essential infrastructure is critical to building a livable region.
- **Responsibility and Accountability:** Broadly, there should be an ongoing conversation about accountability to ensure that all member jurisdictions are all equitably and fairly supporting and participating in achieving key policy objectives around growth, housing, environment, climate, transportation, economy, and more.
- **Challenges Ahead:** There are big challenges in front of us at all levels and numerous interconnected crises that are converging. As a Region, we need to work together to achieve the goals and objectives and these conversations need to be ongoing and responsive to these challenges. Metro 2050 offers and supports collaborative relationships in this regard.

NEXT STEPS

Metro Vancouver staff will be reporting to the Metro Vancouver Board at its July 29, 2022 meeting on the status of affected local government acceptances, and, if appropriate, whether third reading and adoption of *Bylaw No. 1339, 2022* may be considered. Correspondingly, this will repeal *Metro 2040* (i.e. *Greater Vancouver Regional District Regional Growth Strategy Bylaw No. 1136, 2010*, as amended).

The City will then have two years, until July 2024, to submit a new Regional Context Statement that demonstrates how the Official Community Plan is generally consistent, or will become consistent with *Metro 2050* over time.

As noted above, the City's Official Community Plan remains largely consistent with the directions in Metro 2050, therefore the City's Regional Context Statement (RCS) remains largely consistent as well. The potential challenge however, is that the City is anticipating undertaking an Official Community Plan Review in the near future, likely starting, but not completing, within the 2-year timeframe required to update the RCS.

The intent is not to do this work twice. The City anticipates being able to re-submit the existing RCS with notations that a new RCS will be submitted once the updated Official Community Plan is complete. Further discussion with, and guidelines from, Metro Vancouver are expected on this matter. Staff will provide updates to Council as required.

FINANCIAL IMPLICATIONS

Nil.

INTER-DEPARTMENTAL IMPLICATIONS

Staff from multiple City departments have contributed to reviewing and providing input through the development of *Metro 2050*. Staff will continue to share information provided by Metro Vancouver related to the new *Regional Growth Strategy*, as it is received, for input and general awareness.

STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

The *Regional Growth Strategy* is intended to align with and build on the key objectives and policies in the City's *Official Community Plan* (2014). The *RGS* also aligns with the vision and priorities of Council's 2018-2022 *Strategic Plan*.

RESPECTFULLY SUBMITTED:



Renée de St. Croix
Manager, Long Range and Community
Planning



Date: June 21, 2022
File No. 13.6440.10/001.000

Chris Plagnol
Corporate Officer, Metro Vancouver
4515 Central Boulevard
Burnaby BC V5H 0C6

Via Email

Chris.Plagnol@metrovancover.org

Dear Mr. Plagnol:

Subject: Acceptance of Metro 2050, the Metro Vancouver Regional Growth Strategy

This is to advise that on Monday, June 20, 2022, the Council for the District of North Vancouver considered the May 26, 2022 report of the Community Planner regarding **Acceptance of Metro 2050, the Metro Vancouver Regional Growth Strategy**. Council subsequently passed the following resolutions:

THAT the proposed Metro 2050 Regional Growth Strategy (Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022) is accepted, as presented, pursuant to section 436 of the *Local Government Act*;

AND THAT staff forward the Council resolution of acceptance of Metro 2050 Regional Growth Strategy (Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022) to Metro Vancouver Regional District.

and,

THAT an early amendment to the Regional Growth Strategy be considered in accordance with the following principles:

1. Integrated
 - The contribution of land use is understood in an integrated manner;
 - Managing greenhouse gas emissions considers not only transportation, but also buildings, natural systems, and embodied carbon in buildings and infrastructure.
 - The integral role that land use can play in helping systematically solve complex inter-related problems: resilience to flood and heat wave impacts, housing and transportation affordability, congestion, food security, ecosystem integrity, civic infrastructure deficit

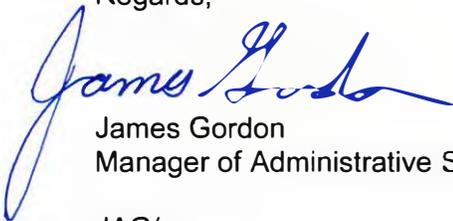
management and value for dollar taxpayer transportation infrastructure spending.

2. Defensible
 - Approaches will be developed that enable Metro 2050's vision and goals to be reconciled with strategies and actions and gaps are identified where continuous improvement efforts are planned.
3. High Benefit, Low Cost
 - Efforts focus on developing strategies and actions that maximize diverse benefits and minimize costs across the Metro Vancouver federation.
4. Creative, Collaborative & 1.5°C Consistent
 - Metro Vancouver undertakes approaches that enable rich analysis and diverging perspectives to be taken into account while meeting Metro's commitments to the Intergovernmental Panel on Climate Change's conclusions about the need for deep emission reductions by 2030 and adaptation measures.
5. Provincial Policy Innovation
 - Provincial policies governing local governments are strengthened to:
 - Make it attractive to manage growth in a manner that reduces congestion, vulnerability to climate change impacts, greenhouse gas emissions, civic infrastructure deficits.
 - Provide long term, predictable financing for public transit to allow local governments to support more sustainable, integrated, long-term land use policy and planning.

AND THAT staff forward this resolution to Metro Vancouver.

A copy of the relevant report is attached.

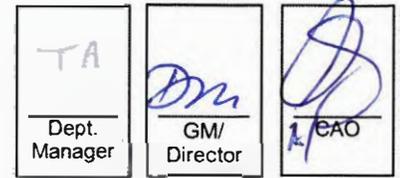
Regards,



James Gordon
Manager of Administrative Services

JAG/ca

AGENDA INFORMATION	
<input checked="" type="checkbox"/> Regular Meeting	Date: June 13, 2022
<input type="checkbox"/> Other:	Date: _____



The District of North Vancouver REPORT TO COUNCIL

May 26, 2022
File: 13.6440.10/001.000

AUTHOR: Joshua Cairns, Community Planner

SUBJECT: Acceptance of Metro 2050, the Metro Vancouver Regional Growth Strategy

RECOMMENDATION

THAT the proposed Metro 2050 Regional Growth Strategy (Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022) be accepted, as presented, pursuant to section 436 of the Local Government Act;

AND THAT staff forward the Council resolution of acceptance of Metro 2050 Regional Growth Strategy (Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022) to Metro Vancouver Regional District.

REASON FOR REPORT:

On April 29, 2022, the Metro Vancouver Board referred the bylaw to introduce the new regional growth strategy, Metro 2050, to all affected local governments for acceptance. This report provides an overview of the proposed Metro 2050 for Council's consideration and recommends its acceptance as the new regional growth strategy.

SUMMARY:

Metro 2050 is an update to the current regional growth strategy, Metro 2040, and defines a regional vision over the next 30 years for a more sustainable, equitable, and resilient future. Since the draft Metro 2050 was released in June 2021, District staff have worked closely with Metro Vancouver to address and resolve concerns identified at the [Regular Meeting of Council on November 1, 2021](#). Staff are supportive of the proposed Metro 2050 and seek Council direction within the 60 day acceptance period. Should Metro 2050 be adopted as the new regional growth strategy, the District will have two years to prepare and submit a revised Regional Context Statement.

BACKGROUND:

Metro Vancouver 2040: Shaping our Future ("Metro 2040") is the current regional growth strategy for the Metro Vancouver region, and was adopted in 2011 by TransLink, adjacent regional districts, and the 21 member municipalities including the District of North Vancouver.

SUBJECT: Acceptance of Metro 2050, the Metro Vancouver Regional Growth Strategy

May 26, 2022

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In 2019, Metro Vancouver began updating Metro 2040 to extend the regional growth strategy to the year 2050, consider drivers of change, improve policies, and integrate with TransLink's new regional transportation strategy, Transport 2050. An overview of the phases and timing of the Metro 2050 process is provided in Figure 1.

Figure 1: Metro 2050 phases and timing (adapted from Metro Vancouver's Public Hearing Presentation)



Between April 2019 and June 2021, Metro Vancouver engaged with member jurisdictions, stakeholders, subject matter experts, First Nations, other levels of government, businesses, and the public. This process identified issues, gaps, and opportunities that informed proposed updates to the regional growth strategy. Proposed updates were reviewed by the Intergovernmental Advisory Committee (IAC)—a committee established by Metro Vancouver in accordance with the Local Government Act and with District staff as members.

From January to May 2021, members of the IAC reviewed draft policy changes proposed for Metro 2050 and provided comments for consideration. District staff from various departments contributed to this process, and many of the District's comments were addressed.

The draft Metro 2050 was released in June 2021 for a five-month comment period and was presented to District Council and the community at a Public Meeting on September 21, 2021. At the Regular Meeting of Council on November 1, 2021, Council adopted a resolution highlighting concerns with the draft including requests to revise language, policy and maps.

More than 900 individual comments were also submitted to Metro Vancouver during the five-month period from other member jurisdictions, adjacent regional districts, Vancouver Coastal Health and Fraser Health, TransLink, the Port of Vancouver, the Provincial and Federal Government, post-secondary institutions, local organizations, First Nations, and members of the public. Revisions were subsequently made to Metro 2050 based on the feedback received to improve the draft regional growth strategy.

SUBJECT: Acceptance of Metro 2050, the Metro Vancouver Regional Growth Strategy

May 26, 2022

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On March 25, 2022, the Metro Vancouver Board gave first and second readings to Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022 (the bylaw to adopt Metro 2050 as the new regional growth strategy) and referred the bylaw to a public hearing. Two written submissions were received and 10 speakers attended the public hearing held on April 20, 2022.

On April 29, 2022, the Metro Vancouver Board referred Bylaw No. 1339, 2022 to all affected local governments, thereby initiating a 60-day acceptance period. The District received the notice on May 3, 2022. The proposed Metro 2050 can be found on Metro Vancouver's website at metrovancover.org/metro2050.

ANALYSIS:

Metro 2050 contains policies and directions that contribute to five overarching regional goals:

- Create a compact urban area;
- Support a sustainable economy;
- Protect the environment and respond to climate change and natural hazards;
- Provide diverse and affordable housing choices; and,
- Support sustainable transportation choices.

The content in Metro 2050 remains generally unchanged or similar to Metro 2040, acknowledging the success of existing tools including regional land use designations, targets, and concepts such as Urban Centres and Frequent Transit Development Areas. However, some enhancements have been made to help better address the challenges facing this region—including climate change, housing affordability, equity, and resilience—and to advance a shared vision for a sustainable, prosperous, and livable region.

Notable enhancements include:

- Stronger alignment of planned locations for growth with transit investment through a new tool called 'Major Transit Growth Corridors';
- Housing policies to encourage transit-oriented affordable housing, increase stock and protect existing non-market rental units;
- Improved definition for industrial lands, as well as flexibility for affordable rental residential on employment lands near rapid transit stations;
- Stronger climate action, including collective actions toward emissions reductions;
- Improved integration of social equity outcomes;
- Greater emphasis on building relationships with First Nations, as well as incorporating future development and planning needs to support infrastructure investments; and,
- Aspirational regional targets, including: protecting 50% of land for nature; achieving 40% tree canopy cover within urban areas; and providing 15% of new housing in Urban Centres and Frequent Transit Development Areas as affordable rental housing.

District staff worked closely with Metro Vancouver to respond to Council's concerns with the previous draft, as identified at the Regular Meeting on November 1, 2021. Many of these concerns have been addressed in the proposed Metro 2050 (as summarized in Table 1).

SUBJECT: Acceptance of Metro 2050, the Metro Vancouver Regional Growth Strategy

May 26, 2022

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Table 1: Summary of District of North Vancouver concerns on draft RGS and corresponding outcomes

DNV Comment(s)	Outcome(s)
<p>Scope of the regional growth strategy: Requested that language be revised to reflect matters within local planning jurisdiction (e.g., parking, built form, urban design), as municipalities are better able to adequately consider and respond to the local context.</p>	<p>Metro Vancouver confirmed that Metro 2050 does not contemplate a change in the balance of local autonomy and the regional federation. Language in Metro 2050 was amended to clarify this.</p>
<p>Regional affordable housing target (15%): Requested the target be replaced with policy that supports a municipal-led approach to affordable housing targets. The District continues to undertake considerable work in support of affordable housing, and municipalities are best equipped to create targets with consideration of local priorities, community needs, land economics and form of development.</p>	<p>Metro Vancouver confirmed the target is intended to be measured at a regional scale, and not applied to individual municipalities, developments, or specific areas. Minor revisions were made for clarity.</p>
<p>Major Transit Growth Corridors (MTGCs): Concerned that Maplewood Village Centre was not identified within the MTGCs despite its close proximity to Phibbs Exchange and the Major Transit Network. Requested extending the MTGCs east to Maplewood Village Centre and Statlōw District.</p>	<p>Metro Vancouver confirmed this omission can be resolved through the District's Regional Context Statement and that this process would be supported. TransLink has also recognized the need to improve transit service in the Maplewood area to a level consistent with the Major Transit Network.</p>
<p>Regional ecosystem inventory mapping: Metro 2050 introduces a regional map and policies that seeks to identify and protect sensitive and modified ecosystems. This is a subject that benefits from local study to accurately identify and understand ecological assets, and determine appropriate policy. Recommended communicating the regional map's limitations and emphasis be placed on desired outcomes rather than specific implementation tools.</p>	<p>An update to the Sensitive Ecosystem Inventory map is planned in 2022-23. It will use the latest remote sensing imagery and local ecological datasets. Minor revisions were made to clarify map does not reflect land use designations. Metro Vancouver confirmed that implementation tools are not prescriptive.</p>
<p>Discourage expansion of commercial/institutional uses outside Urban Centres: Although this policy is generally in alignment with the District's OCP, requested language stating that in certain circumstances expansion in these areas may be necessary and/or desired (e.g., Capilano University).</p>	<p>Minor revisions were made to recognize existing institutional areas outside Urban Centres and Frequent Transit Development Areas that may require expansion.</p>
<p>Financial implications: Requested that Metro Vancouver's financial policies and bylaws be better aligned with Metro 2050 and consider the impacts of growth. This will ensure that revenues associated with growth pay for the impacts of growth and result in a more equitable regional distribution of costs.</p> <p>Infrastructure planning: There is a need for improved integration of infrastructure planning and asset management in long-range regional planning. Requested that Metro 2050 be enhanced by articulating a long-term approach to providing and maintaining infrastructure capable of supporting anticipated growth.</p>	<p>Although Metro Vancouver staff indicated these concerns fall outside the scope of Metro 2050, staff understand that initiatives are underway to begin to address them. Metro Vancouver's Long-term Financial Plan is one of these initiatives, and will address issues like sustainable and equitable funding in the delivery of their services. With this plan in place, the next update to the Regional Growth Strategy can take a more integrated approach and include a section on funding, as TransLink does in their "Transport 2050" plan.</p>

In addition to the changes noted in Table 1, additional revisions were made in response to feedback received since the draft was first released, including:

- Additional content related to Indigenous perspectives and priorities;
- Improving the clarity on the intent of various targets;
- Clarification of various policies and concepts, including Major Transit Growth Corridors;
- Further strengthening of climate action language; and,
- Other general edits for improved clarity and interpretation.

Staff have reviewed the proposed Metro 2050 and are satisfied with Metro Vancouver's response to the District's identified concerns. Accordingly, staff are supportive of the proposed Metro 2050 and recommend acceptance.

Next Steps:

In accordance with the *Local Government Act*, all affected local governments must either accept or object to the proposed Metro 2050 by way of a Council resolution submitted to Metro Vancouver within the 60 day acceptance period. If a resolution is not submitted, affected local governments will be deemed to have accepted Metro 2050.

In the case of an objection, the Council resolution must indicate:

- the provision(s) to which it objects;
- the reasons for its objection; and,
- whether it is willing that a provision to which it objects be included in the regional growth strategy on the basis that the provision will not apply to its jurisdiction.

District staff have reviewed the proposed Metro 2050 and have not identified any provisions that are not acceptable and are recommending acceptance.

Metro Vancouver staff intend to report to the Metro Vancouver Board at its July 29, 2022 meeting on the status of affected local government acceptances, and whether third reading and adoption of Bylaw No. 1339, 2022 may be considered. Unanimous acceptance by all affected local governments is required prior to the adoption of the Metro 2050.

The District's current Regional Context Statement (2014) will remain in effect following the adoption of Metro 2050 until a new Regional Context Statement is submitted and accepted by the MVRD Board. Following the adoption of Metro 2050, the District will have two years to prepare and submit a new Regional Context Statement that demonstrates how the Official Community Plan is generally consistent, or will work towards consistency, with Metro 2050. At this time, the District can designate Maplewood as a Frequent Transit Development Area and request its addition to the Major Transit Growth Corridors

Conclusion:

Metro Vancouver's regional growth strategy, Metro 2050, is the result of a comprehensive planning process and engagement plan that took place over a three year period. If adopted, Metro 2050 will set a collective vision for accommodating future growth in the region to the

SUBJECT: Acceptance of Metro 2050, the Metro Vancouver Regional Growth Strategy

May 26, 2022

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year 2050 with considerations that include diverse and affordable housing, transit and mobility, resilient employment, protected ecological and agricultural lands, the impacts of a changing climate, and more. Staff are supportive of the proposed Metro 2050, which satisfactorily addresses the District's previously identified concerns, and recommend acceptance.

Options:

1. THAT the proposed Metro 2050 Regional Growth Strategy (Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022) be accepted, as presented, pursuant to section 436 of the Local Government Act;

AND THAT staff forward the Council resolution of acceptance of Metro 2050 Regional Growth Strategy (Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022) to Metro Vancouver Regional District (**staff recommendation**).

OR

2. THAT Council not accept Metro 2050 and identify the provisions that Council objects to and the reasons for the objection.

Respectfully submitted,



Joshua Cairns
Community Planner

SUBJECT: Acceptance of Metro 2050, the Metro Vancouver Regional Growth Strategy

May 26, 2022

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REVIEWED WITH:					
<input type="checkbox"/> Community Planning	_____	<input type="checkbox"/> Clerk's Office	_____	External Agencies:	
<input type="checkbox"/> Development Planning	_____	<input type="checkbox"/> Communications	_____	<input type="checkbox"/> Library Board	_____
<input type="checkbox"/> Development Engineering	_____	<input type="checkbox"/> Finance	_____	<input type="checkbox"/> NS Health	_____
<input type="checkbox"/> Utilities	_____	<input type="checkbox"/> Fire Services	_____	<input type="checkbox"/> RCMP	_____
<input type="checkbox"/> Engineering Operations	_____	<input type="checkbox"/> ITS	_____	<input type="checkbox"/> NVRC	_____
<input type="checkbox"/> Parks	_____	<input type="checkbox"/> Solicitor	_____	<input type="checkbox"/> Museum & Arch.	_____
<input type="checkbox"/> Environment	_____	<input type="checkbox"/> GIS	_____	<input type="checkbox"/> Other:	_____
<input type="checkbox"/> Facilities	_____	<input type="checkbox"/> Real Estate	_____		
<input type="checkbox"/> Human Resources	_____	<input type="checkbox"/> Bylaw Services	_____		
<input type="checkbox"/> Review and Compliance	_____	<input checked="" type="checkbox"/> Planning	_____		

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June 15, 2022

File: 01-0480-20-03

Via email: chris.plagnol@metrovancover.org

Metro Vancouver
4730 Kingsway
Burnaby, BC V5H 0C6

To Whom It May Concern:

Re: Response to *Metro 2050* Regional Growth Strategy

At the Special Council meeting held on June 14, 2022, Council considered the attached report dated June 1, 2022 from the Community Development Department – Policy Planning Division and passed the following resolution:

CW22/056-057

THAT the proposed *Metro 2050* Regional Growth Strategy (Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022) be accepted, as presented, pursuant to section 436 of the *Local Government Act*,

AND THAT staff be directed to forward the Council resolution of acceptance of *Metro 2050* Regional Growth Strategy (Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022) to Metro Vancouver Regional District as recommended in the report dated June 1, 2022 from the Community Development Department – Policy Planning Division regarding Response to *Metro 2050* Regional Growth Strategy;

AND THAT Council's resolution of acceptance shall also communicate to Metro Vancouver Regional District that the City of Port Moody's continued support for the *Metro 2050* growth strategy will be strictly contingent upon the extent to which the region's other members demonstrate consistent adherence to the strategy's stated core principles, which include preserving the stable integrity of the region's established Urban Containment Boundary, containing urban densification within compact urban centres and frequent transit development corridors, and declining to support further urban sprawl into the region's outlying rural lands, for which the *Metro 2050* strategy prioritizes protection

of the existing character, landscapes, and climate-sensitive environmental qualities of rural communities.

Sincerely,



Tracey Takahashi
Acting Corporate Officer

Encl.



City of Port Moody

Report/Recommendation to Council

Date: June 1, 2022
Submitted by: Community Development Department – Policy Planning Division
Subject: Response to *Metro 2050* Regional Growth Strategy

Purpose

To provide a response in accordance with the *Local Government Act* indicating acceptance or non-acceptance of the *Metro 2050* Regional Growth Strategy.

Recommended Resolutions

THAT the proposed Metro 2050 Regional Growth Strategy (Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022) be accepted, as presented, pursuant to section 436 of the Local Government Act; and

THAT staff be directed to forward the Council resolution of acceptance of Metro 2050 Regional Growth Strategy (Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022) to Metro Vancouver Regional District.

Background

Metro Vancouver has been working closely with member jurisdictions, local First Nations, and other agencies and organizations over the past three years to review and update the regional growth strategy. *Metro 2050* will replace *Metro Vancouver 2040: Shaping our Future* and will guide land use decisions in Metro Vancouver over the coming decades.

Metro 2050 introduces important new and enhanced policies that will help Metro Vancouver, member jurisdictions, TransLink, and other parties address challenges facing the region, including climate change, housing affordability, equity, and resilience - and will advance a shared vision for a sustainable, prosperous, and livable region. This includes a focus on five regional goals, supported by strategies and policy actions for Metro Vancouver, member jurisdictions, and TransLink to implement:

1. create a compact urban area;
2. support a sustainable economy;
3. protect the environment and respond to climate change and natural hazards;
4. provide diverse and affordable housing choices; and
5. support sustainable transportation choices.

The *Metro 2050* Executive Summary (**Attachment 1**) provides a concise summary of each of these goals. The final *Metro 2050* document is available at www.metrovancouver.org/metro2050.

Metro 2050, Bylaw No. 1339, 2022

Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022, was given first and second readings by the Metro Vancouver Board on March 25, 2022, and a public hearing was held on April 20, 2022. At its meeting of April 29, 2022, the Metro Vancouver Board resolved to refer Bylaw No. 1339, 2022 to all affected local governments (signatories) for acceptance. **Attachment 2** includes a letter dated May 3, 2022 from Metro Vancouver regarding the referral of *Metro 2050* to affected local governments. In accordance with Section 436 of the *Local Government Act*, affected local governments must, by way of a council resolution, submit a response to Metro Vancouver indicating acceptance or non-acceptance of the regional growth strategy within 60 days of this notice.

Discussion

Metro 2050 and the City of Port Moody

City staff have participated in several Metro Vancouver engagement initiatives to contribute to *Metro 2050*. This includes staff participation in the following Metro Vancouver committees and sub-committees:

- Regional Administrative Advisory Committee (RAAC);
- Regional Planning Advisory Committee (RPAC);
- Intergovernmental Advisory Committee;
- RPAC Housing Subcommittee;
- RPAC Social Issues Subcommittee;
- RPAC Environment Subcommittee;
- RPAC Invasive Species Subcommittee;
- Regional Engineers Advisory Committee (REAC);
- REAC Climate Protection Subcommittee;
- Regional Parks Advisory Committee;
- Regional Economic Prosperity Committee; and
- Regional Cultural Development Advisory Group.

In June 2021, draft *Metro 2050* was released and referred by the Metro Vancouver Regional District Board of Directors to member jurisdictions and remained open for comment until November 26, 2021. Metro Vancouver staff presented the draft *Metro 2050* to Port Moody Council at the Regular Council meeting on November 16, 2021. At the Regular Council meeting on November 23, 2021, Council passed the following resolutions:

RC21/488

THAT the staff comments on the draft Regional Growth Strategy, *Metro 2050*, as summarized in the report dated November 10, 2021 from the Community Development Department - Policy Planning Division regarding Proposed Comments on the Draft *Metro 2050* Regional Growth Strategy be endorsed;

AND THAT staff be directed to submit the comments to Metro Vancouver;

AND THAT Port Moody Council support policies to strengthen Urban Containment Boundaries.

A summary of all comments received for *Metro 2050* and responses are included in the [Issue Response Table](#). A summary of the responses to Port Moody's comments forwarded on November 24, 2021, are included as **Attachment 3**.

Staff recommend acceptance of the *Metro 2050* Regional Growth Strategy.

Other Options

1. THAT the proposed Regional Growth Strategy (Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022) be sent back to Metro Vancouver with the request to make the following revisions...
2. THAT the proposed *Metro 2050* Regional Growth Strategy (Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022) be rejected.

If an affected local government does not accept the regional growth strategy, it must indicate by way of a resolution within the sixty (60) day referral period: (a) the provision(s) to which it objects, (b) the reasons for its objection, and (c) whether it is willing that a provision to which it objects be included in the regional growth strategy on the basis that the provision will not apply to its jurisdiction.

Financial Implications

There are no financial implications associated with this report.

Communications and Civic Engagement Initiatives

Development of *Metro 2050* included an extensive engagement process over a 3-year period. This included a joint survey with Transport 2050 with 30,000 responses, 4 dialogue events, meetings with First Nations, Council presentations, public webinars, online comment forms and ongoing social media promotion. The Metro 2050 Engagement Plan can be found at [Regional Planning Committee Agenda - July 5, 2019 \(metrovancouver.org\)](#).

Council Strategic Plan Objectives

The goals and associated actions in the *Metro 2050* Regional Growth Strategy are consistent with the 2019-2021 Council Strategic Plan strategic priorities of Environmental Leadership, Healthy City, Economic Prosperity, and Community Evolution and the goals outlined in the Port Moody Climate Action Plan.

Attachments

1. *Metro 2050* Executive Summary
2. Metro Vancouver referral letter dated May 3, 2022
3. *Metro 2050* Issue-Response Table – Port Moody Summary

Report Author

Jess Daniels
Policy Planner

Report Approval Details

Document Title:	Response to Metro 2050 Regional Growth Strategy.docx
Attachments:	- Attachment 1 - Metro 2050 Executive Summary.pdf - Attachment 2 - Metro 2050 Referral Letter.pdf - Attachment 3- Metro 2050 Issue-Response Table.pdf
Final Approval Date:	Jun 6, 2022

This report and all of its attachments were approved and signed as outlined below:

Mary De Paoli, Manager of Policy Planning - Jun 2, 2022 - 11:01 AM

Kate Zanon, General Manager of Community Development - Jun 2, 2022 - 11:07 AM

Natasha Vander Wal for Rosemary Lodge, Manager of Communications and Engagement - Jun 2, 2022 - 6:39 PM

Paul Rockwood, General Manager of Finance and Technology - Jun 3, 2022 - 8:56 AM

Tim Savoie, City Manager - Jun 6, 2022 - 10:43 AM



EXECUTIVE SUMMARY

DRAFT Metro 2050 The Regional Growth Strategy

What is a Regional Growth Strategy?

A regional growth strategy is a long-range, strategic land use plan aimed at advancing the region's livability and sustainability by managing anticipated growth. Regional growth strategies align projected long-term growth with transportation and infrastructure planning while protecting agricultural, green spaces, and industrial lands. These strategies are authorized under the *BC Local Government Act*.

About Metro Vancouver's Regional Growth Strategy

Metro Vancouver is updating *Metro Vancouver 2040: Shaping our Future (Metro 2040)*, the regional growth strategy. The update is called *Metro 2050*. Since its adoption in 2011, *Metro 2040* has been a strong and effective tool representing the regional federation's collective vision for livability and managing growth anticipated to come to our region over the long term.

Metro Vancouver's regional growth strategy was co-created with member local governments and other regional agencies, and is periodically reviewed and updated. Many of the goals, actions, and tools that are working well in *Metro 2040* will remain unchanged in *Metro 2050*.

The current update extends the strategy to the year 2050, integrates with *Transport 2050*, the update to the regional transportation strategy, and responds to critical issues such as climate change, social equity, resilience, and housing affordability.

How we got to the draft Metro 2050

Between April 2019 and June 2021, Metro Vancouver engaged closely with member jurisdictions, TransLink, the provincial ministries, First Nations, other regional organizations and agencies, adjacent regional districts, subject matter experts, and the general public. Collaboratively through this process, a number of emerging issues, gaps, and opportunities were identified, and the content of *Metro 2050* was drafted to reflect that engagement.

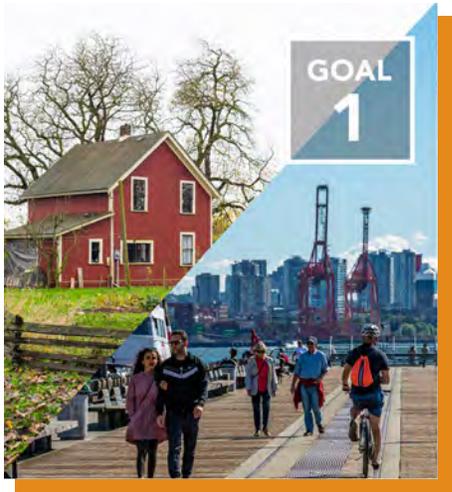
Metro 2050 Vision

Metro Vancouver is a region of diverse and complete communities connected by sustainable transportation choices where residents take pride in vibrant neighbourhoods that offer a range of opportunities to live, work, play, and learn, and where natural, agricultural, and employment lands are protected and enhanced.

Shaping long-term growth and development in the region is essential to meeting this vision in a way that protects the natural environment, fosters community well-being, fuels economic prosperity, provides local food security, improves social equity, provides diverse and affordable housing choices, ensures the efficient provision of utilities and transit, reduces greenhouse gasses, and contributes to resiliency to climate change impacts and natural hazards.

Metro 2050's Five Goals

Metro 2050 contains five regional goals which are supported by corresponding strategies and policy actions for Metro Vancouver, member jurisdictions, and TransLink to carry out.



Goal 1: Create a Compact Urban Area

Metro 2050 reinforces the established framework of concentrating growth into compact, walkable, complete communities, where development is transit-oriented, and people can access a range of housing choices that are close to jobs, amenities, and services.

STRATEGIES

- Contain urban development within the Urban Containment Boundary
- Focus growth in Urban Centres and along Transit Corridors
- Develop resilient, healthy, connected and complete communities
- Protect Rural areas



Goal 2: Support a Sustainable Economy

Metro 2050 protects important job lands and supports the land base, location choices, and transportation integration required to nurture a healthy business climate for both the traditional and emerging economies. Agricultural lands are protected to support local food security.

STRATEGIES

- Promote land development patterns that support a diverse economy and employment opportunities close to where people live
- Protect the supply, and efficient use of, Industrial lands
- Protect the supply of agricultural lands and strengthen agricultural viability

REGIONAL PLANNING GUIDING PRINCIPLES

Metro 2050 is guided by the following five well-established regional planning principles:

1. Put growth in the right places (urban centres and transit corridors)
2. Protect important lands (food, ecological and job lands)
3. Develop complete communities
4. Provide mobility, housing, and employment choices
5. Support the efficient provision of infrastructure (utilities and transit)



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

Metro 2050 protects the unique and vital natural environment, and takes action to respond to climate change by reducing greenhouse gas emissions and improving regional resilience to climate change and natural hazards.

STRATEGIES

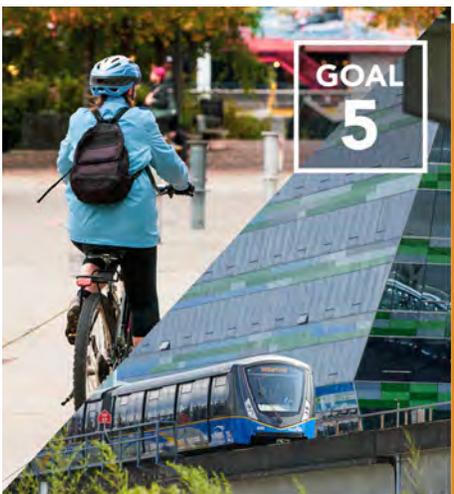
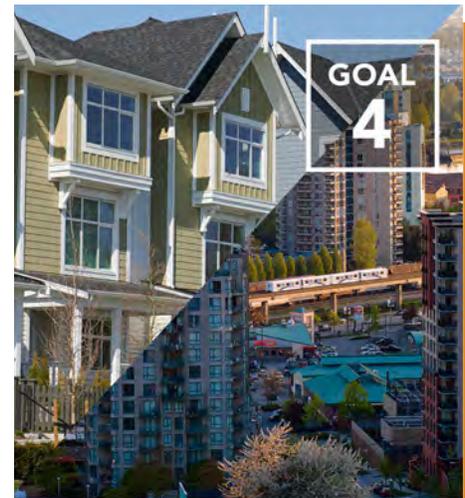
- Protect and enhance Conservation and Recreation lands
- Protect, enhance, restore and connect ecosystems
- Encourage land use, infrastructure and settlement patterns to reduce energy consumption and greenhouse gas emissions
- Encourage land use, infrastructure and settlement patterns that improve resilience to climate change impacts and natural hazards

Goal 4: Provide Diverse and Affordable Housing Choices

Metro 2050 draws greater attention to the importance of housing as a key component of growth management, and establishes region-wide objectives for increasing housing supply, diversity, and affordability, particularly in transit-oriented locations.

STRATEGIES

- Expand the supply and diversity of housing
- Expand, retain, and renew rental housing supply and protect tenants
- Meet the housing needs of lower income households and those experiencing or at risk of homelessness



Goal 5: Support Sustainable Transportation Choices

Metro 2050 supports transit-oriented urban forms with a range of sustainable transportation choices including expanding opportunities for transit, walking, and cycling. It supports efficient goods movement and job growth in the region's employment areas and urban centres, while reducing greenhouse gas emissions.

STRATEGIES

- Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking
- Coordinate land use and transportation to support the efficient movement of vehicles for passengers, goods and services

Anticipated Growth

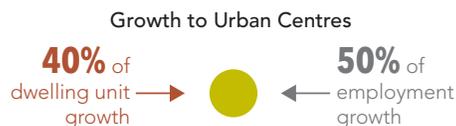
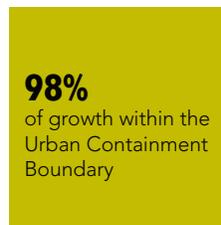
Metro 2050 forecasts indicate that over the next thirty years, Metro Vancouver will receive an additional one million residents for a total population of **3.8 million by the year 2050**. This also means 500,000 additional housing units will be needed and almost 500,000 jobs will be created during that time.

What's New/Proposed?

Much of the content in Metro 2050 will be the same as Metro 2040, and the 'big moves' reflect engagement and feedback from member jurisdictions, other regional agencies, the Province, First Nations, and the public. You will see:

- Stronger alignment of planned locations for growth with transit investment through a new tool called 'Major Transit Growth Corridors'
- Housing policies to encourage transit-oriented affordable housing, increase stock and protect existing non-market rental units
- Clearer and stronger definition for industrial lands, as well as flexibility for affordable rental residential on Employment lands near rapid transit stations
- Stronger climate action, including collective actions toward GHG emission reduction targets and preparing for climate change impacts
- Aspirational regional targets for the federation to collectively work toward for affordable rental housing near transit, protecting land for nature and increasing urban tree canopy cover
- Improved integration of social equity outcomes
- Greater emphasis on building relationships with First Nations, incorporating future development and planning needs

Metro 2050 Regional Targets



Reduce greenhouse gas emissions by **45% below 2010** levels by the year 2030 and achieve a **carbon neutral region** by the year 2050

NEW

- Protect **50%** of land for nature
- Achieve **40%** tree canopy cover within urban areas
- 15%** of new and redeveloped housing in Urban Centres and FTDA's will be affordable, rental housing

OPPORTUNITIES TO PROVIDE FEEDBACK

A draft version of Metro 2050 was released for public comment in June 2021. Metro Vancouver welcomes comments from municipalities, organizations, First Nations, and members of the public by **November 26, 2021**.

Please send your comments to:

Online feedback form: metrovancover.org/metro2050

Email: regionalplanning@metrovancover.org

Mail: Metro Vancouver Regional Planning and Housing Services
4730 Kingsway, Burnaby, B.C. V5H 0C6

metrovancouver
Together we make our region strong

May 3, 2022

File: CR-12-01
Ref: RD 2022 Apr 29

Mayor Rob Vagramov and Council
City of Port Moody
100 Newport Drive PO Box 36
Port Moody, BC V3H 5C3
VIA EMAIL: rvagramov@portmoody.ca; councilea@portmoody.ca

Dear Mayor Vagramov and Council:

Submission of *Metro 2050* for Acceptance by Affected Local Governments

Metro Vancouver has been working closely with member jurisdictions, local First Nations, and other agencies and organizations over the past three years on the review and update of the regional growth strategy. Thank you for your participation and thoughtful contributions to the *Metro 2050* process. *Metro 2050* will replace *Metro Vancouver 2040: Shaping our Future*, and will guide land use decisions in Metro Vancouver over the coming decades.

Metro 2050 introduces important new and enhanced policies that will help Metro Vancouver, member jurisdictions, TransLink, and other parties address the significant challenges facing this region - including climate change, housing affordability, equity, and resilience - and will advance our shared vision for a sustainable, prosperous, and livable region.

Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022, was given first and second readings by the Metro Vancouver Board on March 25, 2022, and a public hearing was held on April 20, 2022. At its meeting of April 29, 2022, the Metro Vancouver Board resolved to refer *Bylaw No. 1339, 2022* to all affected local governments (signatories) for acceptance. A copy of the Bylaw and the accompanying report dated April 22, 2022, titled "*MVRD Regional Growth Strategy Bylaw No. 1339, 2022*, a bylaw to adopt *Metro 2050* – Public Hearing Minutes and Bylaw Referral for Acceptance" is attached.

In accordance with Section 436 of the *Local Government Act*, affected local governments must, by way of a council resolution submitted to Metro Vancouver and within 60 days of receipt of this notice, accept the regional growth strategy. The *Local Government Act* affirms that if an affected local government fails to act within the period for acceptance, it is deemed to have accepted the regional growth strategy.

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If an affected local government does not accept the regional growth strategy, it must indicate by way of a resolution within the sixty (60) day period: (a) the provision(s) to which it objects, (b) the reasons for its objection, and (c) whether it is willing that a provision to which it objects be included in the regional growth strategy on the basis that the provision will not apply to its jurisdiction.

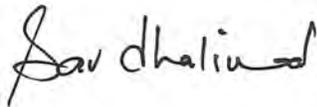
Upon the conclusion of the acceptance period, Metro Vancouver staff will be reporting to the Metro Vancouver Board at its July 29, 2022 meeting on the status of affected local government acceptances, and, if appropriate, whether third reading and adoption of *Bylaw No. 1339, 2022* may be considered. Correspondingly, this will repeal *Metro 2040* (i.e. *Greater Vancouver Regional District Regional Growth Strategy Bylaw No. 1136, 2010*, as amended).

At the April 29, 2022 Metro Vancouver Board meeting, staff provided a summary of the engagement on the development of *Metro 2050* over the past three years. The Board expressed that this would be helpful context for member jurisdictions, and asked that the presentation be attached to the consideration of acceptance letter and email going to affected local government Councils and Boards. Please find attached the presentation titled "*Metro 2050: Public Hearing and Referral for Acceptance*".

Council resolutions can be sent to Chris Plagnol, Corporate Officer, Metro Vancouver, by email at Chris.Plagnol@metrovancover.org.

If you have any questions about the regional growth strategy or the process for adopting the Bylaw, please do not hesitate to contact Heather McNell, General Manager, Regional Planning and Housing Services, by email at Heather.Mcneil@metrovancover.org or by phone at 604-436-6813.

Yours sincerely,



Sav Dhaliwal
Chair, Metro Vancouver Board

SD/JWD/hm

cc: Tim Savoie, City Manager, City of Port Moody
Andre Boel, City Planner, City of Port Moody
Jerry W. Dobrovolny, Commissioner/Chief Administrative Officer, Metro Vancouver
Heather McNell, General Manager, Regional Planning and Housing Services, Metro Vancouver
Chris Plagnol, Corporate Officer, Metro Vancouver

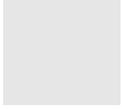
Enclosures:

1. Report dated April 22, 2022, titled "*MVRD Regional Growth Strategy Bylaw No. 1339, 2022*, a bylaw to adopt *Metro 2050* – Public Hearing Minutes and Bylaw Referral for Acceptance"
2. *Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022*
3. Presentation – *Metro 2050* Public Hearing Report and Referral for Acceptance

All enclosures can also be found at this link:

<https://cloudshare.metrovancouver.org:5001/sharing/3wjoLF21c>

Attachment 3 – Metro 2050 Issue-Response Table – Port Moody Summary



			would be at their discretion.	
E - Goal 1	1.3.7 (f)	Would appreciate any resources to support the development of health and social impact assessments.	Thank you for the comment. Metro Vancouver's 2015 HIA Guidebook and Toolkit remain resources. Also, a recent report summarizing the findings of quite comprehensive stakeholder engagement and document scans, as well as a Practitioner's Handbook, which provides a useful resource for both public health and built environment professionals to collaborate more effectively, can be found on the CIP website	No changes required.
E - Goal 1	Table 3	In comments submitted to Metro Vancouver in April 2021, staff noted that this growth framework is becoming increasingly complex, making it harder to explain and track. It is believed that this may unnecessarily detract from achieving the overall purpose of the growth framework. Staff suggest simplifying the framework by reviewing the need for additional subtypes, and using shorter names to reduce the need for acronyms, if possible.	Recommend removing the FTDA subtypes, and revert back to having one single FTDA category.	Add to Table 3 FTDA criteria "A range of multi-family housing form
E - Goal 2	2.2.9 (b)	Confirm this policy applies only to private lands.	This Policy could apply to any lands that meet the criteria, irrespective of ownership / tenure.	No changes required.
E - Goal 2	2.2.9 (c)	Clarify what intensification/densification of Industrial lands means.	Metro Vancouver has undertaken a number of studies defining and documenting	No changes required

			industrial intensification, which can be found on the Metro Vancouver website (search "industrial lands").	
E - Goal 2	2.2.9 (c)	Clarify what intensification/densification of Industrial lands means.	Metro Vancouver has undertaken a number of studies defining and documenting industrial intensification, which can be found on the Metro Vancouver website (search "industrial lands").	No changes required
E - Goal 2	2.2.9 (c)	Define clear categories of what industrial uses are to help assist in this interpretation.	The Regional Industrial Lands Strategy underwent a rigorous process to define Industrial. These uses, as defined in RILS, are included in the updated definition of Industrial Regional Land Use Designation in Metro 2050 Section D. 2.2.9 c) will be edited to reference that definition.	Revise to read 2.2.9 c) "include policies for Industrial lands that: i) consistently define, support, and protect industrial uses, as defined in Metro 2050, in municipal plans and bylaws, and ensure that non-industrial uses are not permitted."
E - Goal 2	2.2.9 (c)	Consider whether this is a necessary action to include as it is very open-ended and everything is linked to land use planning.	This section includes numerous policies related to industrial land uses as the RGS is a land use and parcel based strategy.	No changes required
E - Goal 3	3.2.1 (b)	Consider separate canopy cover targets for more urbanized/developed areas where canopy cover and access to green space may be inadequate.	The regional tree canopy cover target is intended to apply as a regional average across lands within the Urban Containment Boundary.	No changes required.

E - Goal 3	3.2.2 (a)	Consider including datasets on green (built) infrastructure as an important component of the Ecological Health Framework.	Such a dataset may evolve overtime with the identification and implementation of a regional green infrastructure network and as more data becomes available	No changes required.
E - Goal 3	3.3.6 (a) iii	Consider including another subset action to advocate and/or work with the Provincial government to require climate resilient buildings. Confirm if financial incentives are only offered for climate resilient buildings	Please refer to action 3.4.4. b).	No changes required.
E - Goal 3	3.3.6 (a) vi	Consider stronger language for this action, e.g. “advocate for legislation to allow local governments to voluntarily set embodied emissions targets for new construction”.	Note that action 3.3.6 a) vi) in the draft Metro 2050 would support more specific advocacy requests such as the one suggested. The majority of the advocacy actions in 3.3.6 are intentionally broad to support future, and more specific advocacy requests under thematic areas – in this case, the reduction of embodied emissions through legislative and fiscal mechanisms.	No changes required.

E - Goal 3	3.3.6 (b)	Consider advocating for zero emissions vehicle sales targets for medium and heavy-duty vehicles to accelerate the ZEV transition in multiple sectors.	Advocacy actions pertaining to zero-emissions vehicle sales targets were deemed out of scope for Metro 2050, but are within scope for Metro Vancouver’s Climate 2050 Transportation Roadmap (see Policy 1.1 and 3.2). Also refer to zero-emission vehicle sales targets identified in the Clean BC Roadmap to 2030.	No changes required.
E - Goal 3	3.4.1	Consider the operational and embodied impact of GHG emissions in hazard risk assessments.	This feedback has been forwarded to multiple Metro Vancouver departments for further consideration. Updates to Action 3.4.1 in Metro 2050 can be considered in the future.	No change required.
E- Goal 3	3.4.2	Consider the operational and embodied impacts on emissions in all of the subset actions.	Note that actions in 3.4.2. encourage Metro Vancouver to work collaboratively with other partners to address resilience challenges, and consideration of operational and embodied emissions would not be relevant to all subset actions in 3.4.2. Also note that collaborative actions to address GHG emissions are included in Strategy 3.3, including embodied emissions policies referenced in 3.3.6 a) vi and 3.3.7 b i).	No change required.

E- Goal 3	Goal Intro	Would be beneficial to include the potential impacts that extreme weather and natural hazards can have on greenhouse gas emissions, e.g. extreme heat may increase energy consumption and emissions (ensure that actions address this).	Support drawing the connection between GHG emissions and natural hazards/climate change impacts in the Goal 3 preamble.	Add the following sentence at the end of the third paragraph on p. 53 of Metro 2050: Addressing both greenhouse gas emissions and the impacts of climate change and natural hazards simultaneously is critical, as the challenges and solutions associated with these issues are often interlinked.
E- Goal 3	MV Role	Consider advocating to the Province to accelerate mechanical efficiency standards to be more in line with reaching 2030 building sectoral targets and/or enabling legislation for local governments to voluntarily move faster with these requirements	Note that the Clean BC Roadmap to 2030 references an accelerated timeline for establishing equipment efficiency standards in the 'Buildings' section of the document. Also note that this topic area is addressed in Policy 2.1.7 of Metro Vancouver's Clean Air Plan, as well as Policy 1.7 of Metro Vancouver's Climate 2050 Buildings Roadmap.	No change required.
E- Goal 3	3.4.2	Consider the operational and embodied impacts on emissions in all of the subset actions.	Note that actions in 3.4.2. encourage Metro Vancouver to work collaboratively with other partners to address resilience challenges, and consideration of operational and embodied emissions would not be relevant to all subset actions in	No changes required.

			3.4.2. Also note that collaborative actions to address GHG emissions are included in Strategy 3.3, including embodied emissions policies referenced in 3.3.6 a) vi and 3.3.7 b i	
E- Goal 3	Goal Intro	Would be beneficial to include the potential impacts that extreme weather and natural hazards can have on greenhouse gas emissions, e.g. extreme heat may increase energy consumption and emissions (ensure that actions address this).	Support drawing the connection between GHG emissions and natural hazards/climate change impacts in the Goal 3 preamble.	Add the following sentence at the end of the third paragraph on p. 53 of Metro 2050: Addressing both greenhouse gas emissions and the impacts of climate change and natural hazards simultaneously is critical, as the challenges and solutions associated with these issues are often interlinked.
E- Goal 3	MV Role	Consider advocating to the Province to accelerate mechanical efficiency standards to be more in line with reaching 2030 building sectoral targets and/or enabling legislation for local governments to voluntarily move faster with these requirements	Note that the Clean BC Roadmap to 2030 references an accelerated timeline for establishing equipment efficiency standards in the 'Buildings' section of the document. Also note that this topic area is addressed in Policy 2.1.7 of Metro Vancouver's Clean Air Plan, as well as Policy 1.7 of Metro Vancouver's Climate 2050 Buildings Roadmap	No changes required.
E - Goal 4	4.1.8 (a)	Consider incorporating housing continuum language.	Housing needs reports and assessments are	

			already required by provincial legislation to consider the entire housing continuum as a result of the information and data collection requirements. Policy 4.1.8 c)i) specifically requires that member jurisdictions identify in their RCS the local policies and actions that will contribute to increased supply of housing to meet needs across the housing continuum.	No changes required.
E - Goal 4	4.1.8 (b)	Consider incorporating full spectrum of housing continuum to ensure there are no gaps.	Policy 4.1.8 c) i) requires that member jurisdictions identify in their RCS the local policies and actions that will contribute to increased supply of housing to meet needs across the housing continuum.	No change required
E-Goal 5	5.1.14	Suggested new wording for preamble: "Adopt Regional Context Statements that identify land use and transportation policies and actions, consistent with promoting a sustainable modal hierarchy, that:	Have elected not to employ a hierarchy of transportation modes for Metro 2050	No changes required.
E-Goal 5	5.1.15	Consider including a new role for Translink "work toward multi-modal hubs at major transit facilities that create public amenities (e.g. bike share, secure bike parking, public washrooms) and retail opportunities".	The provision of station amenities, while valuable, is better suited to Transport 2050 than the regional growth strategy	No changes required.
E - Goal 5	5.2 MV Role	Consider including a new role for Metro Vancouver: "Advocate to the Province to support the development of transportation system management strategies such as [see 5.2.7 c) for list]."	While the current language specifically refers to funding programs for applied research, the meaning appears to be	No changes required.

			consistent with the suggested revision - i.e. that the Province (and Federal government) support transportation system management initiatives	
E - Goal 5	5.2.5 (c)	Clarify that this applies to infrastructure expansion for transit; is transit considered a transportation demand management alternative?	This policy relates to system management and demand management, so transit expansion is outside its scope.	No changes required.
E - Goal 5	General	Consider including new policies that relate to how Metro 2050 will address the impact of autonomous vehicles.	Thank you for your comment. Metro Vancouver will convene stakeholders to discuss possible roles and actions regarding addressing the impact of autonomous vehicles and will seek to amend Metro 2050 if appropriate.	No changes required.
E-Goal 5	5.1.14	Suggested new wording for preamble: "Adopt Regional Context Statements that identify land use and transportation policies and actions, consistent with promoting a sustainable modal hierarchy, that:"	Have elected not to employ a hierarchy of transportation modes for Metro 2050.	No changes required.
E - Goal 5	5.1.15	Consider including a new role for Translink "work toward multi-modal hubs at major transit facilities that create public amenities (e.g. bike share, secure bike parking, public washrooms) and retail opportunities".	The provision of station amenities, while valuable, is better suited to Transport 2050 than the regional growth strategy.	No changes required.
E - Goal 5	5.2 MV Role	Consider including a new role for Metro Vancouver: "Advocate to the Province to support the development of transportation system management strategies such as [see 5.2.7 c) for list]."	While the current language specifically refers to funding programs for applied research, the meaning appears to be consistent with the	No changes required.

			suggested revision - i.e. that the Province (and Federal government) support transportation system management initiatives	
E - Goal 5	5.2.5 (c)	Clarify that this applies to infrastructure expansion for transit; is transit considered a transportation demand management alternative?	This policy relates to system management and demand management, so transit expansion is outside its scope.	No changes required.
E - Goal 5	General	Consider including new policies that relate to how Metro 2050 will address the impact of autonomous vehicles.	Thank you for your comment. Metro Vancouver will convene stakeholders to discuss possible roles and actions regarding addressing the impact of autonomous vehicles and will seek to amend Metro 2050 if appropriate.	No changes required.
E - Goal 5	5.2 MV Role	Consider including a new role for Metro Vancouver: "Advocate to the Province to support the development of transportation system management strategies such as [see 5.2.7 c) for list].	While the current language specifically refers to funding programs for applied research, the meaning appears to be consistent with the suggested revision - i.e. that the Province (and Federal government) support transportation system management initiative	No changes required.
E - Goal 5	5.2.5 (c)	Clarify that this applies to infrastructure expansion for transit; is transit considered a transportation demand management alternative?	This policy relates to system management and demand management, so transit expansion is outside its scope.	No changes required.
E - Goal 5	General	Consider including new policies that relate to how Metro 2050 will	Thank you for your comment. Metro Vancouver will	No changes required.

		address the impact of autonomous vehicles.	convene stakeholders to discuss possible roles and actions regarding addressing the impact of autonomous vehicles and will seek to amend Metro 2050 if appropriate.	
E - Goal 5	5.2.5 (c)	Clarify that this applies to infrastructure expansion for transit; is transit considered a transportation demand management alternative?	This policy relates to system management and demand management, so transit expansion is outside its scope.	No changes required.
	General	Consider including new policies that relate to how Metro 2050 will address the impact of autonomous vehicles	Thank you for your comment. Metro Vancouver will convene stakeholders to discuss possible roles and actions regarding addressing the impact of autonomous vehicles and will seek to amend Metro 2050 if appropriate.	No changes required.



Box 219, 1350 Aster Street
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F. 604-894-6526
info@slrd.bc.ca www.slrd.bc.ca

May 26, 2022

Attn: Sav Dhaliwal, Chair Metro Vancouver Board
Metro Vancouver Regional District
4730 Kingsway, Burnaby, BC, V5H 0C6
VIA EMAIL: Chris.Plagnol@metrovancover.org

Dear Sav Dhaliwal,

Re: *Metro 2050* for Acceptance by Affected Local Governments – SLRD Acceptance

The SLRD Board received the *Submission of Metro 2050 for Acceptance by Affected Local Governments* on May 3, 2022. The SLRD Board passed the following resolution of acceptance at the May 25, 2022 SLRD Board meeting:

THAT the SLRD Board accept Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022 (Metro 2050) as per Section 436 of the Local Government Act.

For further details, please see the related staff report: [Metro2050-ReferralForAcceptance_att](#)

Metro 2050 introduces important new and enhanced policies that will help Metro Vancouver and adjacent regional districts address regional and cross jurisdictional goals. SLRD staff benefitted from participation on the IAC and look forward to opportunities for collaboration and joint advocacy.

Sincerely,

Claire Dewar
Senior Planner, SLRD

cc: Kim Needham, Director of Planning and Development Services, SLRD



June 30, 2022
File: 01-0157-30-RGST1

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

Attention: Chris Plagnol, Corporate Officer

Dear Mr. Plagnol:

**Re: Proposed Metro Vancouver Regional Growth Strategy Bylaw 1339, 2022,
Metro 2050**

This is to advise that Richmond City Council, at its Special Council meeting held on June 30, 2022, considered the above matter and adopted the following resolution:

- (1) That the proposed Metro Vancouver Regional Growth Strategy Bylaw 1339, 2022, Metro 2050, be accepted, and*
- (2) That the Metro Vancouver Board be advised of the City of Richmond's position on the Regional Growth Strategy.*

If you require any further information regarding the above, please do not hesitate to contact Diana Nikolic, Program Manager, Policy Planning, at DNikolic@richmond.ca or 604-276-4040.

Yours truly,

Claudia Jesson
Director, City Clerk's Office

CJ:lea

cc: Heather McNell, General Manager, Regional Planning & Housing, Metro Vancouver



TransLink
400 - 287 Nelson's Court
New Westminster, BC V3L 0E7
Canada
Tel 778.375.7500
translink.ca

South Coast British Columbia
Transportation Authority

June 30, 2022

Chris Plagnol
Corporate Officer
Metro Vancouver
Metrotower III, 4730 Kingsway
Burnaby BC, V5H 0C6

RE: Submission of *Metro 2050* for Acceptance by Affected Local Governments

Dear Mr. Plagnol,

Thank you for the letter dated May 3, 2022, from Metro Vancouver Board Chair Dhaliwal requesting that TransLink, considered an affected local government per the *Local Government Act*, resolve to accept or reject *Metro 2050* as the new regional growth strategy within 60 days.

We would like to advise you that at their June 23, 2022, meeting the TransLink Board of Directors supported the below resolutions to accept *Metro 2050* as the new regional growth strategy and advise Metro Vancouver of this decision:

- A. Accept the proposed Metro 2050 Regional Growth Strategy (Metro Vancouver Regional District Regional Growth Strategy Bylaw. No. 1339, 2022) as presented in the letter from Metro Vancouver dated May 3, 2022, attached as Attachment 1 to the report "Acceptance of the Proposed Metro Regional Growth Strategy" dated May 30, 2022; and
- B. Request that Management forward confirmation of the Board resolution of acceptance of Metro 2050 Regional Growth Strategy (Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022) to Metro Vancouver Regional District.

The *Metro 2050* document serves as a long-term regional growth strategy and is closely aligned with the creation of *Transport 2050*, the regional transportation strategy. This is evident in the close coordination of actions in the plans and the complementary directions within these mutually supportive policies. The coordination between *Metro 2050* and *Transport 2050* is evident the goals, strategies and policy directions in the two plans, which both support positive transportation outcomes for the region.

TransLink would like to reiterate its appreciation for the close coordination during the development of *Metro 2050* and we look forward to continued cooperation with Metro Vancouver on implementation of the updated regional growth strategy and future work to support shared regional goals. If you have any questions or clarifications regarding this response, please contact Matt Craig, Acting Director, System Planning at matt.craig@translink.ca.

Sincerely,

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

Kevin Quinn
Chief Executive Officer, TransLink

CC:

Sav Dhaliwal, Chair, Metro Vancouver Board

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

Heather McNell, General Manager, Regional Planning and Housing Services, Metro Vancouver

Lorraine Cunningham, Chair, TransLink Board

Sarah Ross, Vice President, Transportation Planning and Policy, TransLink

Matt Craig, Acting Director, System Planning, TransLink

Attachment:

Proposed Metro 2050 Regional Growth Strategy – TransLink Board Report, July 23, 2022

TO: Board of Directors

FROM: Sarah Ross, VP Transportation Planning and Policy
Zak Bennett, Senior Planner – Transportation Planning and Policy

DATE: May 30, 2022

SUBJECT: Proposed Metro 2050 Regional Growth Strategy

PROPOSED RESOLUTIONS:

That the TransLink Board of Directors:

- A. Accept the proposed Metro 2050 Regional Growth Strategy (Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022) as presented in the letter from Metro Vancouver dated May 3, 2022, attached as Attachment 1 to the report “Acceptance of the Proposed Metro 2050 Regional Growth Strategy” dated May 30, 2022; and
- B. Request that Management forward confirmation of the Board resolution of acceptance of Metro 2050 Regional Growth Strategy (Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022) to Metro Vancouver Regional District.

EXECUTIVE SUMMARY

Metro Vancouver recently issued a request for acceptance of the Metro 2050 Regional Growth Strategy (RGS) by affected local governments, which by definition includes TransLink. This request is a requirement under legislation for regional districts, and TransLink is required under our enabling legislation to review policies which may have regional transportation implications.

Metro 2050 represents the culmination of years of effort and engagement across the region, including close coordination between Metro Vancouver and TransLink in the respective development of the mutually supportive Metro 2050 and Transport 2050 strategies. TransLink has provided feedback over the course of Metro 2050’s development and the strategy addresses and reflects that input. Management recommends that the Board of Directors accept Metro 2050, recognizing the high degree of alignment with the regional transportation goals and outcomes of Transport 2050.

PURPOSE

TransLink has received a request from the Metro Vancouver Board of Directors to accept its proposed Metro 2050 Regional Growth Strategy pursuant to requirements of the *Local Government Act*. The purpose of this report is to respond to that request and recommend that the TransLink Board of Directors accept the proposed Metro 2050 Regional Growth Strategy dated April 2022.

BACKGROUND

Legislative Context

For the purposes of the Regional Growth Strategy (RGS), TransLink is considered an “affected local government”, and the *Local Government Act* (LGA) stipulates that, before final adoption of the RGS, Metro Vancouver seek acceptance of the draft Strategy by affected local governments. TransLink is further mandated under the *South Coast British Columbia Transportation Authority Act* (SCBCTA Act) to provide a regional transportation system that supports the Regional Growth Strategy as well as to review and advise Metro Vancouver regarding any regional transportation system implications of the RGS.

Metro 2050 Overview and Process

Metro 2050 is the Metro Vancouver update to Metro 2040, the existing RGS, and will be the region's collective vision for how growth (population, housing and jobs) will be managed to support complete, connected, and resilient communities, protect important lands, and ensure the efficient provision of urban infrastructure like transit and utilities. Metro Vancouver is working towards adoption by the Metro Vancouver Board and seeking acceptance of Metro 2050 from all member jurisdictions, TransLink, and adjacent regional districts.

Metro 2050 is intended to be an update to the current Metro 2040 regional growth strategy, which has been comprehensively reviewed. The update is being undertaken to extend the regional growth strategy to 2050, consider significant drivers of change, improve policies, and integrate with Transport 2050, the regional transportation strategy (RTS). Metro 2050 represents the culmination of a work program begun by Metro Vancouver in 2019 and inclusive of significant input from across the region.

Despite delays due to the COVID-19 pandemic, a significant project milestone was achieved in July 2021 with the release of the draft Metro 2050. This release included an invitation to the public and to affected local governments, including TransLink, to provide comments. The draft strategy was reviewed by TransLink staff, who prepared a draft response letter for review by the Board. The Board provided substantive feedback during this process, resulting in the letter provided to the Metro Vancouver Board in October 2021 (see Attachment 2).

DISCUSSION

Coordination and engagement of Metro 2050 and Transport 2050

Throughout the development of both Transport 2050 and Metro 2050, TransLink and Metro Vancouver staff have worked together to co-develop policies and ensure alignment between the two regional strategies, which are meant to be mutually reinforcing documents. In addition to the formal Board feedback on the draft Metro 2050, TransLink staff have also provided input through participation on the Metro 2050 Intergovernmental Agency Committee and in working meetings with Metro Vancouver staff. Similarly, Metro Vancouver was closely involved in the development of Transport 2050 through participation on TransLink’s Regional Agency Advisory Committee and staff working groups.

Draft Metro 2050 and TransLink feedback

TransLink’s draft Metro 2050 feedback supported the new growth management tools aligning land use and transportation while noting that the broader growth framework was too complex. TransLink also sought further coordination on planning with Indigenous communities, incentivizing frequent transit

development areas designation, clarifying affordable housing targets, parking policies, and managing industrial lands.

Metro 2050 was adjusted based on TransLink feedback, including simplification of frequent transit development area sub-types, clear inclusion of the major transit growth corridor criteria and identifying parking policy and land speculation mitigation as areas for future work. Based on the balance of comments from across the region, some areas, such as affordable housing targets, were not amended. An issue and response table provided by Metro Vancouver outlines all comments received and details the resulting changes.

Overall, Metro 2050 is closely aligned with the Transport 2050 goals. This includes policies limiting sprawl and for complete communities supporting walking, rolling and transit. Metro 2050 also aligns the major transit growth corridors, a new organizing principle shaping population and employment growth, with Transport 2050's Major Transit Network, characterized by higher order fast and reliable transit. This coordination of land use and transportation is fundamental to the success of both Metro 2050 and Transport 2050, demonstrating the successful co-development of each regional strategy.

Metro Vancouver Board discussion and seeking TransLink acceptance

At a January 2022 Metro Vancouver Board meeting, some members wanted to embed stronger climate actions into Metro 2050, and others had concerns around housing, land speculation and tree canopy coverage. As a result, Metro Vancouver staff were directed to undertake an additional month of outreach with regional municipalities. Metro 2050 was adjusted based on this outreach and a resolution considering an early Metro 2050 amendment to strengthen climate action language and policy was included.

Metro 2050 was given first and second reading on March 25, 2022, by the Metro Vancouver Board, followed by a public hearing on April 20, 2022. The Metro Vancouver Board resolved on April 29, 2022, to refer Metro 2050 to affected local governments, including TransLink, for acceptance. Local governments have 60 days to accept or reject Metro 2050 by resolution and full acceptance is required before final adoption by Metro Vancouver. The notification letter sent was sent on May 3, 2022, to TransLink (see Attachment A), and a response to Metro Vancouver is sought by July 2, 2022.

CONCLUSION

TransLink has been closely engaged with Metro Vancouver in the development of the Metro 2050 RGS update throughout the process. The Metro 2050 strategy reflects this involvement while reinforcing and complementing the vision and goals of Transport 2050, the regional transportation strategy. Taken together, Metro 2050 and Transport 2050 will ensure close coordination of land use with transportation investments, advancing a more affordable and sustainable region which is supportive of positive regional transportation outcomes. Staff recommend that the Board approve Metro 2050 and provide notice to Metro Vancouver via resolution of its support.

ATTACHMENTS

Attachment 1 - Letter to CEO Kevin Quinn, received May 3, 2022, from Metro Vancouver Board Chair Sav Dhaliwal regarding "Submission of *Metro 2050* for Acceptance by Affected Local Governments"

Attachment 2 - Letter to Chair Sav Dhaliwal, sent October 22, 2021, from TransLink Board Chair Tony Gugliotta regarding "July 14, 2021: Draft *Metro 2050*: Referral for Comment"



TSAWWASSEN FIRST NATION
s̓c̓awaθ̓ən məsteyəx^w

ORDER OF THE EXECUTIVE COUNCIL OF TSAWWASSEN FIRST NATION

Order No.: 055 - 2022

Approved and Ordered: June 14, 2022

Tsawwassen, B.C.

The Executive Council of Tsawwassen First Nation hereby resolves:

1. That the Metro Vancouver Regional Growth Strategy, titled Metro 2050 (*Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022*), be received for information.
2. That the proposed Metro 2050 Regional Growth Strategy (*Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022*) be accepted, as presented, pursuant to Chapter 17, Paragraph 4 of the Tsawwassen First Nation Final Agreement.
3. That staff be directed to forward the Council resolution of acceptance of Metro 2050 Regional Growth Strategy (*Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022*) to Metro Vancouver Regional District.

Signed on behalf of the Executive Council of the Tsawwassen First Nation

(This part is for administrative purposes only and is not part of the Order.)

Authority under which Order is made:

Act and section: Government Organization Act s. 31 (2)

Other (specify): _____

Registered in the Tsawwassen First Nation Registry by the Clerk of the Tsawwassen Government: _____

From: [Kennett, Bonnie](#)
To: [Chris Plagnol](#); [Heather McNell](#)
Subject: Decision - Metro Vancouver 2050 Regional District Regional Growth Strategy (RGS) Bylaw No. 1339, 2022, Metro 2050 Acceptance - Council June 21, 2022
Date: Friday, June 24, 2022 4:33:22 PM

WARNING: *This email originated from outside of our organization. Do not click any links or open attachments unless you trust the sender and know the content is safe.*

Hi Chris and Heather:

Vancouver City Council, at its meeting on June 21, 2022, approved the following:

- A. THAT Council receive for information the Report dated May 17, 2022, entitled "Metro Vancouver 2050 Regional District Regional Growth Strategy (RGS) Bylaw No. 1339, 2022, Metro 2050 Acceptance".
- B. THAT Council accept the proposed Metro 2050 Regional Growth Strategy (Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022), as presented and set out in Appendix C of the Report dated May 17, 2022, entitled "Metro Vancouver 2050 Regional District Regional Growth Strategy (RGS) Bylaw No. 1339, 2022, Metro 2050 Acceptance", pursuant to section 436 of the Local Government Act.
- C. THAT Council direct staff to forward the Report dated May 17, 2022, entitled "Metro Vancouver 2050 Regional District Regional Growth Strategy (RGS) Bylaw No. 1339, 2022, Metro 2050 Acceptance" and the Council resolution to the Metro Vancouver Regional District.
- D. THAT Council direct staff to work with Metro Vancouver to consider as part of future Regional Growth Strategy updates:
 1. that projections for population and dwellings be shown separately by each individual municipality, and not grouped together with Vancouver, Burnaby and New Westminster;
 2. that the years of projection data line up with the census years (2021, 2026, 2031, 2036, etc.);
 3. that "Major Transit Growth Corridors" only be shown where major transit improvements have been approved, funded and extensive public consultation completed; and
 4. that Metro Vancouver engage with the public and stakeholders, including the Vancouver School Board and others, to assess the appropriate levels of growth including the required infrastructure increases and how that would be provided.

Link to the above-noted report online: <https://council.vancouver.ca/20220621/documents/r1.pdf>

Kind regards,

Bonnie

Bonnie Kennett | Meeting Coordinator
Office of the City Clerk | City of Vancouver
bonnie.kennett@vancouver.ca

604.873.7269

I acknowledge that the land I work, live and play on is the unceded territory of the Coast Salish peoples, including the territories of the x^mməθkwəy̓əm (Musqueam), the Skwxwú7mesh (Squamish),

and the Səlílwətaʔ/Selilwitulh (Tseil-Waututh) Nations.
Pronouns: she/her/hers

From: [Mark Panneton](#)
To: [Chris Plagnol](#)
Cc: [Pascal Cuk](#)
Subject: District of West Vancouver Council Resolution regarding Metro Vancouver Regional Growth Strategy
Date: Friday, June 17, 2022 8:45:12 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)

WARNING: This email originated from outside of our organization. Do not click any links or open attachments unless you trust the sender and know the content is safe.

Good morning, Chris.

District of West Vancouver Council, at their June 13, 2022 regular meeting, passed the following resolution:

THAT

1. the Metro Vancouver Regional Growth Strategy, titled Metro 2050 (Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022), be received for information;
2. the proposed Metro 2050 Regional Growth Strategy (Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022) be accepted as presented, pursuant to section 436 of the *Local Government Act*; and
3. staff be directed to forward the Council resolution of acceptance of Metro 2050 Regional Growth Strategy (Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022) to Metro Vancouver Regional District.

CARRIED

Sincerely,

-Mark

Mark Panneton he, him, his

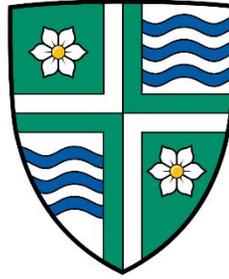
Director, Legislative Services/Corporate Officer | District of West Vancouver
t: 604-925-7045 | westvancouver.ca



We acknowledge that we are on the traditional, ancestral and unceded territory of the Squamish Nation, Tsleil-Waututh Nation and Musqueam Nation. We recognize and respect them as nations in this territory, as well as their historic connection to the lands and waters around us since time immemorial.

This email and any files transmitted with it are considered confidential and are intended solely for the use of the individual or entity to whom they are intended. If you are not the intended recipient or the person responsible for delivering the email to the intended recipient, be advised that you have received this email in error and that any use, dissemination, forwarding, printing or copying of this email is strictly prohibited. If you have received this email in error, please notify the sender immediately and delete all copies of this email and attachment(s). Thank you.

Township of Langley



Est. 1873

June 6, 2021

File No. 6540-04

Chris Plagnol, Corporate Officer, Metro Vancouver
Chris.Plagnol@metrovancover.org

Dear Chris:

Re: MVRD Regional Growth Strategy Bylaw No. 1339, 2022, a bylaw to adopt Metro 2050

At its May 30, 2022 Regular Meeting, Township Council adopted the following resolution:

That Council advise the Metro Vancouver Regional District (MVRD) Board that the Township of Langley refuses to accept MVRD Regional Growth Strategy Bylaw No. 1339, 2022, a bylaw to adopt Metro 2050, and that a) the provisions to which it objects, b) the reasons for its objections, and c) whether it is willing that a provision to which it objects be included in the Regional Growth Strategy on the basis that the provision will not apply to the jurisdiction of the Township, are as follows:

- A. The Township objects to policy 1.4.3(e) as this provision does not provide appropriate flexibility to use more detailed local ecological and cultural datasets in protecting, enhancing, restoring, and expanding ecosystems. The Township is willing that this provision be included in Metro 2050 on the basis that it does not apply to its jurisdiction.*
- B. The Township objects to policies 2.3.13, 3.2.7(c)(iii), and 4.3.8(b) as they are outside of the scope of planning and land use management. The Township is willing that these provisions be included in Metro 2050 on the basis that they do not apply to its jurisdiction.*
- C. The Township objects to policies 4.2.7(d)(iv) and 4.2.8(b) as addressing potential impacts on renter households due to renovation is a matter of provincial jurisdiction. The Township is willing these provisions be included in Metro 2050 on the basis that they do not apply to its jurisdiction.*
- D. The Township objects to policy 6.9.1 as it introduces conditions to sewer servicing in the Rural within the Sewerage Area, not recognizing the historic and current entitlement to sewer servicing in this area. The Township is not willing that this provision be included in Metro 2050 on the basis that it does not apply to its jurisdiction.*
- E. The Township objects to maps 2, 3, 4, 5, 6, 8, 9 and 12 as the Agricultural designation of the lands designated University District in the Township's Official Community Plan is inconsistent with that Plan, and the areas identified as Rural within the Sewerage Area and Sewerage Extension Area on map 12 are incorrect. The Township is not willing that these maps be included in Metro 2050 on the basis that they do not apply to its jurisdiction.*

- F. The Township objects to the intent statement for the Employment land use designation and policy 2.2.9(d)(v) as these provisions do not provide appropriate flexibility for permitting residential uses as part of mixed-use developments. The Township is not willing that these provisions be included in Metro 2050 on the basis that they do not apply to its jurisdiction.*
- G. The Township objects to strategy 3.2 as it does not adequately address protecting the quality and quantity of ground water. The Township is not willing that this provision be included in Metro 2050 on the basis that it does not apply to its jurisdiction.*
- H. The Township objects to policy 2.3.12(a) as it requires Regional Context Statements to denote lands within the Agricultural Land Reserve. The Township is willing that this provision be included in Metro 2050 on the basis that it does not apply to its jurisdiction.*
- I. The Township objects to policy 2.3.4 as it requires Agricultural Land Commission (ALC) exclusion of sites subject to Section 23(1) of the ALC Act prior to Metro Vancouver consideration of amending the Agricultural or Rural land use designation. The Township is willing that this provision be included in Metro 2050 on the basis that it does not apply to its jurisdiction.*

A certified copy of this resolution and Report 22-56 are enclosed.

If you have any questions or require any additional clarification, please contact the undersigned at 604-533-6050.

Yours truly,



Ramin Seifi, P.Eng., MCIP, RPP, R.I.
GENERAL MANAGER
ENGINEERING & COMMUNITY DEVELOPMENT

Enclosures: Report 22-56
Certified Resolution

Copies to: Mark Bakken, Chief Administrative Officer, Township of Langley

REPORT TO MAYOR AND COUNCIL

PRESENTED: MAY 30, 2022 – REGULAR MEETING
FROM: COMMUNITY DEVELOPMENT DIVISION
SUBJECT: METRO 2050 REGIONAL GROWTH STRATEGY UPDATE

REPORT: 22-56
FILE: 6540-04

EXECUTIVE SUMMARY:

At its Regular Meeting of November 22, 2021, Council adopted resolutions authorizing staff to forward comments on draft Metro 2050, the proposed Regional Growth Strategy (RGS) update, to Metro Vancouver. Comments submitted by member jurisdictions to Metro Vancouver received a response in a report to the Metro Vancouver Regional District (MVRD) Board on January 28, 2022.

There were seven comments put forward by the Township as outlined in more detail in the body of this report. In staff's opinion, only two of the Township's seven comments appear to have been addressed by Metro Vancouver.

Notwithstanding the comments put forward by the Township, on April 29, 2022, the MVRD Board passed a resolution referring the MVRD Regional Growth Strategy Bylaw No. 1339, 2022, a bylaw to adopt Metro 2050 (Attachment A), to member jurisdictions for consideration of acceptance. Pursuant to Section 436(4) of the Local Government Act (the Act), the Township has sixty days by resolution to either: a) accept; or b) refuse to accept, Metro 2050. Given the unresolved status of Township comments, staff recommend that Council not accept Metro 2050 at this time, until said comments

BACKGROUND/HISTORY:

Metro 2040, the current Regional Growth Strategy (RGS), was accepted by the Township on March 7, 2011 and subsequently adopted by the MVRD Board on July 29, 2011. Pursuant to the Act, a Regional Growth Strategy (RGS) is a long-term regional planning framework for land use management that may be adopted by the MVRD Board. A RGS is intended to be a high-level strategy that **provides a vision and guides decisions** related to growth and development in the region by addressing matters of regional significance.

Despite the high-level intent of a RGS as contemplated in the provincial legislation, the 2011 RGS was structured as a more regulatory document with parcel-based mapping and strict requirements to manage growth and development across the region. While this shift was a significant departure from the historic approach, it was nevertheless accepted by all member municipalities culminating in its adoption by the MVRD Board in 2011.

A RGS is linked to municipal plans through a Regional Context Statement (RCS) that is required to be included in an Official Community Plan (OCP) being adopted by affected local governments. The RCS must identify the relationship between the OCP and the goals, strategies, and actions identified in the RGS and if inconsistencies exist, how the OCP is to be made consistent with the RGS over time. A new RCS must be prepared by all member jurisdictions and submitted to the MVRD Board within two years of a new RGS being adopted.

The Act requires regional districts that have adopted a RGS to review and, if deemed necessary, update the RGS at least every five years from the time of adoption. On April 26, 2019, the MVRD Board passed a resolution to initiate an update to Metro 2040. The purpose of the update was identified to extend the planning horizon of the strategy to the year 2050, respond to issues such as climate change, social equity, resilience, and housing affordability, and integrate with TransLink's Transport 2050 (the updated regional transportation strategy completed in January 2022). An overview of Metro 2050 is included in Report 21-120 (Attachment B).

At its June 25, 2021 meeting, the MVRD Board referred a draft Metro 2050 to member jurisdictions for comment. At its Regular Meeting of November 22, 2021, Council authorized staff to forward the comments presented as Attachment B to Report No. 21-120 to Metro Vancouver Regional District; and further resolved to add two additional sets of comments as items 6 and 7 as follows:

"That the following be added as item number six (6) on the Township of Langley comments summary, Attachment B:

1. *Portions of the Williams Neighbourhood Plan (NP) area, located on the northwest corner of 216 Street and 80 Avenue, are not designated as Business Park; but rather various forms of "Commercial" (Subject Lands);*
2. *The existing Metro Vancouver Regional Growth Strategy (MV 2040) designates both of these areas referenced in 1 above (designated Business Park and various Commercial in the Williams NP) as "Mixed Employment", with no distinction;*
3. *The areas designated as various forms of "Commercial" in the Williams NP are considered suitable for more intensive forms of mixed-use development, including residential uses, given their prominent location, unique geographic context and close proximity to employment-generating lands, institutional uses and major transportation corridors.*

Accordingly, as part of an improved mixed-use development to better respond to the identified regional objectives of climate action, housing supply, walkability, residential proximity to employment, and housing affordability via additional supply, the designation of the Subject Lands provide for additional residential uses as part of mixed use developments within 250m of existing or approved University Districts."

And further,

“That strategy 3.2 be amended to include protection of aquifers and aquifer recharge areas as well as existing tree canopy coverage in aquifer recharge areas.”

All comments submitted by member jurisdictions to Metro Vancouver received a response in a report to the MVRD Board on January 28, 2022. Revisions to Metro 2050 resulting from the comment period were generally minor in nature and primarily to provide clarification. The MVRD Board gave first and second reading to Metro 2050 on March 25, 2022 and a public hearing was subsequently held on April 20, 2022.

DISCUSSION/ANALYSIS:

Pursuant to the Act, Metro 2050 must be accepted by all affected local governments before it can be adopted by the MVRD Board. Or failing acceptance, become binding on affected local governments through a settlement process as prescribed by the Minister of Municipal Affairs. On April 29, 2022 the MVRD Board referred Metro 2050 (Attachment A) to member jurisdictions for consideration of acceptance. Accordingly, the Township has sixty days to by resolution: a) accept Metro 2050; or b) refuse to accept Metro 2050. Should a RGS not be acceptable, a resolution refusing to accept from an affected local government must include the following:

- each provision to which the local government objects;
- the reasons for objection; and
- whether it is willing that a provision to which it objects be included in the RGS on the basis that the provision will not apply to that jurisdiction.

If an affected local government fails to act within the prescribed sixty day period (for acceptance or refusal), the local government is deemed to have accepted Metro 2050 by default.

Township of Langley Comments and Metro Vancouver Response:

Metro Vancouver’s responses to the Township’s November 22, 2021 comments are copied below, along with supplemental staff comment on Metro Vancouver’s responses. Staff note that Metro Vancouver’s responses are copied from the report received by the MVRD Board on January 28, 2022 rather than from communications with Township staff. Metro Vancouver staff did not offer a meeting with Township staff to further discuss the Township’s November 22, 2021 comments prior to MVRD Board consideration of the Metro 2050 bylaw on March 25, 2022 and its subsequent referral to affected local governments on April 29, 2022.

Comment No. 1: Scope of Policy Actions

detection, and range expansion. Soil movement associated with land use and development is one of the main vectors of spread. Metro Vancouver has retained Action 3.2.7c)iii) as it is, and advances the recommendations of the Board-endorsed directions of the Metro 2040 policy reviews and because no other member jurisdiction has requested the exclusion of this Action.

Metro 2050 revision:

No change.

May 9 Township staff comment:

Metro Vancouver's response is focused on Policy 3.2.7c)iii), which was included in the Township's November 22 comments only as an example (as indicated in the subject comment) of the apparent overarching, and unjustified, reach of a RGS that is fundamentally intended as a long-term and visionary land use document. Metro 2050 continues to include a number of policies that, in staff's opinion, are beyond the scope of planning and land use management, are not regional matters, and/or do not provide an appropriate level of municipal flexibility (see Attachment C), resulting in reduced local autonomy in comparison to Metro 2040.

Comment No. 2: Policy 2.3.12(c)(vi) – Agriculture Regulations

Metro 2050 revision:

Change policy 2.3.12(c)(vi) to read: “align policies and regulations, where applicable, with the Minister's Bylaw Standards and Agricultural Land Commission legislation and regulations.”

May 9 Township staff comment:

The revision to Metro 2050 satisfies Township's concerns with the removal of words “zoning regulations” and addition of the words “where applicable”.

Comment No. 3: Policy 6.9.1 – Rural Area Sewer Servicing

Metro 2050 revision:

Change the policy to add the following text in bold to 6.9.1: "...and within the area identified on Map 12 as "Sewerage Extension Areas", known as North Salmon River Uplands and South Fernridge, regional sewer servicing will be permitted subject only to land uses being consistent with the applicable regional land use designation ..."

May 9 Township staff comment:

Staff do not agree with the Metro Vancouver response that no conditions to sewer servicing in the "Rural within the Sewerage Area" are being added in Metro 2050. Metro 2040 states that the subject area "is contained within the Greater Vancouver Sewerage and Drainage District's (GVS&DD) Fraser Sewerage Area" period (i.e., with no conditions of sewer servicing). However, with no apparent reason, while Metro 2050 continues to identify the subject area as being contained within the Fraser Sewerage Area, it has been redrafted to go on to state that: "regional sewer servicing will be permitted subject only to land uses being consistent with the applicable regional land use designation and normal Greater Vancouver Sewerage and Drainage District technical considerations."

Comment No. 4: Regional Land Use Designations

Comment No. 5: Major Transit Network

January 28 Metro Vancouver response:

Site specific land use designation change requests are beyond the scope of the current Metro 2050 update process. This land use designation change can be proposed as an RGS amendment in accordance with the prescribed amendment process post-adoption of Metro 2050.

Metro 2050 revision:

No change.

May 9 Township staff comment:

Township was not seeking a land use designation change, rather additional flexibility for mixed-use developments in the Metro 2050 Employment land use designation for sites within 250 m of existing or approved University Districts. It is noted that Metro 2050 currently includes flexibility in the Employment land use designation allowing mixed-use developments for sites within an Urban Centre or Frequent Transit Development Area that are within 200 m of a rapid transit station. This current flexibility for mixed-use sites in the Employment designation would not apply to the northwest corner of 216 Street and 80 Avenue as it is not located in an Urban Centre or Frequent Transit Development Area and is not within 200 m of a rapid transit station.

Township comment No. 7: Protection of Aquifers

Additional Comments on Metro 2050:

As noted above, some revisions to Metro 2050 were made as an outcome of the comments submitted by member jurisdictions and other organizations. Though these revisions were generally minor in nature and primarily to provide clarification, staff have identified the following new issues with Metro 2050 as a result of those revisions.

Metro 2050 Item	Staff Comment
2.3.12(a) Member Jurisdictions will adopt Regional Context Statements that specify the Agricultural lands within their jurisdiction, denoting those within the Agricultural Land	

Implications of Refusal of Acceptance:

The MVRD Board must notify the Minister of Municipal Affairs if an affected local government refuses to accept Metro 2050. After being notified, the Minister must require a non-binding resolution process to attempt to reach acceptance on Metro 2050, or, if satisfied that resolution using a non-binding resolution process is unlikely, direct that Metro 2050 be settled by an arbitrator or panel. If changes to Metro 2050 are proposed as a result of a non-binding resolution process, Metro 2050 must be submitted again to all affected local governments for acceptance.

Unless otherwise agreed by the parties participating in the process, administrative costs of a non-binding resolution or settlement process are to be shared proportionally between the MVRD Board and the affected local governments that participate in the process, on the basis of the converted value of land and improvements in their jurisdictions.

Respectfully submitted,

Patrick Ward
STRATEGIC/SOCIAL PLANNER
for
COMMUNITY DEVELOPMENT DIVISION

ATTACHMENT A	Metro 2050
ATTACHMENT B	Report 21-120 (without Attachment A)
ATTACHMENT C	Metro 2050 Policies Beyond Regional Growth Strategy Scope
ATTACHMENT D	Recommended Resolution and Township Comments Concordance Table



REPORT TO MAYOR AND COUNCIL

ATTACHMENT B

PRESENTED: OCTOBER 18, 2021 - REGULAR MEETING
FROM: COMMUNITY DEVELOPMENT DIVISION
SUBJECT: DRAFT METRO 2050
 REGIONAL GROWTH STRATEGY UPDATE

REPORT: 21-120
FILE: 6540-04

RECOMMENDATION:

That Council authorize staff to forward the comments on draft Metro 2050 in the form substantially presented as Attachment B to this report to Metro Vancouver Regional District.

EXECUTIVE SUMMARY:

On April 26, 2019, the Metro Vancouver Regional District (MVRD) initiated an update to Metro 2040, the current regional growth strategy (RGS). A RGS is intended to be a high-level strategy that provides a vision and guides decisions related to growth and development by addressing matters of regional significance. A RGS is linked to municipal plans through a Regional Context Statement (RCS) that is required in an Official Community Plan (OCP).

At its June 25, 2021 meeting, the MVRD Board referred the draft RGS update ("Metro 2050") to member jurisdictions for comment (see Attachment A). For Council's consideration, staff have prepared comments on draft Metro 2050 (see Attachment B). Overall, draft Metro 2050 is generally consistent with Township land use goals, objectives, and policies related to sustainable growth and land use management as articulated in the OCP. However, it is noted that some of the proposed changes in draft Metro 2050 are not regional matters and/or are beyond the scope of planning and land use management. Staff have also identified some specific items with particular implications for the Township.

Metro Vancouver requires that Township comments on draft Metro 2050 be submitted by Council resolution by November 26, 2021. It is currently anticipated that the formal bylaw and adoption process for Metro 2050 will begin in January 2022, with member jurisdictions, including the Township, consideration of acceptance by Council resolution between March and May 2022.

PURPOSE:

This report provides an overview of the regional growth strategy update and seeks Council authorization to forward Township of Langley comments on draft Metro 2050 to the Metro Vancouver Regional District.

BACKGROUND/HISTORY:

On April 26, 2019, the Metro Vancouver Regional District (MVRD) Board passed a resolution to initiate an update to the current regional growth strategy, Metro Vancouver 2040: Shaping our Future (“Metro 2040”). Metro 2040, was accepted by the Township on March 7, 2011 and adopted by the MVRD Board on July 29, 2011.

Pursuant to the Local Government Act, a Regional Growth Strategy (RGS) is a long-term regional planning framework for land use management that may be adopted by the MVRD Board. A RGS is intended to be a high-level strategy that provides a vision and guides decisions related to growth and development in the region by addressing matters of regional significance.

A RGS is linked to municipal plans through a Regional Context Statement (RCS) that is required in an Official Community Plan (OCP). The RCS must identify the relationship between the OCP and the goals, strategies and actions identified in the RGS and, if inconsistencies exist, how the OCP is to be made consistent with the RGS over time. A new RCS must be prepared by all member jurisdictions and submitted to the MVRD Board within two years of a new RGS being adopted.

Over the past two years, Metro Vancouver staff have worked with staff from member jurisdictions, including the Township, to identify opportunities to enhance the RGS and address policy gaps. Between January and May 2021, Township staff participated on the Metro 2050 Intergovernmental Advisory Committee to review and provide feedback on early draft content for Metro 2050.

At its June 25, 2021 meeting, the MVRD Board referred the draft RGS update (“Metro 2050” – Attachment A) to member jurisdictions for comment. On September 20, 2021, Metro Vancouver staff presented an overview of draft Metro 2050 to Council. Metro Vancouver requires that Township comments on draft Metro 2050 be submitted by Council resolution by November 26, 2021.

DISCUSSION/ANALYSIS:

According to Metro Vancouver, the purpose of the RGS update is to extend the planning horizon of the strategy to the year 2050, respond to issues such as climate change, social equity, resilience, and housing affordability, and integrate with TransLink’s Transport 2050 planning process (the update to the regional transportation strategy).

Overview of Draft Metro 2050 Content:

Draft Metro 2050 (Attachment A) has nine (9) sections. The overview below highlights the more pertinent sections and proposed updates in terms of policy and procedural implications for the Township, based on staff’s review and analysis.

Section D: Urban Containment Boundary, Regional Land Use Designations, Overlays, and Projections

Section D includes the descriptions of the core policy tools in the regional growth strategy including:

- The Urban Containment Boundary
- The six regional land use designations (i.e. General Urban, Industrial, Employment, Rural, Agricultural, and Conservation and Recreation)
- The five regional overlays (i.e. Urban Centres, Frequent Transit Development Areas, Major Transit Growth Corridors, Trade-Oriented Lands, and Natural Resource Areas)

The Urban Containment Boundary is a long-term, regionally defined area for urban development. The regional land use designations describe the intended land uses. Where they apply, the regional overlays provide additional land use policies that are meant to be interpreted in conjunction with the land use designations. These policy tools are the basis of the regional land use framework and inform the review and acceptance of RCSs.

Draft Metro 2050 does not propose any significant changes to the descriptions of the Urban Containment Boundary, regional land use designations, Urban Centres overlay, or Frequent Transit Development Areas overlay. The following new overlays are proposed in the current draft of Metro 2050:

- Major Transit Growth Corridors are areas along TransLink’s Major Transit Network where member jurisdictions, in consultation with Metro Vancouver and TransLink, may identify new Frequent Transit Development Areas
- Trade-Oriented Lands are areas that may be identified in a RCS with a more defined set of permitted uses that support inter-regional, provincial, national, and international trade within the Industrial regional land use designation
- Natural Resource Areas are intended to illustrate existing provincially-approved natural resource uses within the Conservation and Recreation regional land use designation

Metro Vancouver proposes to add a new Major Transit Growth Corridor along 200 Street, between Willowbrook and Carvolth, with the latter being designated as a Frequent Transit Development Area. The proposed addition is to reflect changes to the Carvolth Neighbourhood Plan and Latimer Neighbourhood Plan to accommodate transit-supportive developments along the 200 Street corridor.

Section D also presents the population, dwelling unit, and employment growth projections. Draft Metro 2050 forecasts that the region will need to accommodate approximately one million more residents over the next 30 years, requiring approximately 500,000 additional housing units and almost 500,000 additional jobs over that period. Unlike Metro 2040 that presents growth projections for each municipality, draft Metro 2050 presents growth projections for six subregions. In future, member jurisdiction projections will still be prepared as a service to member jurisdictions, and will be reported annually, outside of the regional growth strategy.

Section E: Goals, Strategies and Actions

Section E includes the goals, strategies, and policy actions. The table below compares the Metro 2040 goals and strategies and the draft Metro 2050 goals and strategies.

Metro 2040	Draft Metro 2050
Goal 1: Create a Compact Urban Area <ul style="list-style-type: none"> • Strategy 1.1: Contain urban development within the Urban Containment Boundary • Strategy 1.2: Focus growth in Urban Centres and Frequent Transit Development Areas • Strategy 1.3: Protect Rural areas from urban development 	Goal 1: Create a Compact Urban Area <ul style="list-style-type: none"> • Strategy 1.1: Contain urban development within the Urban Containment Boundary • Strategy 1.2: Focus growth in Urban Centres and Frequent Transit Development Areas • Strategy 1.3: Develop resilient, healthy, connected, and complete communities with a range of services and amenities • Strategy 1.4: Protect Rural Lands from urban development

Metro 2040	Draft Metro 2050
<p>Goal 2: Support a Sustainable Economy</p> <ul style="list-style-type: none"> • Strategy 2.1: Promote land development patterns that support a diverse regional economy and employment close to where people live • Strategy 2.2: Protect the supply of industrial land. • Strategy 2.3: Protect the supply of agricultural land and promote agricultural viability with an emphasis on food production 	<p>Goal 2: Support a Sustainable Economy</p> <ul style="list-style-type: none"> • Strategy 2.1: Promote land development patterns that support a diverse regional economy and employment opportunities close to where people live • Strategy 2.2: Protect the supply, and enhance the efficient utilization, of industrial land • Strategy 2.3: Protect the supply of agricultural land and strengthen agricultural viability
<p>Goal 3: Protect the Environment and Respond to Climate Change Impacts</p> <ul style="list-style-type: none"> • Strategy 3.1: Protect Conservation and Recreation lands • Strategy 3.2: Protect and enhance natural features and their connectivity • Strategy 3.3: Encourage land use and transportation infrastructure that reduce energy consumption and greenhouse gas emissions, and improve air quality • Strategy 3.4: Encourage land use and transportation infrastructure that improve the ability to withstand climate change impacts and natural hazard risks 	<p>Goal 3: Protect the Environment and Respond to Climate Change and Natural Hazards</p> <ul style="list-style-type: none"> • Strategy 3.1: Protect and enhance Conservation and Recreation lands • Strategy 3.2: Protect, enhance, restore, and connect ecosystems • Strategy 3.3: Encourage land use, infrastructure, and human settlement patterns that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality • Strategy 3.4: Encourage land use, infrastructure, and human settlement patterns that improve resilience to climate change impacts and natural hazards
<p>Goal 4: Develop Complete Communities</p> <ul style="list-style-type: none"> • Strategy 4.1: Provide diverse and affordable housing choices • Strategy 4.2: Develop healthy and complete communities with access to a range of services and amenities 	<p>Goal 4: Provide Diverse and Affordable Housing Choices</p> <ul style="list-style-type: none"> • Strategy 4.1: Expand the supply and diversity of housing to meet a variety of needs • Strategy 4.2: Expand, retain, and renew rental housing supply and protect tenants • Strategy 4.3: Meet the housing needs of lower income households and populations experiencing or at risk of homelessness
<p>Goal 5: Support Sustainable Transportation Choices</p> <ul style="list-style-type: none"> • Strategy 5.1: Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking • Strategy 5.2: Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods and services 	<p>Goal 5: Support Sustainable Transportation Choices</p> <ul style="list-style-type: none"> • Strategy 5.1: Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking • Strategy 5.2: Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods, and services

As shown in the table above, the primary difference in the goal structure of Metro 2050 is that Goal 4 has become “Provide Diverse and Affordable Housing Choices” and now includes three strategies about housing. The content of Metro 2040 Strategy 4.2 “Develop healthy and complete communities with access to a range of services and amenities” (previously under Goal 4) has been moved to Goal 1 as a new Strategy 1.3 entitled “Develop resilient, healthy, connected, and complete communities with a range of services and amenities.”

Within each strategy, there are policy actions for Metro Vancouver and member jurisdictions (e.g. municipalities). For member jurisdictions, the policy actions are to be considered and adopted through a new RCS and, in the case of Strategies 4.1, 4.2 and 4.3, housing strategies or action plans. There are more policy actions for member jurisdictions in draft Metro 2050 than in Metro 2040.

Proposed policy action updates in draft Metro 2050 include:

- Enhanced clarity on Urban Centres and Frequent Transit Development Areas
- Stronger alignment of planned locations for growth with transit investment through Major Transit Growth Corridors
- More explicit integration of equity outcomes
- Emphasis on building relationships with First Nations
- Stronger protection for Industrial lands, particularly Trade-Oriented Lands
- Target to protect 50% of land for nature and achieve 40% tree canopy cover within the Urban Containment Boundary
- Stronger climate action, including collective actions to meet greenhouse gas emission reduction targets and prepare for impacts
- Target that 15% of new and redeveloped housing in Urban Centres and Frequent Transit Development Areas be affordable, rental housing
- Additional policies to encourage transit-oriented affordable housing and protect existing non-market rental units

Section F: Implementation

The Implementation section describes the procedures for implementing and amending the RGS. Draft Metro 2050 retains the same three amendment types and procedures as Metro 2040, except that the requirement for a regional public hearing is removed from the Type 2 amendment process.

Section I: Maps

Draft Metro 2050 retains the same parcel-based mapping approach that was introduced in Metro 2040, and no changes are proposed to the Urban Containment Boundary or land use designations. Map 5 “Major Transit Growth Corridors” and Map 11 “Sensitive Ecosystem Inventory” are new maps being introduced in draft Metro 2050.

Comments on Draft Metro 2050:

For Council’s consideration, staff have prepared comments on draft Metro 2050 (Attachment B). These comments are based on staff’s focused review of draft Metro 2050 content with implications for member jurisdictions, including the Township of Langley.

Overall, draft Metro 2050 is generally consistent with Township land use goals, objectives, and policies related to sustainable growth and land use management as articulated in the OCP.

However, it is noteworthy that some of the policy action updates proposed in draft Metro 2050 are not regional matters and/or are beyond the scope of planning and land use management. Specific items with particular implications for the Township are identified in Attachment B.

It is noted that Township and Metro Vancouver staff have engaged in a number of discussions on draft Metro 2050 since the MVRD Board formally referred it to member jurisdictions for comment on June 25, 2021. As a result, several of the comments have been resolved in principle, but have nevertheless been included for Council's consideration of endorsement, so that they may form part of the Township's formal submission for records purposes.

Financial Implications:

There are no financial implications associated with the recommendation in this report. Within two years of adoption of the RGS, municipalities are required to prepare and submit an updated RCS to Metro Vancouver. The scope of this work will depend on the final policy actions in the new RGS that need to be considered and adopted as part of an RCS update. At this point, staff anticipate that a relatively minor RCS and concurrent OCP update would be required following the adoption of Metro 2050.

Conclusion and Next Steps:

This report provides an overview of the RGS update and seeks Council authorization to forward Township of Langley comments on draft Metro 2050 to the Metro Vancouver Regional District. As noted above, Metro Vancouver requires that Township comments on draft Metro 2050 be submitted by Council resolution by November 26, 2021. It is currently anticipated that the formal bylaw adoption process for Metro 2050 will begin in January 2022, with member jurisdictions, including the Township, consideration of acceptance by Council resolution between March and May 2022.

Respectfully submitted,

Patrick Ward
SOCIAL/STRATEGIC PLANNER
for
COMMUNITY DEVELOPMENT DIVISION

ATTACHMENT A Draft Metro 2050, Regional Growth Strategy
ATTACHMENT B Township of Langley comments on draft Metro 2050

Township of Langley comments on draft Metro 2050

1. Scope of policy actions

Some draft policy actions do not appear to be regional matters and/or appear beyond the scope of planning and land use management. An example is Policy Action 3.2.7c)iii): “Adopt Regional Context Statements that include policies that reduce the spread of invasive species by employing best practices, such as the implementation of soil removal and deposit bylaws, development permit requirements, and invasive species management plans.” It is recommended that Metro Vancouver, in collaboration with member jurisdictions, further review draft Metro 2050 to identify and omit policy actions that may not be regional matters and/or are not related to planning and land use management.

2. Policy 2.3.12(c)(vi)

Draft policy action 2.3.12(c)(vi) reads as follows: “Adopt Regional Context Statements that include policies that protect the supply of agricultural land and strengthen agriculture viability including those that align Official Community Plan policies and zoning regulations with the Minister’s Bylaw Standards and Agricultural Land Commission legislation and regulations.”

The following comments are provided on this draft policy:

- An Official Community Plan (OCP) is a policy-oriented document whereas Minister’s Bylaw Standards and ALC legislation and regulations are regulatory-oriented documents. The Township does not support aligning a policy-oriented document with these regulatory-oriented documents as this exercise would introduce an inappropriate level of detail to the OCP.
- The reference to zoning regulations is inappropriate in a regional plan, which is meant to deal with regional matters.
- As one of the only two regulated municipalities within the region, the Township has the ability to propose farm or zoning bylaws that vary from the Minister’s Bylaw Standards, subject to the approval of the Minister of Agriculture.
- Section 46 of the ALC Act requires an OCP and Zoning Bylaw to be consistent with the ALC Act and regulations. This existing section sufficiently addresses the intent of the proposed Metro 2050 policy.
- The proposed policy does not reference the importance of food production, unlike existing Metro 2040 policy.

3. Policy 6.9.1

Draft policy action 6.9.1 reads as follows: “Notwithstanding any other provision in the regional growth strategy, within the area identified on Map 12 as “Rural within the Sewerage Area”, which includes part of the Salmon River Uplands in the Township of Langley that is contained within the Greater Vancouver Sewerage and Drainage District’s Fraser Sewerage Area, and within the area identified on Map 12 as “Sewerage Extension Areas”, regional sewer servicing will be permitted subject only to land uses being consistent with the applicable regional land use designation and normal Greater Vancouver Sewerage and Drainage District technical considerations.”

Policy 6.9.1 in Metro 2040 currently reads as follows: “Notwithstanding any other provision in this Regional Growth Strategy, the area identified on Map 12 as “Rural within the Sewerage Area” includes part of the Salmon River Uplands in the Township of Langley that is contained within the Greater Vancouver Sewerage and Drainage District’s (GVS&DD) Fraser Sewerage Area. For the areas identified on Map 12 as “Sewerage Extension Areas” known as North Salmon River Uplands and South Fernridge in the Township of Langley, sewer servicing will be permitted subject only to land uses being consistent with the applicable regional land use designation and normal GVS&DD technical considerations.”

There are two key differences between Policy 6.9.1 in Metro 2040 and draft Metro 2050:

- In draft Metro 2050, regional sewer servicing in the “Rural within the Sewerage Area” (i.e. south Salmon River Uplands) is subject to “the land uses being consistent with the applicable regional land use designation and normal Greater Vancouver Sewerage and Drainage District technical considerations.” Under Metro 2040, there are no conditions of regional sewer servicing in this area.
- In draft Metro 2050, the references to North Salmon River Uplands and South Fernridge in Metro 2040 are removed.

The changes proposed in draft Metro 2050 are not supported as they do not recognize the historic sewer servicing entitlements in the subject areas.

4. Regional Land Use Designations

There are two locations where the regional land use designations shown on draft Metro 2050 maps are not consistent with the land use designations shown on the Township’s existing Regional Context Statement map, as described in the table below and shown in Appendix 1.

Location	TOL RCS Designation	Draft Metro 2050 Designation
Fort Langley Airport	Industrial	Agricultural
University District	Urban	Agricultural

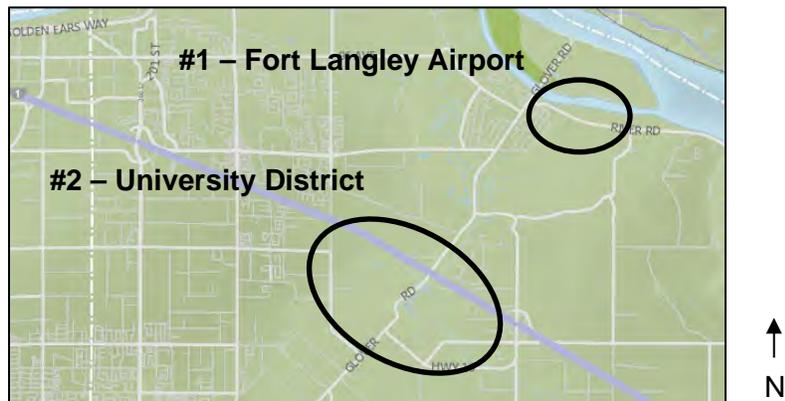
It is recommended that the regional land use designations reflect the land use designations shown on the Township’s existing Regional Context Statement map (per the table above).

5. Major Transit Network

Map 5 of draft Metro 2050 shows the Major Transit Network concept, reflecting the draft transit network proposed by TransLink as part of the development of Transport 2050. It is noted that the Aldergrove Municipal Town Centre is not connected to the Major Transit Network, being one of only two Urban Centres in the region not connected to this network. The Township will continue to work with TransLink on appropriate transit service planning for the Aldergrove Municipal Town Centre and recommends that draft Metro 2050 maps be updated, as required, to reflect the outcome of the Township-TransLink discussions.

Appendix 1 – Land Use Designation Maps

Key Map



TOL RCS and Draft Metro 2050 Land Use Designations

#	TOL RCS	Draft Metro 2050
1		
2		

- General Urban
- Industrial
- Mixed Employment
- Agricultural
- Rural

ATTACHMENT C**Metro 2050 policies beyond RGS scope**

The table below summarizes Metro 2050 policies that, in staff's opinion, are beyond the scope of planning and land use management, are not regional matters, and/or do not provide appropriate municipal flexibility (i.e., November 22, 2021 Township comment #1: Scope of policy actions). It is noted that staff are not necessarily objecting to the intent of these policies, rather their merit in a Regional Growth Strategy (RGS), which is meant, pursuant to the Local Government Act, to deal with regional matters (i.e., "a matter that involves coordination between or affects more than one municipality") related to "human settlement" (i.e., planning and land use management).

Metro 2050 policy	Staff comment
1.4.3(e) Adopt Regional Context Statements that support the protection, enhancement, restoration, and expansion of ecosystems identified on Map 11 to maintain ecological integrity, enable ecosystem connectivity, increase natural carbon sinks and enable adaptation to the impacts of climate change.	This policy does not provide appropriate municipal flexibility. In particular, it does not reference the ability to refer to "more detailed local ecological and cultural datasets" in protecting, enhancing, restoring, and expanding ecosystems as in Policy 3.2.7(b).
2.3.13 In partnership with other agencies and organizations, support agricultural awareness and promote the importance of the agricultural industry, the importance of protecting agricultural land, and the value of local agricultural products and experiences.	While this policy action is currently reflected in the Township's Agricultural Viability Strategy, it is not related to planning and land use management, and therefore is outside of the scope of an RGS.
3.2.7(c)(iii) Adopt Regional Context Statements that include policies that reduce the spread of invasive species by employing best practices, such as the implementation of soil removal and deposit bylaws, development permit requirements, and invasive species management plans.	While this policy action is currently reflected by various Township regulations and practices, it is not related to planning and land use management, and therefore is outside of the scope of an RGS.
4.2.7(d)(iv) Adopt Regional Context Statements that identify policies and actions that contribute to the following outcomes mitigated impacts on renter households due to renovation or redevelopment, and strengthened protections for tenants.	This policy is overly prescriptive. Tenant protections related to renovation may be best addressed by the Provincial Residential Tenancy Branch.
4.2.8(b) Prepare and implement housing strategies or action plans that encourage tenant protections and assistance for renter households impacted by renovation or redevelopment of existing purpose-built rental housing.	This policy is overly prescriptive. Tenant protections and assistance related to renovation may be best addressed by the Provincial Residential Tenancy Branch.
4.3.8(b) Prepare and implement housing strategies or action plans that identify strategies to increase community acceptance and communicate the benefits of affordable and supportive housing development.	While this policy action is currently reflected in the Township's Housing Action Plan, it is not related to planning and land use management, and therefore is outside of the scope of an RGS.

ATTACHMENT D**Recommended Resolution and Township Comments Concordance Table**

The table below shows the relationship between the recommended Council resolution and unresolved November 22, 2021 Township comments and the issues identified from revisions to Metro 2050 since November.

Recommended Council Resolution	Township Comments
	<i>Unresolved November 22, 2021 comments</i>
A, B, and C	Scope of Policy Actions (see Attachment C)
D	Policy 6.9.1 – Rural Area Sewer Servicing
E	Regional Land Use Designations (University District)
F	Portions of the Williams Neighbourhood Plan Area
G	Protection of Aquifers (Strategy 3.2)
	<i>Issues from revisions to Metro 2050 since November</i>
H	Policy 2.3.12(a) – Requirement to denote ALR in TOL RCS
I	Policy 2.3.4 – Additional approval required for lands exempt from ALC
E	Map 12 – Incorrect symbology to depict the “Rural within the Sewerage Area” and “Sewerage Extension Area”

THE TOWNSHIP OF LANGLEY

The following is a certified correct copy of a resolution passed by Langley Township Council at its Regular Council Meeting held May 30, 2022:

Metro 2050 Regional Growth Strategy Update

Report 22-56

File CD 6540-04

That Council advise the Metro Vancouver Regional District (MVRD) Board that the Township of Langley refuses to accept MVRD Regional Growth Strategy Bylaw No. 1339, 2022, a bylaw to adopt Metro 2050, and that (a) the provisions to which it objects, (b) the reasons for its objections, and (c) whether it is willing that a provision to which it objects be included in the Regional Growth Strategy on the basis that the provision will not apply to the jurisdiction of the Township, are as follows:

- A. The Township objects to policy 1.4.3(e) as this provision does not provide appropriate flexibility to use more detailed local ecological and cultural datasets in protecting, enhancing, restoring, and expanding ecosystems. The Township is willing that this provision be included in Metro 2050 on the basis that it does not apply to its jurisdiction.
- B. The Township objects to policies 2.3.13, 3.2.7(c)(iii), and 4.3.8(b) as they are outside of the scope of planning and land use management. The Township is willing that these provisions be included in Metro 2050 on the basis that they do not apply to its jurisdiction.
- C. The Township objects to policies 4.2.7(d)(iv) and 4.2.8(b) as addressing potential impacts on renter households due to renovation is a matter of provincial jurisdiction. The Township is willing these provisions be included in Metro 2050 on the basis that they do not apply to its jurisdiction.
- D. The Township objects to policy 6.9.1 as it introduces conditions to sewer servicing in the Rural within the Sewerage Area, not recognizing the historic and current entitlement to sewer servicing in this area. The Township is not willing that this provision be included in Metro 2050 on the basis that it does not apply to its jurisdiction.
- E. The Township objects to maps 2, 3, 4, 5, 6, 8, 9 and 12 as the Agricultural designation of the lands designated University District in the Township's Official Community Plan is inconsistent with that Plan, and the areas identified as Rural within the Sewerage Area and Sewerage Extension Area on map 12 are incorrect. The Township is not willing that these maps be included in Metro 2050 on the basis that they do not apply to its jurisdiction.
- F. The Township objects to the intent statement for the Employment land use designation and policy 2.2.9(d)(v) as these provisions do not provide appropriate flexibility for permitting residential uses as part of mixed-use developments. The Township is not willing that these provisions be included in Metro 2050 on the basis that they do not apply to its jurisdiction.
- G. The Township objects to strategy 3.2 as it does not adequately address protecting the quality and quantity of ground water. The Township is not willing that this provision be included in Metro 2050 on the basis that it does not apply to its jurisdiction.

- H. The Township objects to policy 2.3.12(a) as it requires Regional Context Statements to denote lands within the Agricultural Land Reserve. The Township is willing that this provision be included in Metro 2050 on the basis that it does not apply to its jurisdiction.
- I. The Township objects to policy 2.3.4 as it requires Agricultural Land Commission (ALC) exclusion of sites subject to Section 23(1) of the ALC Act prior to Metro Vancouver consideration of amending the Agricultural or Rural land use designation. The Township is willing that this provision be included in Metro 2050 on the basis that it does not apply to its jurisdiction.

CARRIED

CERTIFIED A CORRECT COPY:



Wendy Bauer, CMC
TOWNSHIP CLERK

June 14, 2022

File: 0450-30 (Metro 2050)

Via email: chris.plagnol@metrovancover.org

Chris Plagnol
Corporate Officer
Metro Vancouver
604-432-6250

Dear Mr. Plagnol:

Re: Response to Metro Vancouver Regional Growth Strategy Bylaw No. 1339, 2022

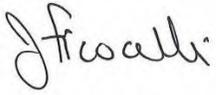
At the June 13, 2022 Regular Council – Public Hearing meeting, Council considered Corporate Report No. 2022-R119: Response to Metro Vancouver Regional Growth Strategy Bylaw No. 1339, 2022, and passed the following resolution

“That Council:

1. Receive this Corporate Report R119 for information;
2. In accordance with Section 436 of the Local Government Act, not accept "Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022" (Metro 2050), on the basis of the reason outlined in the attached Appendix "I";
3. As required in Section 436 of the Local Government Act, advise Metro Vancouver that the City of Surrey is not willing to accept inclusion of the provisions to which it objects, as outlined in Appendix "I", into the Regional Growth Strategy, unless the provision to which it objects will not apply to Surrey;
4. If Metro Vancouver does not approve Council's request to remove the applicability of the above-noted provision to the City of Surrey then Council approves a request for a facilitator be appointed by the Province as provided for in Section 435 of the Local Government Act, to monitor and support discussions between Metro Vancouver and the City of Surrey to address the City of Surrey's objections to the proposed Regional Growth Strategy; and
5. Direct the City Clerk to forward a copy the report, along with the related Council resolution, to Metro Vancouver.

In accordance with the above resolution, enclosed herewith please find a copy of the relevant Corporate Report, together with Council Resolution RES. R22-1116.

Yours truly,

A handwritten signature in black ink, appearing to read "JFicocelli". The signature is written in a cursive, flowing style.

Jennifer Ficocelli
City Clerk

JF/GY

Encls.

CORPORATE REPORT

NO: R119

COUNCIL DATE: June 13, 2022

REGULAR COUNCIL

TO: Mayor & Council

DATE: June 9, 2022

FROM: Acting General Manager, Planning &
Development

FILE: 0450-30 (Metro
2050)

SUBJECT: Response to Metro Vancouver Regional Growth Strategy Bylaw No. 1339, 2022

RECOMMENDATION

The Planning & Development Department recommends that Council:

1. Receive this report for information;
2. In accordance with Section 436 of the *Local Government Act*, not accept "Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022" (Metro 2050), on the basis of the reason outlined in the attached Appendix "I";
3. As required in Section 436 of the *Local Government Act*, advise Metro Vancouver that the City of Surrey is not willing to accept inclusion of the provisions to which it objects, as outlined in Appendix "I", into the Regional Growth Strategy, unless the provision to which it objects will not apply to Surrey;
4. If Metro Vancouver does not approve Council's request to remove the applicability of the above-noted provision to the City of Surrey then Council approves a request for a facilitator be appointed by the Province as provided for in Section 435 of the *Local Government Act*, to monitor and support discussions between Metro Vancouver and the City of Surrey to address the City of Surrey's objections to the proposed Regional Growth Strategy; and
5. Direct the City Clerk to forward a copy this report, along with the related Council resolution, to Metro Vancouver.

INTENT

The purpose of this report is to respond to the statutory request by Metro Vancouver to member local governments for acceptance of the Regional Growth Strategy ("RGS") and to outline provisions within Metro 2050 that the City of Surrey (the "City") objects to and the rationale for the objection.

BACKGROUND

On April 26, 2019, the Metro Vancouver Regional District Board (the “MVRD Board”) passed a resolution to initiate an update to the RGS, Metro Vancouver Shaping Our Future (“Metro 2040”). This update (“Metro 2050”) would replace Metro 2040 and extend the RGS to the year 2050.

Between January and May of 2021, Metro Vancouver staff worked with staff from member jurisdictions, First Nations, and other regional stakeholders through the Metro 2050 Intergovernmental Advisory Committee. Drafts of each of the goal areas were presented to the Metro Vancouver Regional Planning Committee (“RPC”) and the MVRD Board between March and May 2021.

The complete draft of the updated RGS, Metro 2050, was provided to the RPC and the MVRD Board in June 2021, with a recommendation to commence a comment period for member jurisdictions, First Nations, and other regional stakeholders. The comment period ended on November 26, 2021.

At the November 22, 2021 Regular Council Public Hearing meeting, Council received Corporate Report No. R231; 2021 (attached as Appendix “II”) and referred it back to staff to add additional comments. Council highlighted areas of concern, including the overall scope of the RGS review and regional authority in land use matters. Further, Council noted that the City is best suited to understanding its local context in consideration of the Urban Containment Boundary (“UCB”). As well, to address the region’s limited supply of vacant industrial land, Council commented that the Metro 2050 scope of work be expanded to include a land use designation review including the redesignation of the rural area south of the South Campbell Heights Plan to Mixed Employment.

At the December 20, 2021 Regular Council Public Hearing meeting, Surrey Council passed the following resolution:

That Surrey Council request that Metro Vancouver allow additional time for Surrey Council to review and fully understand Metro Vancouver’s draft Regional Growth Strategy - Metro 2050, prior to the City providing comments on the strategy; and to assist with the review, Surrey Council requests that Metro Vancouver staff schedule a workshop with Surrey Council to provide an opportunity to review and ask questions regarding the draft Regional Growth Strategy - Metro 2050.

At the April 29, 2022 MVRD Board meeting, the proposed Metro Vancouver Regional Growth Strategy Bylaw (Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022) was referred to local governments, including the City of Surrey, for acceptance. On May 3, 2022, the City received the formal notice of the RGS acceptance request (Appendix “III”). In accordance with Section 436 of the *Local Government Act*, affected local governments must, by way of a Council resolution submitted to Metro Vancouver and within 60 days of receipt of the notice (July 2, 2022), accept the RGS or communicate to Metro Vancouver that they do not accept the RGS.

DISCUSSION

Objection to Provisions in Metro 2050

If an affected local government does not accept the RGS, it must indicate by way of a resolution within the 60-day period:

- (a) the provision(s) to which it objects;
- (b) the reasons for its objection; and
- (c) whether it is willing that a provision to which it objects be included in the RGS on the basis that the provision will not apply to its jurisdiction.

As referenced at the November 22, 2021 Council meeting, Council has identified a number of concerns with Metro 2050. In terms of the concerns that relate to provisions within the proposed RGS, these pertain to the UCB and Metro Vancouver's involvement in local land use issues. These specific provisions in Metro 2050 are listed in Appendix "I" of this report and are further detailed below:

Objection: The Current Urban Containment Boundary Does Not Appropriately Consider Surrey's Context.

The specific provisions in Metro 2050 that relate to this objection are:

- Part D Urban Containment Boundary, Regional Land Use Designations, Overlays and Projections, specifically Urban Containment Boundary and Map 2 (p.14 and p.105).
- Part E Goals, Strategies and Actions, specifically subsection 1.1.9 depicts the Urban Containment Boundary on a map, generally consistent with the Regional Land Use Designations and Map 2 (p.29 and p.105).
- Part F Implementation, specifically subsection 6.3.3 that requires Type 2 amendments require an affirmative two-thirds weighted vote of the MVRD Board for amendments from Rural to Industrial. Employment or General Urban regional land use designations (p. 89).

Rationale for Objection

Escalating Land Costs and Limited Land Supply

The Metro 2050 UCB does not give enough consideration to the issue of limited land supply and escalating land costs to accommodate large parcel sizes for employment uses. In this context, Surrey has accommodated a significant portion of the region's population and employment growth, and between 2011 and 2020, 98% of its growth has occurred within its UCB.

The UCB makes it challenging for municipalities to consider and respond to changing future market conditions, including regionally pressing issues such as diminishing supply of and increasing demand for industrial land. Additional industrial lands are needed to allow for uses such as warehouses and other distribution functions to provide for a resilient supply chain system. Activities associated with these uses cannot easily be accommodated in Urban Centres or Frequent Transit Development Areas, or in small fragmented industrial parcels.

While the City continues to support the goal to focus growth within the UCB, given the current limited employment land supply and escalation of land values, there is merit in expanding the UCB with existing Rural land to provide opportunities to accommodate additional employment growth as Surrey has Rural-Designated land that may be ideal for these types of industrial purposes: larger parcel sized land that is located close to major goods movement routes.

Intent of Rural Designation and Surrey's Significant Percentage of Agricultural Land

The intent of the Rural designation is to protect land for agriculture and natural areas and preserve a rural characteristic. Only 1% (380 ha.) of Surrey's land is designated for Rural; however, Surrey has approximately 30% (~9,300 ha.) of its land base designated for Agriculture, most of which is protected within the Agricultural Land Reserve ("ALR"). Given the significant proportion of protected agricultural land in Surrey, redesignation of these Rural lands outside of the ALR would have little impact on the intent to provide and protect land for natural areas and agricultural purposes.

Proposed Change to Address Objection

It is recommended that Metro Vancouver allow the City to amend Rural lands to Industrial, Employment or General Urban regional land use designations without the need for consideration by the MVRD Board.

Next Steps

Once the acceptance period is complete, Metro Vancouver staff will bring forward received acceptances with an assessment of alignment and support across the region. The MVRD Board will be given an opportunity to consider Third Reading, and if support has been broadly achieved, Final Reading and Adoption of the updated RGS bylaw. This opportunity is anticipated to occur at the MVRD Board's July 29, 2022 meeting.

If one or more affected local governments refuses to accept the RGS, as per Section 439 of the *Local Government Act*, the MVRD Board must notify the Minister of Municipal Affairs in writing. The Minister must then initiate a non-binding resolution process to attempt to reach acceptance on the RGS before the RGS is adopted. Any affected local government may participate in a non-binding resolution process. The choice of non-binding resolution process is determined collaboratively between the MVRD Board and the affected local government(s) that refused to accept the RGS.

Legal Services Review

Legal Services has reviewed this report and have no concerns.

SUSTAINABILITY CONSIDERATIONS

This work supports the objectives of the City's Sustainability Charter 2.0. In particular, this work relates to the Sustainability Charter 2.0 themes of Built Environment and Neighbourhoods, Ecosystems and Infrastructure. Specifically, they support the following Strategic Directions ("SD") and Desired Outcomes ("DO"):

- Neighbourhoods and Urban Design DO6: Land is used efficiently and sensitively, and development minimizes the impacts on the natural environment, viewscales, agricultural land and urban wildlife;
- Neighbourhoods and Urban Design DO8: The built environment enhances quality of life, happiness and well-being;
- Buildings and Sites DO15: All new buildings, public places and outdoor spaces are welcoming, safe and universally accessible;
- Buildings and Sites SD15: Provide greater multi-family housing choice and options for affordability and accessibility;
- Neighbourhoods and Urban Design SD6: Provide a range of community amenities including culture, recreation, health, and educational facilities in each Town Centre;
- Natural Areas, Biodiversity and Urban Forest DO1: Parks, natural areas, urban forests and habitat corridors are interconnected throughout Surrey and the region, creating healthy places for people and wildlife;
- Green Infrastructure DO12: Surrey protects ecosystem services and manages natural assets in order to create resiliency to adapt and thrive in a changing climate; and
- All Infrastructure DO4: Ecosystems and natural assets are an essential part of the community's infrastructure system.

CONCLUSION

This report responds to the statutory request by Metro Vancouver to member local governments for acceptance of the RGS, and outlines a provision within Metro 2050 that the City objects to as well as the rationale for this objection. Specifically, the City does not accept provisions in Metro 2050 on the basis that the current UCB does not appropriately consider Surrey's context and the need for additional industrial lands in the region.



Jeff Arason, P.Eng.
Acting General Manager,
Planning & Development

PH/cc

Appendix "I" – Summary of the City's Objection to Metro 2050

Appendix "II" – Corporate Report No. R231; 2021

Appendix "III" - MVRD Board Notice of Metro 2050 Acceptance Request

Summary of the City’s Objections to Metro 2050

Objection: The current Urban Containment Boundary does not appropriately consider Surrey’s context.

Provisions: Part D Urban Containment Boundary, Regional Land Use Designations, Overlays and Projections, specifically Urban Containment Boundary and Map 2 (p.14 and p.105); and Part E Goals, Strategies and Actions, specifically subsection 1.1.9 depicts the Urban Containment Boundary on a map, generally consistent with the Regional Land Use Designations and Map 2 (p.29 and p.105). Part F Implementation, specifically subsection 6.3.3 that requires Type 2 amendments require an affirmative two-thirds weighted vote of the MVRD Board for amendments from Rural to Industrial, Employment or General Urban regional land use designations (p. 89).

Reasons: The Metro 2050 Urban Containment Boundary (“UCB”) does not give enough consideration to the issue of limited land supply and escalating land costs to accommodate large parcel sizes for employment uses. In support of the UCB, Surrey has accommodated a significant portion of the region’s population and employment growth, and between 2011 and 2020, 98% of its growth has occurred within its UCB. While the City continues to support the goal to focus growth within the UCB, given the current limited employment land supply, escalation of land values and the limited amount of Rural lands in most member municipalities, there is merit in adding Rural Designated land (which only represents 1% of the land available in Surrey) to the UCB which will provide opportunity to accommodate additional employment growth.

CORPORATE REPORT

NO: R231

COUNCIL DATE: November 22, 2021

REGULAR COUNCIL

TO: Mayor & Council DATE: November 18, 2021

FROM: Acting General Manager, Planning & Development
General Manager, Engineering
General Manager, Parks, Recreation & Culture FILE: 0450-01

SUBJECT: Comments on Metro Vancouver's Draft Regional Growth Strategy -
Metro 2050

RECOMMENDATION

The Planning & Development, Engineering and Parks, Recreation & Culture Departments recommend that Council:

1. Receive this report for information;
2. Endorse staff's comments on Metro Vancouver's Draft Regional Growth Strategy - Metro 2050; and
3. Instruct the City Clerk to forward a copy of this report and the related Council resolution to Metro Vancouver before November 26, 2021.

INTENT

The purpose of this report is to provide information to Council on Metro Vancouver's Draft Regional Growth Strategy - Metro 2050 ("Metro 2050") attached as Appendix "I", and to provide staff comments on the draft for submission to Metro Vancouver within the consultation period ending November 26, 2021.

POLICY CONSIDERATIONS

Under the provisions of the *Local Government Act*, regional districts are required to prepare a regional scale land use plan, called a Regional Growth Strategy ("RGS"). The RGS must cover a period of at least 20 years and include a comprehensive statement on the future of the region, including social, economic, and environmental objectives, population and employment projections, and proposed actions regarding housing, transportation, regional services, parks and natural areas, and economic development.

Once a RGS has been adopted by a majority vote of the regional board, the *Local Government Act* requires that each municipality within the regional district prepare and adopt a Regional Context Statement (“RCS”) as a part of its Official Community Plan (“OCP”). The RCS must explain the relationship between the OCP and the RGS, and how the OCP will be made consistent with the RGS.

The current RGS, *Metro Vancouver 2040: Shaping our Future* (“Metro 2040”) was adopted by the Metro Vancouver Board and ratified by member municipalities in 2011. The proposed update to the RGS would replace the 2011 document. Within two years of the adoption of the revised RGS, all municipalities within Metro Vancouver will be required to update their RCS to work toward achieving the strategies in the RGS. The current draft of the RGS specifies approximately 40 areas where municipalities will be required to include specific policies and maps in its OCP consistent with the direction of the RGS.

BACKGROUND

On April 26, 2019, the Metro Vancouver Regional District Board (the “MVRD Board”) passed a resolution to initiate an update to Metro 2040. As part of that process, Metro Vancouver staff implemented an Engagement Plan, including eleven themed policy reviews to identify opportunities to enhance policies and identify and address policy gaps.

Between January and May of 2021, Metro Vancouver staff worked with staff from member jurisdictions, First Nations, and other regional stakeholders through the Metro 2050 Intergovernmental Advisory Committee (“IAC”). Drafts of each of the goal areas were presented to the Metro Vancouver Regional Planning Committee (“RPC”) and the MVRD Board between March and May 2021.

The complete draft of Metro 2050 was provided to the RPC and the MVRD Board in June 2021 with a recommendation to commence a comment period for member jurisdictions, First Nations, other regional stakeholders. The public was also invited to review and provide comment on the draft through the Metro 2050 webpage of the Metro Vancouver website and were able to submit comments by email or through an online comment form. Videos providing an overview of Metro 2050 were released and promoted over social media, and Metro Vancouver staff also hosted a public webinar in the Fall of 2021.

During the Summer and early Fall of 2021, Metro Vancouver staff convened a series of working group sessions for Metro 2050 IAC members focused on specific topic areas of Metro 2050. The objective of the sessions were to provide information and discuss concerns to support the preparation of formal comments. The working group topics included: Major Transit Growth Corridors; affordable housing targets; updated Urban Centre framework and permitting residential within employment areas near rapid transit stations. Surrey staff participated in these working groups and provided feedback.

The formal comment period will end on November 26, 2021. This scheduling allows for the relevant bylaws to be finalized and prepared for initial consideration by the MVRD Board in January 2022. The comment period will also provide an opportunity to assess general support for the overall direction outlined in Metro 2050, and, if necessary, to consider amending the timeline to allow for additional engagement.

DISCUSSION

The proposed RGS update extends the strategy to the year 2050 and builds on the existing framework. It provides a greater focus on climate adaptation and includes the addition of an equity lens. Policy actions for Metro Vancouver and municipalities have also been updated to reflect plans that have been completed since Metro 2040’s adoption, with a greater focus on affordable housing in transit locations and enhanced integration of land use and transportation planning.

Metro 2050 Adjusted Goal Framework

Metro 2050, reinforces and enhances existing policy directions and responds to new and emerging policy issues with new content in the following areas:

- Actions to reduce GHG emissions have been integrated across the five goal areas;
- Support for affordable housing to respond to the ongoing housing affordability crisis in the Metro Vancouver region;
- Social equity outcomes integrated throughout and noted as an objective of the strategy;
- Major Transit Growth Corridors Overlay – these corridors will serve as the as the organizing framework for transit-oriented growth in the region, working together and in support of Urban Centres and TransLink’s Major Transit Network;
- Trade-Oriented Overlay - this new overlay would identify industrial lands that are intended to support goods movement in, out and through the Metro Vancouver region;
- Allowance of residential uses in the Mixed Employment Designation within 200 metres of rapid transit stations; and
- Sub-regional Growth Projections - a new “sub-regional” approach to growth projections has been introduced; the region has been divided into six subregions.

The Metro 2050 Goals Framework has been adjusted to allow a greater focus on diverse and affordable housing policies. In Metro 2040, these housing policies were discussed under “Goal 4 Develop Complete Communities”. In Metro 2050, the housing policies are now a stand-alone goal: “Goal 4 Provide Diverse and Affordable Housing Choices”. The remaining policies related to complete communities under Metro 2040 Goal 4 have moved into “Goal 1 Create a Compact Urban Area”. The table below provides a comparison of the Metro 2050 and Metro 2040 Goals.

Metro 2040 Goals Framework		Metro 2050 Goals Framework	
Goal 1	Create a Compact Urban Area	Goal 1	Create a Compact Urban Area
Goal 2	Support a Sustainable Economy	Goal 2	Support a Sustainable Economy
Goal 3	Protect the Environment and Respond to Climate Change Impacts	Goal 3	Protect the Environment and Respond to Climate Change and Natural Hazards
Goal 4	Develop Complete Communities	Goal 4	Provide Diverse and Affordable Housing Choices
Goal 5	Support Sustainable Transportation Choices	Goal 5	Support Sustainable Transportation Choices

New Themes and Content in Metro 2050

Metro 2050 reinforces and enhances existing policy directions and responds to new and emerging policy issues in the following areas:

Climate Action Through Reduction of Greenhouse Gas Emissions

Actions to reduce greenhouse gas (“GHG”) emissions have been integrated across the five goal areas. Goal 1 includes supportive policies to limit development outside the Urban Containment Boundary and outside Urban Centres and Major Transit Growth Corridors. Goal 3 includes new GHG monitoring actions for Metro Vancouver and for member jurisdictions to demonstrate how they will contribute to the regional target of carbon neutrality by 2050.

These Metro 2050 policies are complementary to the City’s work on the update to the Climate Change Action Strategy (the “CCAS”). The CCAS similarly seeks to embed the work of climate action in plans, policies and programs across the City. These updates will strengthen the connections between Metro 2050 and the recently adopted climate action targets and will provide additional regional-level information that can support the ongoing update to the CCAS.

Climate Change and Natural Hazard Resiliency

In recognition of the multiple natural hazards and climate change impacts the region is exposed to, Metro 2050 contains a greater emphasis on adaptation actions such as encouraging the adoption of local flood hazard policies, discouraging new development in areas with known and unmitigated hazards, and an action for Metro Vancouver to lead the preparation of a multi-hazard risk assessment and map.

Surrey has identified and mapped specific Development Permit (“DP”) Areas in the OCP as Hazard Lands. These DP areas address development in steep slopes, as well as flood prone lands to protect people, property, and natural environment from natural hazards due to development in unsafe areas.

Ecosystem and Tree Canopy Cover Targets

Goal 3 contains two new regional targets for all members to work toward while respecting the context of their local community. First, a target to protect 50% of the region’s land base for nature (40% is protected now), and second, to expand the region’s Tree Canopy Cover (“TCC”) within the Urban Containment Boundary from 32% to 40%. Metro Vancouver’s current definition of ‘protected’ is limited to Federal, Provincial Parks, terrestrial-based Wildlife Management Areas, Ecological Reserves, Regional Parks, Watersheds, Lower Seymour Conservation Reserve, Municipal Parks, Buntzen Lake, UBC Malcolm Knapp, and BCIT sites. Other local protection measures (e.g., Development Permit Areas, covenants, etc.) are not represented in the Metro Vancouver map but will be updated over time.

The City is supportive of the targets, as the regional goal is accompanied by policy that allows municipalities to establish local targets which will ultimately contribute toward achieving the regional target. This allows flexibility to allow the City to consider its own context and establish an appropriate target for Surrey. The City is undertaking an Urban Forest Management Strategy to determine what TCC percent is appropriate for Surrey. The Strategy will also consider various zoning types and the kind of coverage that is typical for various types of development.

Surrey also has identified and mapped Sensitive Ecosystem Development Permit Areas in the OCP. These identify streamside areas and guidelines to ensure development activity does not encroach on aquatic habitat and riparian areas. As well, these Development Permit guidelines are intended to maintain and enhance ecosystems and critical habitat for at-risk species.

Surrey has a significant portion of land identified as the Green Infrastructure Network (“GIN”) as defined in Surrey’s Biodiversity Conservation Strategy (“BCS”). This land contributes substantial land area toward the regional goal. Surrey will continue to acquire lands identified in the GIN through the Secondary Land Use Plan process, and direct acquisition using the City-wide Development Cost Charge fund. The future acquisition of BCS lands and protection of land through the Development Permit Areas will further contribute to the regional ecosystem land base target.

Promoting and Supporting Affordable Housing

Metro 2050 contains a Goal and three new strategies dedicated to housing policies to respond to the ongoing housing affordability crisis in the region. These policy actions emphasize: the need to expand the supply of transit-oriented, affordable rental housing; the expansion of housing supply to meet a variety of needs; protecting renters; and providing options for people experiencing or at risk of homeless and people with very low incomes. There are also multiple new advocacy actions calling on senior levels of government to fund and legislate new measures enabling local governments to take stronger action on housing.

The third strategy, to expand and retain rental housing supply, includes a regional target of achieving 15% affordable rental housing in Urban Centres and Frequent Transit Development Areas. Municipalities will be required to indicate how, within their local context, they will work towards the regional target.

Policy work in Surrey aligns with the Metro 2050 focus on affordable housing. The City completed its Affordable Strategy in 2018, which focused on purpose-built market and non-market rental housing in Surrey. The strategies specifically are to:

- Prevent the loss of purpose-built rental housing;
- Strengthen protection for tenants;
- Encourage the development of new purpose-built rental housing; and
- Increase the supply of housing affordable to renter households with low to moderate incomes,

As well, the City has recently completed a Housing Needs Report to help establish need for various housing and unit types across the City. A report under separate cover at the November 22, 2021 Council Meeting will detail the Housing Needs Report. The Housing Needs Report will help to better understand current and future housing needs and inform future planning work. The Housing Needs Report focuses on key issues and populations including:

- Affordable housing;
- Rental housing;
- Special needs housing;
- Housing for seniors;
- Housing for families;

- Shelters for people experiencing homelessness and housing for people at risk of homelessness;
- Affordable housing along the Fraser Highway Skytrain Corridor Planning Area; and
- Urban Indigenous housing.

Mixed Employment Designation and Residential Uses at Transit Stations

Metro 2050 proposes changes to the Mixed Employment Designation to include a provision for added flexibility for areas near rapid rail transit stations. The current Regional Mixed Employment Designation in Metro 2040 does not permit residential uses. The proposal in Metro 2050 is to allow residential uses on upper floors of higher density buildings within 200 metres of SkyTrain stations within areas designated as Mixed Employment. Commercial and light industrial uses are to be located on the ground or lower floors. Residential uses are intended to support other regional growth strategy objectives regarding the provision of affordable rental housing near transit.

In Surrey, Mixed Employment Designations exist within 200 metres of proposed stations along the future Fraser Highway SkyTrain line. Rental residential would be considered important in such locations. If this change is supported, it would for example allow residential uses in the form of mixed-use development at sites located at the 166 Street Skytrain Station that are currently being used for large format commercial. The Fortis BC office already has employment uses, and expansion would likely include intensification of these uses, but the option for including residential is supportable.

Major Transit Growth Corridors Overlay

A new Major Transit Growth Corridor (“MTGC”) Overlay has been introduced in Metro 2050. This layer identifies locations where regionally significant growth is anticipated that aligns with some of the major transit investments that are planned. This supports member jurisdictions in determining where, how, and when growth and development density are distributed, including improved transit-oriented housing choices, while also supporting the regional need for greater coordination of growth and services. This approach supports the work to further integrate Metro 2050 and Transport 2050 planning.

The draft MTGC’s and draft Major Transit Network (“MTN”) are still subject to review and confirmation. The preliminary concept is shown on Map 5 of Appendix “I”. The draft MTN concept has been developed as part of TransLink’s Transport 2050 process and will be confirmed with the finalization of that work. An important consideration is that not all MTN corridors will have an associated MTGC. The MTGC is simply focused areas of transit related growth and the remaining MTN’s will have an associated growth that may not necessarily be as regionally significant.

The draft MTGC’s for Surrey have been identified along:

- Fraser Highway – to align with the Surrey Langley SkyTrain;
- King George Boulevard Corridor- between City Centre and South Surrey – to align with the existing R1 King George Rapid Bus and future Rapid Transit;
- Scott Road - between Scott Road Station and 72 Avenue – to align with the planned R6 Scott Road Rapid and future Rapid Transit; and

- 24 Avenue - between 152 Street and 176 Street – to align with proposed service improvements ultimately leading to potential rapid transit.

Trade-Oriented Land Overlay

The new Trade-Oriented Land overlay has been introduced to protect industrial lands that are intended to support goods movement in, out and through the Metro Vancouver region, and keep British Columbia and Canada connected to the global supply chain. These lands are occupied by such uses as: terminal facilities, distribution centres, warehouses, container storage, and freight forwarding activities that serve a national trade function and contribute to the provincial and regional economies. These operations generally require large sites and are located near major transportation infrastructure corridors and terminals. Industrial lands with a Trade-Oriented Land Overlay are not intended for stratification tenure or small lot subdivision.

City staff would need to assess if adding sites to the Trade-Oriented Overlay would be suitable. Metro Vancouver staff have confirmed that the addition of sites to this overlay are within the control of each municipality. As part of the upcoming OCP review process staff will assess sites to ensure that this overlay would make sense in Surrey. Staff concerns are two-fold: first, most of trade-oriented lands are not employment intensive (i.e., container storage). Second, the potential loss of flexibility for property owners due to the proposed reduction in ability for stratification tenure.

Given the importance of these types of trade-enabling lands, City staff support the introduction of the Trade-Oriented Overlay, as long as the decision to use or not to use the overlay remains with each municipality and their respected elected officials.

Regional Growth Projections

The Metro 2050 projections are proposed at the regional and sub-regional scale, rather than by member jurisdiction (as is done in Metro 2040). This enables better alignment between planned infrastructure investments being undertaken by Metro Vancouver Utilities and TransLink, while mitigating the static nature of the regional growth strategy and needed flexibility for member jurisdictions. The updated population, dwelling unit and employment projections to 2050 are based on improved methodology that is scenario-based with a range built in to address short terms shocks and uncertainties such as the one presented by COVID-19.

This subregional approach has the advantage of being less sensitive to the short-term oscillations and corrections that tend to happen within individual municipalities and changes in the housing market and economy. A principal benefit will be that the data behind the projections will be more accurate, and Metro 2050 will not need to be frequently amended to keep the projections current.

Specifically, the region has been divided into six subregions and the 30-year projections for growth are presented at the sub-regional level.

The Metro 2050 Sub-regions are:

- *North Shore:*
City of North Vancouver, Districts of North Vancouver and West Vancouver, Electoral Area A, and Lions Bay

- *Burrard Peninsula:*
Cities of Burnaby, New Westminster and Vancouver, UEL, and UBC
- *Tri-Cities:*
Cities of Coquitlam, Port Coquitlam, and Port Moody, Villages of Anmore and Belcarra
- *South of Fraser - West:*
Cities of Delta and Richmond, Tsawwassen First Nation
- *South of Fraser - East:*
Cities of Langley, Surrey, White Rock, and Langley Township
- *North East:*
Cities of Maple Ridge and Pitt Meadows

The sub-regional projections are shown in Table 1 of Appendix “I”. There was significant engagement with member jurisdictions, including Surrey, in the development of the projections. Surrey is part of the South of Fraser-East sub-region. By 2050, the for the South of Fraser East the population is projected to be 1,185,100, with 441,000 dwelling units and 465,200 jobs.

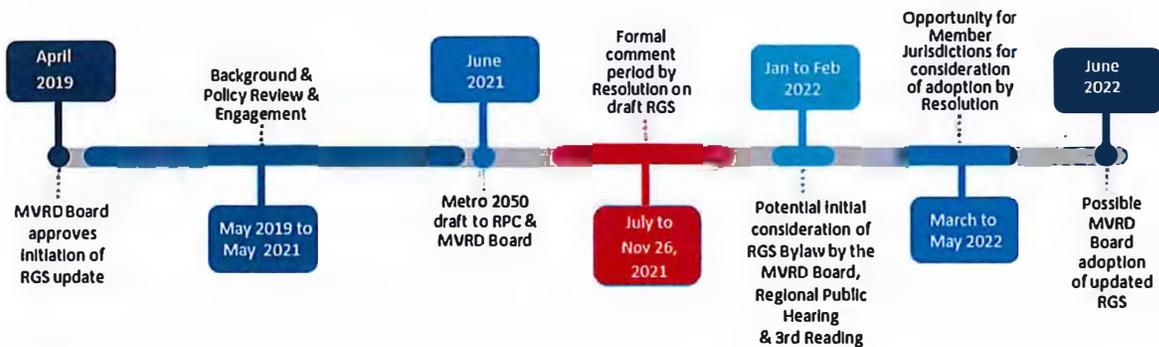
Individual member jurisdiction projections will still be prepared and will be reported out annually, independent of the RGS. Once the RGS is approved, along with the sub-regional projections, the individual municipal growth projections will be published as data on the Metro Vancouver website.

It is expected that over 70% of the sub-regional growth is projected to be in Surrey. Similarly, 67% of projected housing growth of sub-regional dwelling units is allocated to Surrey and 75% of the new sub-regional jobs (2016-2050) have been allocated to Surrey. These individual member projections will be updated annually.

Next Steps

Figure 1 below illustrates the process and draft timeline. Staff are currently in the formal comment period, shown in red.

Figure 1. RGS Update Process - Draft Timeline



The Metro 2050 comment period will close on November 26, 2021. If additional engagement is not requested by member jurisdictions, Metro Vancouver staff will produce a final draft RGS to present to the Regional Planning Committee and Metro Vancouver Board. As indicated in the discussion above, staff have found that Metro 2050 is complementary and/or consistent with actions the City has taken or plans that in development, and as such, staff have no concerns with Metro 2050 as it has been developed to date. Given the above, staff are not seeking an additional engagement opportunity with Metro Vancouver staff.

It is anticipated that the RGS will be forwarded for initial consideration by the MVRD Board in January 2022 in accordance with the Board approved timeline. A RGS Bylaw will be considered for First and Second reading by the RPC and MVRD Board, and a regional public hearing held, and third reading considered in February of 2022.

The period between March and May of 2022 will be the opportunity for member jurisdiction councils, and the Boards of the Fraser Valley and Squamish-Lillooet Regional Districts and TransLink, to consider acceptance of Metro 2050 by resolution. If a local government refuses to accept the RGS, it must indicate the provisions to which it objects and the reasons for its objection. If no response is provided to Metro Vancouver within the 60-day period, the local government is deemed to have accepted the RGS.

In June of 2022, at the end of the acceptance period, the Metro 2050 Bylaw will be presented to the MVRD Board for consideration of adoption. If one or more affected local governments refuse to accept, then the MVRD Board must notify the Minister, who will then set in motion the settlement process which will focus on and resolve the issues raised by the non-accepting municipalities. All affected local governments are entitled to participate in any non-binding resolution processes used to resolve an objection or anticipated objection by an affected local government.

Following the adoption of Metro 2050, the City will have two years (to July 2024) to submit a new RCS that demonstrates how Surrey's OCP is generally consistent, or will work towards consistency, with Metro 2050.

SUSTAINABILITY CONSIDERATIONS

This work supports the objectives of the City's Sustainability Charter 2.0. In particular, it relates to the Sustainability Charter 2.0 themes of Built Environment and Neighbourhoods, Ecosystems and Infrastructure. Specifically, they support the following Strategic Directions ("SD") and Desired Outcomes ("DO"):

- Neighbourhoods and Urban Design DO6: Land is used efficiently and sensitively, and development minimizes the impacts on the natural environment, views, agricultural land and urban wildlife;
- Neighbourhoods and Urban Design DO8: The built environment enhances quality of life, happiness and well-being;
- Buildings and Sites DO15: All new buildings, public places and outdoor spaces are welcoming, safe and universally accessible;
- Buildings and Sites SD15: Provide greater multi-family housing choice and options for affordability and accessibility;
- Neighbourhoods and Urban Design SD6: Provide a range of community amenities including culture, recreation, health, and educational facilities in each Town Centre;

- Natural Areas, Biodiversity and Urban Forest DO1: Parks, natural areas, urban forests and habitat corridors are interconnected throughout Surrey and the region, creating healthy places for people and wildlife;
- Green Infrastructure DO12: Surrey protects ecosystem services and manages natural assets in order to create resiliency to adapt and thrive in a changing climate; and
- All Infrastructure DO4: Ecosystems and natural assets are an essential part of the community's infrastructure system.

CONCLUSION

On April 26, 2019, the MVRD Board passed a resolution to initiate an update to Metro 2040. The current RGS, Metro 2040, was adopted by the Metro Vancouver Board and ratified by member municipalities in 2011. The proposed update to the RGS would replace the 2011 document.

The proposed RGS update (Metro 2050) extends the strategy to the year 2050 and builds on the existing Metro 2040 framework. It provides a greater focus on climate adaptation and includes the addition of an equity lens. Policy actions for Metro Vancouver and municipalities have also been updated to reflect plans that have been completed since Metro 2040's adoption, with a greater focus on affordable housing in transit locations and enhanced integration of land use and transportation planning.



Ron Gill
Acting General Manager,
Planning & Development



Scott Neuman, P.Eng.
General Manager,
Engineering



Laurie Cavan
General Manager,
Parks, Recreation & Culture

PH/cc

Appendix "I" - Draft Metro Vancouver Regional Growth Strategy- Metro 2050

Note: Appendix available upon request

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

May 3, 2022

File: CR-12-01
Ref: RD 2022 Apr 29

Mayor Doug McCallum and Council
City of Surrey
13450 - 104 Avenue
Surrey, BC V3T 1V8
VIA EMAIL: mayor@surrey.ca; clerks@surrey.ca

Dear Mayor McCallum and Council:

Submission of *Metro 2050* for Acceptance by Affected Local Governments

Metro Vancouver has been working closely with member jurisdictions, local First Nations, and other agencies and organizations over the past three years on the review and update of the regional growth strategy. Thank you for your participation and thoughtful contributions to the *Metro 2050* process. *Metro 2050* will replace *Metro Vancouver 2040: Shaping our Future*, and will guide land use decisions in Metro Vancouver over the coming decades.

Metro 2050 introduces important new and enhanced policies that will help Metro Vancouver, member jurisdictions, TransLink, and other parties address the significant challenges facing this region - including climate change, housing affordability, equity, and resilience - and will advance our shared vision for a sustainable, prosperous, and livable region.

Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022, was given first and second readings by the Metro Vancouver Board on March 25, 2022, and a public hearing was held on April 20, 2022. At its meeting of April 29, 2022, the Metro Vancouver Board resolved to refer *Bylaw No. 1339, 2022* to all affected local governments (signatories) for acceptance. A copy of the Bylaw and the accompanying report dated April 22, 2022, titled "*MVRD Regional Growth Strategy Bylaw No. 1339, 2022*, a bylaw to adopt *Metro 2050* – Public Hearing Minutes and Bylaw Referral for Acceptance" is attached.

In accordance with Section 436 of the *Local Government Act*, affected local governments must, by way of a council resolution submitted to Metro Vancouver and within 60 days of receipt of this notice, accept the regional growth strategy. The *Local Government Act* affirms that if an affected local government fails to act within the period for acceptance, it is deemed to have accepted the regional growth strategy.

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If an affected local government does not accept the regional growth strategy, it must indicate by way of a resolution within the sixty (60) day period: (a) the provision(s) to which it objects, (b) the reasons for its objection, and (c) whether it is willing that a provision to which it objects be included in the regional growth strategy on the basis that the provision will not apply to its jurisdiction.

Upon the conclusion of the acceptance period, Metro Vancouver staff will be reporting to the Metro Vancouver Board at its July 29, 2022 meeting on the status of affected local government acceptances, and, if appropriate, whether third reading and adoption of *Bylaw No. 1339, 2022* may be considered. Correspondingly, this will repeal *Metro 2040* (i.e. *Greater Vancouver Regional District Regional Growth Strategy Bylaw No. 1136, 2010*, as amended).

At the April 29, 2022 Metro Vancouver Board meeting, staff provided a summary of the engagement on the development of *Metro 2050* over the past three years. The Board expressed that this would be helpful context for member jurisdictions, and asked that the presentation be attached to the consideration of acceptance letter and email going to affected local government Councils and Boards. Please find attached the presentation titled "*Metro 2050: Public Hearing and Referral for Acceptance*".

Council resolutions can be sent to Chris Plagnol, Corporate Officer, Metro Vancouver, by email at Chris.Plagnol@metrovancover.org.

If you have any questions about the regional growth strategy or the process for adopting the Bylaw, please do not hesitate to contact Heather McNell, General Manager, Regional Planning and Housing Services, by email at Heather.Mcneil@metrovancover.org or by phone at 604-436-6813.

Yours sincerely,



Sav Dhaliwal
Chair, Metro Vancouver Board

SD/JWD/hm

cc: Vincent Lalonde, City Manager, City of Surrey
Preet Heer, Manager of Community Planning, City of Surrey
Jerry W. Dobrovlny, Commissioner/Chief Administrative Officer, Metro Vancouver
Heather McNell, General Manager, Regional Planning and Housing Services, Metro Vancouver
Chris Plagnol, Corporate Officer, Metro Vancouver

Enclosures:

1. Report dated April 22, 2022, titled "*MVRD Regional Growth Strategy Bylaw No. 1339, 2022, a bylaw to adopt Metro 2050 – Public Hearing Minutes and Bylaw Referral for Acceptance*"
2. *Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022*
3. Presentation – *Metro 2050* Public Hearing Report and Referral for Acceptance

All enclosures can also be found at this link:

<https://cloudshare.metrovancouver.org:5001/sharing/3wjoLF21c>

To: Regional Planning Committee

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

Date: May 4, 2022 Meeting Date: July 8, 2022

Subject: **Metro 2050 Q1 and Q2 2022 Engagement Update**

RECOMMENDATION

That the MVRD Board receive for information the report dated May 4, 2022 titled “*Metro 2050* Q1 and Q2 2022 Engagement Update”.

EXECUTIVE SUMMARY

As of January 2022, *Metro 2050* is in Phase 3: Approvals of the *Metro 2050* Engagement Plan. This phase of engagement has focused primarily on formal engagement with affected local governments, Metro Vancouver standing committees, the MVRD Board, and on promoting the Public Hearing that was held on April 20, 2022.

In January 2022, the MVRD Board received the over 900 individual comments made during the 5-month comment period in 2021. They also directed staff to delay the bylaw approvals process by one month to continue to work with members on any outstanding issues. Staff and Board members met with seven municipalities which resulted in further changes to *Metro 2050*. In March 2022, the Board gave first and second readings to the *Metro 2050* bylaw. Advertising for the April 20, 2022 Public Hearing included paid ads in the Vancouver Sun and other local newspapers as well as social media promotion and email promotion to engaged stakeholders. Organic social media posts about the Public Hearing reached close to 17,500 views, generated over 400 engagements, and close to 600 visits to the *Metro 2050* engagement webpage between March 25 and April 19 (the dates during which the Public Hearing was being actively promoted).

On April 29, 2022 the Board referred *Metro 2050* out for acceptance by affected local governments. Following that, the Board will consider next steps including possible third reading of the *Metro 2050* bylaw and adoption in July.

PURPOSE

To summarize the *Metro 2050* engagement activities that took place during Q1 and Q2 of 2022.

BACKGROUND

In 2019, the Board approved the *Metro 2050* Engagement Plan and staff committed to providing quarterly updates on engagement efforts (Reference 1). The Regional Planning Committee and MVRD Board have been provided quarterly updates highlighting engagement activities throughout the development of *Metro 2050* including: a report dated September 29, 2021 describing engagement activities for June through August 2021 (Reference 2); a summary report on all Phase 1 engagement activities (Reference 3); a report on the comments received during the Phase 2 comment period (Reference 4), and a Phase 2 engagement summary report (Reference 5).

As directed by the Board, *Metro 2050* is now in the Approvals Phase (Phase 3) during which the engagement objective is primarily to “communicate, refine, and conduct approvals for *Metro 2050*”, and the primary activities of which will be “engagement largely with elected councils, Public Hearing, and MVRD Committees and Board”. This report summarizes engagement activities that have taken place in Phase 3 as of June 2022.

This third phase of engagement follows on three years of engagement (2019-2021) with the public, affected local governments, local First Nations, and other regional stakeholders. The first phase of engagement (2019-2020) included formal notification, broad social media, four in-person dialogue events across the region, technical policy reviews with subject matter experts, and a public survey in partnership with TransLink that received over 31,000 submissions. The second phase of engagement involved 6 months of deep engagement with the *Metro 2050* Intergovernmental Advisory Committee as well as a 5-month long comment period where participation in Phase 2 engagement activities was strong including 26 Council / Board presentations, over 8,000 visits to the *Metro 2050* website, nearly 200 public attendees at the fall 2021 webinar, and over 60 Feedback Forms submitted by members of the public.

ENGAGEMENT Q1 / Q2 2022

A summary of all engagement activity on *Metro 2050* between January and June 2022 is provided in Table 1 below.

Table 1 – *Metro 2050* Engagement Summary (Activities between January and June 2022)

Audience	Activity	Details	Status
Signatories			
Member Jurisdiction Councils and TransLink, FVRD, and SLRD Boards	Referral Letters	In late April of 2022 referral letters were sent to all affected local governments requesting that they accept <i>Metro 2050</i> by resolution.	May – June 2022
Member Jurisdictions	Meetings and Engagements	Staff and elected officials from Metro Vancouver met with staff and elected officials from many member jurisdictions to resolve any outstanding issues not addressed during the comment period.	Jan – Mar 2022
Member Jurisdictions	MVRD Board and Committee meetings	<i>Metro 2050</i> was discussed at length at the Regional Planning and Climate Action Committees, and the Metro Vancouver Board meetings in January, February, and March of 2022.	January 14 & 28, February 10 & 25, March 4 & 25, 2022
In-Region First Nations			
	Invitation to Public Hearing	In-Region First Nations were invited by email to participate in the Public Hearing	April 2022
	Notification Letters	Notification letters were sent to in-region First Nations letting them know that <i>Metro 2050</i> had been referred out for acceptance.	May 2022

Non-Signatory Regional Stakeholders			
Greater Vancouver Board of Trade	<i>Metro 2050</i> Overview Presentation	Metro Vancouver staff presented at the request of the GVBOT to two committees.	March 24, 2022
General Public			
	News Advertising	Advertisements regarding the Public Hearing ran in the Vancouver Sun as well as local daily papers in the weeks leading up to the Public Hearing.	April 2022
	Regional Planning E-Bulletin	An article about the <i>Metro 2050</i> Public Hearing was included in the March issue of the Regional Planning E-Bulletin.	March 25, 2022
	Delegations at Committees and Board	SFU Renewable Cities Vancouver Coastal Health	January 14, February 10, March 4, 2022
	Social Media Campaign	Organic social media on Metro Vancouver's Facebook, LinkedIn, Twitter, and Instagram channels.	April 2022
	Public Hearing	10 speakers attended the Public Hearing.	April 20, 2022
	Public Hearing Written Submissions	Two written submissions were made.	April 20, 2022

Issue-Response Table and Revisions to *Metro 2050* Resulting from Consultation

At its January meeting, the Regional Planning Committee received a summary report on the 5-month comment period that took place between July and November of 2021 (Reference 4). That report summarized the comments received on the draft *Metro 2050* and what changes were made as a result in the final version. All of the over 900 comments received and Metro Vancouver staff's responses were published in the *Metro 2050* Issue-Response Table that was attached to that report. Many of the comments were integrated into the final version of *Metro 2050* helping to improve the document and make it a better reflection of the regional federation's vision. In cases where a comment did not result in a change, a rationale was provided. In addition, all of the letters and emails received on *Metro 2050* during the comment period were also attached to the report. In some cases, comments that were not directly about *Metro 2050* were submitted in these letters and emails. In those instances, the comment was not included in the Issue-Response Table (Reference 6).

Enhancing the Climate Action Language and Policies in *Metro 2050*

Feedback from the Regional Planning Committee and the Board in Q1 2022 emphasized an interest in including stronger climate policy language in *Metro 2050*. This request came from Board directors; Climate Action Committee; Regional Planning Committee; and delegations received by various committees, including Regional Planning.

In response to this feedback, staff made some immediate changes to the draft *Metro 2050*; e.g. the title of Goal 3 was strengthened to read "Protect the Environment, Address Climate Change, and Respond to Natural Hazards", where it was previously titled "Protect the Environment and Respond to Climate Change and Natural Hazards".

More significant changes will be considered over the coming months, which may include an early amendment to *Metro 2050* in 2023; a report was presented to the Regional Planning Committee at its meetings in May on a scope and engagement plan for this work (Reference 7). Staff also note that Metro Vancouver's *Climate 2050 Strategic Framework* and associated Roadmaps include substantial climate actions. In addition, engagement on the yet-to-be developed *Climate 2050 Land Use and Growth Management Roadmap* will provide another opportunity to accelerate integrating climate, land use, and planning for growth.

Public Hearing

In accordance with the requirements of the *Local Government Act*, on April 20, 2022, Metro Vancouver held a Public Hearing following first and second reading of *Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022* (the *Metro 2050* bylaw). To support accessibility, the Public Hearing was scheduled in the evening, beginning at 6:00 p.m., and residents could choose to participate via written submission, by videoconference, or in person.

The promotional strategy for the Public Hearing exceeded the requirements of the *Local Government Act*. It was advertised in the Vancouver Sun and several local daily papers distributed geographically throughout the region. Information on the Public Hearing and how to participate was made available on the Metro Vancouver website and event calendar, provided to member municipalities, and promoted on the corporate social media channels (i.e. Facebook, LinkedIn, Instagram, and Twitter). Organic social media content reached close to 17,500 views, generated over 400 engagements, and close to 600 visits to the *Metro 2050* engagement webpage between March 25 and April 19 (the dates during which the Public Hearing was being actively promoted). Metro Vancouver sent email invitations to engaged stakeholders who had participated in the engagement process in the past including in-region First Nations, regional stakeholders, non-profit and advocacy organizations, and businesses. In addition, articles were published in the Regional Planning E-Bulletin, the Metro Vancouver Chair Update, and the Metro Vancouver Update newsletters.

In total, twenty people registered for the Public Hearing, two written submissions were submitted, and 10 speakers attended both in person and online. The Public Hearing concluded at 7:16 pm.

REFERRAL FOR ACCEPTANCE

On April 29, 2022 the MVRD Board received the minutes of the Public Hearing and referred the *Metro 2050* bylaw for acceptance by affected local governments (Reference 8). Letters were then sent by email and courier to all Metro Vancouver member jurisdictions, TransLink, and the Boards of the Squamish-Lillooet and the Fraser Valley Regional Districts requesting acceptance by resolution. Upon receipt, each affected local government has 60 days to either accept *Metro 2050* by resolution, or respond indicating that it refuses to accept and to identify the policy(ies) to which it objects.

In addition to the required referral letters, Metro Vancouver also sent courtesy notification letters in the first week of May 2022 to in-region First Nations, *Metro 2050* Intergovernmental Advisory Committee members, and others advising them of the status of *Metro 2050* and the initiation of the acceptance period.

In accordance with MVRD Board direction, at the end of the referral period, staff will provide a report assessing alignment of local governments across the region, and the *Metro 2050* bylaw will be presented for consideration of third reading and potentially final adoption at the Board's meeting on July 29, 2022. Until *Metro 2050* is adopted, *Metro 2040* remains in effect as Metro Vancouver's regional growth strategy.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

There are no financial implications to this report.

CONCLUSION

Metro 2050 is now in the third phase of the Board-approved Engagement Plan, focusing on the formal bylaw approvals process. This has involved numerous fulsome discussions at the Regional Planning and Climate Action Committees and MVRD Board. Public engagement was encouraged via social and traditional media advertising, and a Public Hearing was held in the evening of April 20, 2022. In early May 2022 formal referral letters were sent to all affected local governments and courtesy notification letters were sent to other key stakeholders and in-region First Nations. The *Metro 2050* bylaw is now in the 60-day acceptance period, which will end in the first week of July 2022. Following this period, *Metro 2050* will be presented to the MVRD Board at its July 29, 2022 meeting.

Until *Metro 2050* is adopted, *Metro 2040*, the current regional growth strategy, remains in effect.

References

1. [*Metro 2050* Engagement Plan, Report, August 15, 2019](#)
2. [*Metro 2050* Q2 / Q3 2021 Status Update, Report, October 8, 2021](#)
3. [*Metro 2050* Phase 1 Engagement Report, March 5, 2021](#)
4. [Comments on the Draft of *Metro 2050* and Proposed Next Steps, Report, January 14, 2022](#)
5. [*Metro 2050* Phase 2 Engagement Including Activities in Q4 2021, Regional Planning Committee March 2022, Report](#)
6. [*Metro 2050* Issue-Response Table](#)
7. [*Metro 2050* Engagement website](#)
8. [MVRD Regional Growth Strategy Bylaw No. 1339, 2022, a bylaw to adopt *Metro 2050* – Public Hearing Minutes and Bylaw Referral for Acceptance, Report dated April 22, 2022](#)

48503907

To: MVRD Board of Directors

From: Climate Action Committee

Date: July 8, 2022

Meeting Date: July 29, 2022

Subject: **Tilbury Marine Jetty and Tilbury Phase 2 LNG Expansion Projects**

CLIMATE ACTION COMMITTEE RECOMMENDATIONS

That the MVRD Board:

- a) express its opposition to the Tilbury Marine Jetty and Tilbury Phase 2 LNG Expansion Projects, because of overall concerns related to upstream and downstream greenhouse gas emissions and inconsistency with Metro Vancouver climate targets;
- b) authorize the Board Chair to write to the BC Minister of Environment and Climate Change Strategy, BC Minister of Energy, Mines and Low Carbon Innovation, federal Minister of Environment and Climate Change, BC Environmental Assessment Office, and the Impact Assessment Agency of Canada, to communicate this opposition; and
- c) send copies of all letters and this staff report to Metro Vancouver member jurisdictions for their consideration in taking a similar position.

That the MVRD Board write to the BC Minister of Environment and Climate Change Strategy, BC Minister of Energy, Mines and Low Carbon Innovation, federal Minister of Environment and Climate Change, BC Environmental Assessment Office, and the Impact Assessment Agency of Canada, communicating its concerns relating to climate change and air quality associated with the Tilbury Marine Jetty and Tilbury Phase 2 LNG Expansion Projects, and requesting that these issues be addressed prior to any approval of the projects.

At its July 8, 2022 meeting, the Climate Action Committee considered the attached report, titled “Tilbury Marine Jetty and Tilbury Phase 2 LNG Expansion Projects”, dated June 13, 2022. The Committee subsequently passed the recommendations as presented above in underline style.

Members of the Committee expressed concerns regarding the Tilbury Marine Jetty and Tilbury Phase 2 LNG Expansion Projects and the need for concrete action. Therefore, the Committee passed Alternative Recommendation 2 and Alternative Recommendation 3 to demonstrate its opposition to the projects and involve higher orders of government in this matter.

This matter is now before the Board for its consideration.

Attachment

Report titled “Tilbury Marine Jetty and Tilbury Phase 2 LNG Expansion Projects”, dated June 13, 2022

53991511

To: Climate Action Committee

From: Derek Jennejohn, Lead Senior Engineer
Nicole Chan, Project Engineer
Parks and Environment Department

Date: June 13, 2022 Meeting Date: July 8, 2022

Subject: **Tilbury Marine Jetty and Tilbury Phase 2 LNG Expansion Projects**

RECOMMENDATION

That the Climate Action Committee receive for information the report dated June 13, 2022, titled "Tilbury Marine Jetty and Tilbury Phase 2 LNG Expansion Projects", as the environmental assessment process is still underway.

EXECUTIVE SUMMARY

Tilbury Jetty Limited Partnership (jointly owned by Fortis LNG and Seaspan) is proposing a marine jetty project that would provide berthing and loading facilities for liquefied natural gas carriers and bunker vessels. At the same time, FortisBC is proposing an expansion to their adjacent existing natural gas liquefaction facility. The environmental assessment process for the Tilbury Phase 2 LNG Expansion Project is in the early stages, while the Tilbury Marine Jetty Project assessment is nearing completion. In a global context, the IPCC, International Energy Agency, and the World Bank note that LNG plays a limited role in a net-zero future and that expansion of LNG infrastructure carries considerable risk with respects to locking in greenhouse gas emissions. For the jetty project, staff have submitted comments that upstream and downstream greenhouse gas emissions should be included in the assessment, however, as these emissions occur outside Metro Vancouver, they are not within Metro Vancouver's mandate to manage air contaminant emissions, including GHGs.

PURPOSE

To provide the MVRD Board with an assessment of the proposed Tilbury Marine Jetty Project and Tilbury Phase 2 Liquefied Natural Gas (LNG) Expansion Project from the perspective of Metro Vancouver's mandate on air quality and climate change.

BACKGROUND

At its April 8, 2022 meeting, the Climate Action Committee received a delegation related to the proposed Phase 2 LNG Expansion and Tilbury Marine Jetty projects, and requested that staff arrange presentations from the proponent, City of Delta, City of Richmond, and the BC Environmental Assessment Office, which were heard at the May 13, 2022, and June 10, 2022 meetings. The Committee passed the following motions:

That the Climate Action Committee direct staff to review the information from the April 8, 2022 delegation from Friends of Tilbury, and report back from the perspective of Metro Vancouver's mandate on climate and air quality by June 2022.

That the Climate Action Committee request staff to consider the information from the May 13, 2022 delegation from the BC Branch of the Canadian Association of the Physicians for the Environment in the preparation of a staff report on the Tilbury LNG project for the June 2022 meeting.

This report responds to the Committee's direction.

PROPOSED TILBURY MARINE JETTY AND PHASE 2 LNG EXPANSION PROJECTS

There are two proposed projects that combined would produce, store, and supply LNG from a production facility through an adjacent marine jetty: the Tilbury Marine Jetty Project, and the Tilbury Phase 2 LNG Expansion Project.

Tilbury Jetty Limited Partnership is proposing to construct and operate the Tilbury Marine Jetty Project, located on Tilbury Island in Delta, adjacent to and in the Fraser River. The Marine Jetty Project would include a new marine jetty providing berthing and loading facilities for LNG carriers and bunker vessels with a carrying capacity of up to 100,000 cubic metres, for a minimum of 30 years. The jetty would transfer LNG from the existing adjacent FortisBC Tilbury LNG liquefaction plant to carriers and bunker vessels berthed at the jetty. With the Tilbury Phase 2 LNG Expansion Project, FortisBC is proposing to increase LNG production at the existing Tilbury natural gas liquefaction plant by more than 50%, which would include an additional storage tank and liquefaction facilities.

ENVIRONMENTAL ASSESSMENT PROCESS AND OTHER AUTHORIZATIONS

Major projects in British Columbia are assessed for potential environmental, social, economic, health, and cultural effects by the BC Environmental Assessment Office (EAO). A project proponent must assess and describe the project's potential positive and negative direct and indirect effects and adverse cumulative effects on the environment for each phase of the project. The proposed Phase 2 LNG Expansion Project and Marine Jetty Project are both undergoing a substituted Environmental Assessment (EA) review, where the BC EAO leads a review on behalf of the Impact Assessment Agency of Canada.

The review process for the Marine Jetty Project is nearing completion and is scheduled to conclude following a 30-day public comment period on updated draft referral materials from the EAO, during July 14 – August 15, 2022. Provincial and federal ministers will then have 45 days to either approve, reject, or order further assessment. Staff have provided comments throughout the process, and will review and comment on the updated draft referral materials.

The Phase 2 LNG Expansion Project is in the application development and review phase. The Proponent is expected to submit a draft application to the EAO later in 2022 (expected around the third quarter), and a decision on the project is expected by late 2023 or early 2024, depending on how the review process proceeds. Staff plan to conduct a detailed assessment of the project with respect to the project's impact and proposed mitigation measures, once the proponent has submitted an application.

FortisBC has also submitted an application to the BC Utilities Commission for a certificate of public convenience and necessity. Additionally, the existing LNG production, storage, and truck loading

facility holds a permit from Metro Vancouver to discharge air contaminants. As the permit term ends June 30, 2022, FortisBC is seeking authorization from Metro Vancouver to continue discharging air contaminants from the facility. It is expected that FortisBC will apply for authorization from Metro Vancouver for a series of expansion projects, although the timing of those applications is uncertain.

GREENHOUSE GAS ASSESSMENT

For the Marine Jetty Project, the EAO had determined in their initial draft summary assessment report that the project would not have significant adverse effects on greenhouse gases within the study area. However, staff have noted limitations in the scope of evaluation for greenhouse gases, most notably the exclusion of upstream and downstream GHG emissions from the characterization of effects and determination of significance, as an upstream GHG assessment was not mandated under the *Canadian Environmental Assessment Act, 2012*.

Staff have completed a greenhouse gas assessment of the Marine Jetty Project for the purposes of this report, including both upstream and downstream emissions (see Attachment). Total associated greenhouse gas emissions associated with the Marine Jetty Project are approximately 11.5 million tonnes CO₂e per year. While the operational emissions from the marine jetty itself are approximately 15,000 tonnes CO₂e per year, upstream and downstream emissions associated with LNG production and use are much more significant. Upstream GHG emissions associated with the Marine Jetty Project are estimated at 1.8 - 2.2 million tonnes CO₂e per year, which would likely constitute a significant portion of BC's greenhouse gas emission target for the oil and gas sector in 2030, which is 7.6 – 8.2 million tonnes CO₂e.

Based on reported throughput at the facility, staff have estimated that downstream GHG emissions associated with the project could be in the range of approximately 9.4 million tonnes CO₂e/year. While the proponent has reported that use of LNG would result in lifecycle emission reductions relative to use of coal and diesel, staff noted that there is significant uncertainty associated with the climate benefits of LNG and in the worst case scenario, could result in increased lifecycle GHG emissions.

The Phase 2 LNG Expansion Project is in early stages of the environmental assessment process. Estimates of GHG emissions will be available as the project progresses through the process. Staff will continue to participate in the environmental assessment process, including review of GHG estimates and proposed mitigation measures. As the LNG from the liquefaction facility will likely be exported through the jetty, the upstream and downstream emissions associated with the liquefaction facility are encompassed within the estimates for upstream and downstream emissions related to the jetty.

AIR QUALITY ASSESSMENT

For the Marine Jetty Project, the EAO had determined in their initial draft summary assessment report that the project would not have significant adverse residual effects on surrounding air quality. However, staff have noted limitations in the assessment methodology, which for example, did not include consideration of other foreseeable projects such as the adjacent Tilbury Phase 2 LNG expansion. Even with those limitations, the assessment indicated the potential for exceedances of regional air quality objectives in the vicinity of the projects, and the potential for adverse effects on

air quality remains. Additionally, the proponent notes the potential for reduced emissions of health-harming air contaminants elsewhere in the region, in cases where marine vessels are fueled by LNG.

As the environmental assessment for the Phase 2 LNG Expansion Project progresses, estimates of impacts on air quality will be made available, and staff will continue to review and comment.

CLIMATE 2050 AND THE GLOBAL CONTEXT – CARBON NEUTRAL BY 2050

The IPCC, the International Energy Agency, and the World Bank (References 1-3) note that LNG plays a limited role in a net-zero future and that expansion of LNG infrastructure carries considerable risk with respect to locking in GHG emissions (see Attachment). In addition, the World Bank has noted considerable risk in investing in LNG infrastructure, including “unnecessary capital expenditures, stranded assets, and technology lock-in”, and has recommended that countries not provide public policy support to LNG as a bunker fuel.

Metro Vancouver’s *Climate 2050* and *Clean Air Plan* identify goals, targets, and strategies to guide our region's policies and collective actions to transition to a carbon neutral and resilient region over the next 30 years, in alignment with the Intergovernmental Panel on Climate Change (IPCC) goal of limiting global warming to 1.5 degrees Celsius to avoid the worst impacts of climate change. However, while upstream and downstream greenhouse gas emissions associated with this project are likely significant, these emissions are not directly located within the Metro Vancouver region.

ALTERNATIVES

1. That the Climate Action Committee receive for information the report dated June 13, 2022, titled “Tilbury Marine Jetty and Tilbury Phase 2 LNG Expansion Projects”, as the environmental assessment process is still underway.
2. That the MVRD Board:
 - a) Express its opposition to the Tilbury Marine Jetty and Tilbury Phase 2 LNG Expansion Projects, because of overall concerns related to upstream and downstream greenhouse gas emissions and inconsistency with Metro Vancouver climate targets;
 - b) Authorize the Board Chair to write to the BC Minister of Environment and Climate Change Strategy, BC Minister of Energy, Mines and Low Carbon Innovation, federal Minister of Environment and Climate Change, BC Environmental Assessment Office, and the Impact Assessment Agency of Canada, to communicate this opposition; and
 - c) Send copies of all letters and this staff report to Metro Vancouver member jurisdictions for their consideration in taking a similar position.
3. That the MVRD Board write to the BC Minister of Environment and Climate Change Strategy, BC Minister of Energy, Mines and Low Carbon Innovation, federal Minister of Environment and Climate Change, BC Environmental Assessment Office, and the Impact Assessment Agency of Canada, communicating its concerns relating to climate change and air quality associated with the Tilbury Marine Jetty and Tilbury Phase 2 LNG Expansion Projects, and requesting that these issues be addressed prior to any approval of the projects.

FINANCIAL IMPLICATIONS

There are no financial implications to this report. Metro Vancouver staff from various departments already participate in the BC environmental assessment processes for the Tilbury Marine Jetty and Tilbury Phase 2 LNG Expansion Projects.

CONCLUSION

The Tilbury Marine Jetty project is nearing the completion of the environmental assessment process and the Tilbury Phase 2 LNG Expansion Project is in the application development and review phase for its environmental assessment. Staff have participated and provided comments throughout both processes. For the Tilbury Marine Jetty Project, staff have noted limitations in the scope of evaluation for greenhouse gases, most significantly, the exclusion of upstream and downstream emissions. Staff completed a GHG assessment of the project as part of this report, and have quantified the upstream and downstream greenhouse gas emissions. Leading global organizations, such as the IPCC, IEA, and the World Bank, note that LNG plays a limited role in a net-zero future and that expansion of LNG infrastructure carries considerable risk with respects to locking in GHG emissions. However, these upstream and downstream emissions do not occur within the Metro Vancouver region, and are not within Metro Vancouver's mandate to manage the discharge of air contaminant emissions, including GHGs.

Attachment

Greenhouse Gas Assessment of the Tilbury Marine Jetty Project

References

1. Intergovernmental Panel on Climate Change, [Climate Change 2022: Mitigation of Climate Change](#)
2. International Energy Agency, [Net Zero by 2050](#)
3. The World Bank, [The Role of LNG in the Transition Toward Low- and Zero-Carbon Shipping](#)

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Greenhouse Gas Assessment of the Tilbury Marine Jetty Project

GLOBAL NET ZERO

Within the Intergovernmental Panel on Climate Change's (IPCC) report, *Climate Change 2022: Mitigation of Climate Change*, it is noted that the world will need to at least halve emissions by 2030 to limit the worst impacts of climate change, which will require "a substantial reduction in fossil fuel use" (Reference 1). The IPCC further outlines that countries looking to reduce greenhouse gas emissions will need to switch from "fossil fuels to energy carriers [electricity or hydrogen] with little or no carbon footprint". Net zero energy systems will share common characteristics including net zero or net negative electricity systems, widespread electrification, and substantially lower use of fossil fuels, such as fossil natural gas. Specific to the shipping sector, the IPCC states that "natural gas-based fuels are expected to be inadequate to meet stringent decarbonization goals for these segments (high confidence)." The report indicates that viable options for decarbonizing shipping are emerging, such as using advanced biofuels and ammonia.

The International Energy Agency, within their report *Net Zero by 2050*, has stated that for the world to achieve net zero, global natural gas demand needs to decline sharply, more than 5% per year on average during the 2030s (Reference 2). As a result, "not needed are many of the liquefied natural gas (LNG) liquefaction facilities currently under construction or at the planning stage." The IEA also points to ammonia and hydrogen as the main low-carbon fuels for low carbon shipping and states that policy makers should be aware of locking in gas-related emissions when building new gas infrastructure.

The World Bank has developed a series of reports related to decarbonizing marine transport, which have identified ammonia and hydrogen as the most promising zero-carbon bunker fuels for the shipping industry while noting that LNG will play a limited role, primarily in niche applications, in decarbonization of shipping (Reference 3). The World Bank notes considerable risk in investing in LNG infrastructure, including "unnecessary capital expenditures, stranded assets, and technology lock-in", and has recommended that countries not provide public policy support to LNG.

As the marine jetty is expected to operate for 30 years or more, construction of this project would lock in decades of fossil fuel production. Thus, liquefied natural gas will likely play a limited role in a net zero future and expansion of LNG infrastructure carries considerable risk with respect to locking in GHG emissions.

OPERATIONAL GHG EMISSIONS

The *Climate 2050 Transportation Roadmap* has set a target of a 35% reduction in greenhouse gas emissions from aircraft and marine vessels operating in the region by 2030, from 2010 levels (~575,000 tonnes CO₂e from marine vessels in 2010). The target for 2030 is approximately 375,000 tonnes CO₂e. The operational emissions associated with the Tilbury Marine Jetty Project are projected to be approximately 15,250 tonnes CO₂e/year, primarily from combustion of fossil fuels within marine vessels and from fugitive losses (Reference 4). Construction emissions were not included within the scope of the environmental assessment. Emissions from this project would constitute approximately 4% of the 2030 target for emissions for the marine sector.

UPSTREAM GHG EMISSIONS

Through the *Climate Change Accountability Act*, the provincial government requires the province to achieve GHG emission reduction targets of 40, 60, and 80 percent below 2007 emission levels by 2030, 2040, and 2050, respectively. In March 2021, the provincial government set sectoral emission targets for 2030, including a 33-38% reduction of emissions from 2007 levels for oil and gas emissions. In 2007, emissions from the oil and gas sector were 12.3 million tonnes CO₂e. Therefore, the targeted emissions for the oil and gas sector are 7.6 – 8.2 million tonnes CO₂e by 2030.

Upstream GHG emissions associated with the Tilbury Marine Jetty Project include all upstream activities from the point of resource extraction to the project under review, including extraction, processing, handling, transportation, and liquefaction. The proposed maximum throughput for the Tilbury Marine Jetty is 3.5 million tonnes LNG per annum. An upstream GHG emissions assessment was submitted to the BC Environmental Assessment Office (EAO) by the proponent for contextual purposes, however, the report was not considered by the EAO for the characterization of effects nor determination of significance (Reference 5). From the report, total upstream emissions would range from 1.75 - 2.16 million tonnes CO₂e in 2023 and 1.69 - 2.41 million tonnes CO₂e in 2053. These emissions are likely an underestimate – new research has indicated that methane emissions from oil and gas facilities in British Columbia are likely 1.6 - 2.2 times higher than current federal inventory estimates (Reference 6).

Lastly, while the proponent has noted that these emissions would not be incremental to existing upstream production, there was considerable stakeholder comment around the ‘no project case’, in which the Proponent had proposed that LNG would be shipped via containers if the project was not constructed. There were comments from stakeholders regarding the feasibility and economics of shipping via container and while the EAO concluded that the issue was adequately resolved, staff are of the view that more information is required to assess the proponent’s claim.

DOWNSTREAM GHG EMISSIONS

Downstream GHG emissions associated with the Tilbury Marine Jetty Project include all downstream activities from the project, which most significantly include transportation and end-use. Emissions associated with transportation of LNG to markets are highly dependent on the distance shipped, fuel consumed, type of engine, and size of the tanker. Both LNG carriers and bunkers are expected to call at the Tilbury Marine Jetty. LNG carriers would ship LNG predominantly to international markets, and LNG bunkers would ship predominantly to regional coastal markets, as well as transport LNG to fuel other vessels in the Port of Vancouver. Emissions associated with the transportation of LNG via tankers can range from 50,000 – 300,000 tonnes CO₂e/year, depending on the number of LNG tanker vessel calls.

Using the annual throughput of 3.5 million tonnes of LNG, staff estimate that the annual downstream combustion emissions would be approximately 9.4 million tonnes CO₂e/year, assuming that all the LNG is re-gasified and combusted. The proponent has claimed that use of LNG will reduce emissions associated with other fossil fuels such as coal and diesel. However, there is also the possibility that BC LNG would be replacing other sources of LNG or even renewable sources. In these scenarios, there would be no incremental downstream emission reductions associated with BC LNG, and there may

even be an increase in downstream emissions if renewable sources are displaced. Thus, it is difficult to definitively assess the impact on downstream emissions associated with use of BC LNG.

LIFECYCLE GREENHOUSE GAS EMISSIONS IMPACT OF LNG

In relation to the use of natural gas as a replacement for other stationary fuels (e.g., coal, natural gas), there is likely considerable underreporting of methane leakage within BC, and considerable uncertainty on whether LNG would be replacing coal, other sources of fossil gas, or renewable sources. Depending on what LNG is displacing downstream, use of BC LNG could result in an increase in lifecycle greenhouse gas emissions. Furthermore, because production of natural gas within BC is emissions intensive, traditional BC LNG is typically more emissions intensive than the global average (Reference 7), and this does not yet account for the underreporting of fugitive methane in BC. Thus, there is considerable uncertainty around whether use of LNG, either as a replacement for coal, other sources of fossil gas, or renewable sources, would result in global GHG reductions.

In relation to use of LNG as a bunker fuel as replacement for diesel, GHG reductions are highly dependent on the engine technology. In the best case scenario where LNG is used in high-pressure dual-fuel engines that control methane leakage, use of LNG would result in a 16% reduction in lifecycle GHG emissions compared to low-sulphur fuel oil. However, as of 2018, only 12% of all LNG vessels in operation use these engines, indicating that use of engines that do not control methane leakage adequately are prevalent. Over a 20-year timeframe, which is the critical timeframe where global GHG emissions must be drastically reduced, methane has a global warming potential of 84 - 87 times that of carbon dioxide. When the GHG impact is measured over a 20-year horizon, use of LNG as a replacement for traditional marine fuels increases lifetime GHG emissions by 2% (relative to low-sulphur heavy fuel oil) and up to 79% for cruise ships (Reference 2). Thus, there are significant uncertainties associated with LNG's lifecycle GHG benefits compared to traditional marine fuels.

References

1. Intergovernmental Panel on Climate Change, [Climate Change 2022: Mitigation of Climate Change](#)
2. International Energy Agency, [Net Zero by 2050](#)
3. The World Bank, [Charting a Course for Decarbonizing Maritime Transport](#)
4. Environmental Assessment Office, [Draft Assessment Report for Tilbury Marine Jetty Project](#)
5. WesPac Midstream – Vancouver LLC, [WesPac Tilbury Marine Jetty Project – Section 4.4.3: Upstream GHG Assessment](#)
6. Tyner et al., [Where the Methane Is—Insights from Novel Airborne LiDAR Measurements Combined with Ground Survey Data](#)
7. Delphi Group, prepared for BC Climate Action Secretariat, [LNG Production in British Columbia: Greenhouse Gas Emissions Assessment and Benchmarking](#)
8. The International Council on Clean Transportation, [The Climate Implications of Using LNG as a Marine Fuel](#)

To: Climate Action Committee

From: Claire Ewing, Senior Policy and Planning Analyst
Erik Blair, Senior Planner
Parks and Environment Department

Date: June 8, 2022 Meeting Date: July 8, 2022

Subject: **Metro Vancouver Membership in the BC Building to Electrification (B2E) Coalition**

RECOMMENDATION

That the MVRD Board authorize Metro Vancouver to become a member of the BC Building to Electrification Coalition (B2E).

EXECUTIVE SUMMARY

Buildings emit one-quarter of regional GHG emissions, primarily through burning natural gas for space and water heating. A key action in the *Clean Air Plan* and *Climate 2050 Buildings Roadmap* calls for a “Building Decarbonization Coalition” to accelerate demand for zero emission buildings through incentives, education, and research (Action 2.2.4, *Clean Air Plan*). The newly established BC Building to Electrification Coalition (B2E) implements this action by bringing together a diverse group of organizations and other stakeholders who are working towards a shared goal of decarbonizing buildings across the Province. By joining B2E, Metro Vancouver will amplify the work of B2E within the region, and facilitate collaboration opportunities with other members. There is no cost for Metro Vancouver associated with becoming a member of the B2E Coalition. This report seeks authorization from the MVRD Board to become a signatory member of B2E.

PURPOSE

To seek MVRD Board authorization to become a member of the BC Building to Electrification Coalition (B2E).

BACKGROUND

In 2021, the MVRD Board approved the *Clean Air Plan* and endorsed the *Climate 2050 Buildings Roadmap*, which establish a target of reducing GHG emissions from buildings by 35% below 2010 levels by 2030 and achieving zero emission buildings by 2050. The *Plan* and *Roadmap* call for a “Building Decarbonization Coalition” to help accelerate demand for zero emissions buildings. This report recommends joining the BC Building to Electrification Coalition (B2E) to increase collaboration and support for zero emissions buildings across the region.

BUILDINGS: A MAJOR CONTRIBUTOR TO CLIMATE CHANGE

Buildings produce approximately 25% of the region’s total annual GHG emissions and 35% of its fine particulate matter emissions. The Intergovernmental Panel on Climate Change has stated that immediate and deep greenhouse gas emissions reductions across all sectors are necessary to limit global warming to 1.5°C, with global emissions needing to be reduced by almost half by 2030. Even with energy efficiency programs and incentives provided by utilities, the Province, and municipalities, GHG emissions from buildings have risen 10% since 2010 in Metro Vancouver. This increase is

primarily due to the continued widespread use of natural gas for space and water heating in most buildings, which produces over 90% of GHG emissions from buildings. Natural gas systems in buildings are also a significant source of other health-harming air emissions, contributing 10% of the region's nitrogen oxide emissions. Since heating equipment is typically only replaced every 10-20 years, it is critical to ensure that retrofits maximize emission reductions and that new buildings have the most efficient, lowest-emitting equipment installed at the time of construction. Most existing buildings will eventually need retrofits to reduce their emissions to low or zero emissions in line with the targets adopted in Metro Vancouver's Plans.

BENEFITS OF BUILDING ELECTRIFICATION

Electrifying buildings means installing electrically-powered systems, particularly for space and water heating, instead of natural gas systems. Building equipment that is connected to BC Hydro's grid can achieve near-zero GHG emissions and eliminate other air emissions associated with fossil fuel combustion, because the grid is powered by 98% clean and renewable sources. Accordingly, getting to zero emission buildings is expected to depend on widespread building electrification.

Electrification is a key decarbonization strategy for buildings to meet emission reduction targets, and provides co-benefits such as reduced emissions, improved air quality, cooling in homes and increased energy efficiency. Proven technologies are already widely available to support building electrification. Some of these technologies, such as air source heat pumps that heat and cool, can also have life-saving health benefits for building occupants during extreme heat events. As such, building electrification is important not only for mitigating climate change, but also for adapting to it.

THE BUILDING TO ELECTRIFICATION COALITION (B2E)

B2E was launched in 2021 as a BC-based member-driven coalition. Its purpose is to create opportunities for multiple stakeholders to work collaboratively to identify and address barriers to electrification and take actions that contribute to a meaningful market shift to low carbon building electrification. B2E's vision is that:

"By 2030, all new and most replacement space heating and domestic hot water systems in BC's buildings will be affordable, high-efficiency, and low-carbon, with electric systems being widely used across all market sectors."

This vision aligns with the *Climate 2050 Buildings Roadmap* goal of all new buildings being zero emissions in their operations by 2030. Towards their vision, B2E's mission is to build "a broad coalition working together to electrify buildings in British Columbia in order to reduce their climate impacts and reliance on fossil fuels."

B2E is a program area of ZEBx, the Zero Emissions Building Exchange, which is part of the Metro Vancouver Zero Emissions Innovation Centre (ZEIC). ZEBx, BC Hydro, and the City of Vancouver are B2E's founding members. Since its founding, over sixty other organizations have become members, ranging from municipalities to building developers, consultancies, and other associations. Some Metro Vancouver member jurisdictions, including the Township of Langley, the City of Vancouver, and the District of North Vancouver are members of B2E. More information about B2E can be found in the Attachment.

ALIGNMENT WITH THE CLEAN AIR PLAN AND CLIMATE 2050 BUILDINGS ROADMAP

The fundamental alignment between B2E's mission and the *Clean Air Plan* and *Climate 2050 Buildings Roadmap* is the shared goal of zero emission, resilient buildings by 2050. There is also alignment with specific actions in the *Plan* and *Roadmap*, like developing a building decarbonization coalition (Action 2.2.4). Action 2.2.4 calls for a coalition comprised of governments, energy utilities, construction industry, academic institutions, and NGOs to address barriers and create opportunities to accelerate the transition to zero emission homes and buildings.

B2E also supports other Actions in the *Plan and Roadmap*. For example, B2E's mission aligns with Action 1.3, "New Buildings are Highly Efficient and Electric". As B2E organizes a coalition around building electrification, the collective voice amplifies Metro Vancouver and B2E's support for related Provincial legislation – the goal of Action 1.3. As a convener and knowledge hub of building electrification best practices, B2E contributes to Action 2.7, "Increase Public Awareness of the Benefits of Zero Emissions and Resilient Buildings", through workshops and other modes of knowledge-sharing.

METRO VANCOUVER'S ROLE AND MEMBERSHIP REQUIREMENTS

Metro Vancouver staff already participate in B2E in various capacities, but formalizing Metro Vancouver's participation through membership is important to expand B2E's voice and facilitate collaboration. Metro Vancouver has already benefitted from participating in B2E, notably by expanding staff understanding and collaboration across organizations and shared work on heat pumps. Becoming a member of B2E will allow for increased collaboration with other members, amplifying the common goal of building electrification. Metro Vancouver would also get increased access to working groups, other subcommittees, B2E events, and case study development through its membership. Becoming a member of B2E involves the Board agreeing to sign a membership declaration for B2E. Membership requirements are listed in the attached document, but can be summarized as Metro Vancouver agreeing to support B2E and building electrification efforts by participating in knowledge-sharing activities.

ALTERNATIVES

1. That the MVRD Board authorize Metro Vancouver to become a member of the BC Building to Electrification Coalition (B2E).
2. That the MVRD Board receive for information the report dated June 8, 2022, titled "Becoming a Member of the BC Building to Electrification Coalition (B2E)," and provide alternate direction to staff.

FINANCIAL IMPLICATIONS

Under Alternative 1, there is no cost to becoming a member of B2E. Any resources needed for staff time to participate in B2E will be covered through approved program budgets.

OTHER IMPLICATIONS

Membership involves listing Metro Vancouver's name and logo on the public B2E website, demonstrating its membership and endorsement of the B2E mission and vision.

CONCLUSION

The *Clean Air Plan* and *Climate 2050 Buildings Roadmap* set an ambitious path towards zero emissions buildings by 2050. Electrifying buildings will play a key role in enabling our region to meet our emissions targets, increase resiliency, and avoid the worst impacts of climate change. As the Plan and Roadmap set a goal for developing a “Building Decarbonization Coalition”, B2E meets this goal with its growing membership base and knowledge-sharing for building electrification. Metro Vancouver can play an important role in B2E by amplifying its voice and will benefit from increased collaboration with the diverse members across B2E. Staff recommends Alternative 1, for the MVRD Board to provide authorization to sign the B2E membership declaration and become a member of B2E.

Attachment

B2E Information and Membership Declaration

Reference

[B2E administration and current members](#)

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B2E
Building to
Electrification
Coalition

Background

In BC, building electrification is a critical component to reduce carbon pollution because of the province's abundant supply of clean, renewable electricity and the mature state of high-efficiency, electric technologies for most building space and water heating applications. Burning fossil fuels to heat our homes and buildings contributes to climate change and makes up 11% of BC's greenhouse gas (GHG) emissions.

The Province has set a target to reduce GHG emissions from buildings and communities by 59% to 64% by 2030 over 2007 levels. The advancement of building electrification contributes to the achievement of this provincial target as well as ambitious local and federal government objectives, and GHG reduction targets established by many BC-based businesses. Electrification is recognized by all levels of government as a critical strategy for decarbonizing BC's building sector.

Building to Electrification Coalition

B2E is Canada's first building electrification coalition, based in British Columbia (BC). We are a member-driven collective of industry experts, professionals, associations, training/ education providers, engineers, designers, general contractors, installers, community housing providers, operators, owners, manufacturers, vendors, financial institutions, researchers, policy makers and electric utilities.

Our purpose is to create opportunities for multiple stakeholders to work collaboratively to identify and address barriers to electrification and take actions that contribute to a meaningful and equitable market shift to decarbonizing BC's building sector.

Our Vision

By 2030, all new and most replacement space heating and domestic hot water systems in BC's buildings will be affordable, high-efficiency and low-carbon with electric systems being widely used across all market sectors.

Our Mission

To build a broad coalition working together to electrify buildings in British Columbia in order to reduce their climate impacts and reliance on fossil fuels.



B2E
Building to
Electrification
Coalition

Becoming a B2E Member

B2E membership is held at the organizational level, and by signing our member declaration our partners agree to:

- Support the B2E Vision.
- Work respectfully and collaboratively with other B2E members to advance building electrification in BC.
- Identify solutions that support affordability while improving health and community wellbeing.
- Participate, as much as possible, in relevant member networking events and training opportunities.
- Act as ambassadors of B2E and promote its Vision.
- Share, as much as possible, building electrification success stories, lessons learned and case study opportunities with the B2E Program Manager (PM).
- Share our organization's logo with the B2E PM, for the purpose of being posted on the website on the members acknowledgement page.

Member benefits include:

- Numerous collaboration opportunities with industry leaders through working groups, subcommittees, B2E events, case study development, and publishing online articles.
- Early access to building electrification news, updates and events.
- Recognition on B2E website and acknowledgement that your organization is committed to the decarbonization of the building sector.
- A voluntary listserv to stay connected with the B2E community and up to date on the latest building electrification news.

To: Regional Parks Committee

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

Date: June 10, 2022 Meeting Date: July 13, 2022

Subject: **Regional Parks Plan 2022 – Final Plan and Engagement Summary**

RECOMMENDATION

That the MVRD Board approve the *Regional Parks Plan 2022*, as presented in the report dated June 10, 2022, titled “Regional Parks Plan 2022 – Final Plan and Engagement Summary.”

EXECUTIVE SUMMARY

This report provides the MVRD Board with the *Regional Parks Plan 2022* (Attachment 1) and a summary of the results of the engagement process that informed the completion of the plan (Attachment 2).

The updated plan provides strategic direction to guide the work of Regional Parks and progress towards the vision of a regional parks system that is “Protected and resilient, connecting people to nature, with benefits for all”. The *Regional Parks Plan 2022* identifies how key challenges will be met and opportunities leveraged, and provides an action plan to address priorities over the next decade.

Feedback received from the public and stakeholders through the engagement process indicated broad support for the draft plan. A concurrent engagement process with First Nations resulted in revisions to the draft plan including stronger plan framing recognizing the rights and interests of Indigenous Peoples. Also, several existing actions were edited, and new actions added to embed reconciliation throughout the work of Regional Parks, support Indigenous stewardship and cultural recognition, and to reflect concerns about the impacts of visitor use on ecosystems within regional parks.

This report seeks approval of the *Regional Parks Plan 2022* by the MVRD Board.

PURPOSE

To communicate the results of the engagement process for the draft *Regional Parks Plan*, and to seek MVRD Board approval of the *Regional Parks Plan 2022*.

BACKGROUND

On March 10, 2021 the MVRD Board authorized staff to proceed with an update to the 2016 *Regional Parks Plan*. A report was provided to Regional Parks Committee on November 10, 2021 with an update on the *Regional Parks Plan*, including highlights from the research and analysis, and early draft plan content. On January 28, 2022 the MVRD Board authorized staff to proceed with the engagement process for the draft *Regional Parks Plan*.

The primary objectives of updating the 2016 *Regional Parks Plan* were to:

- Integrate the key issues of climate change, social equity, and human health and well-being throughout the work of Regional Parks
- Embed reconciliation with Indigenous Peoples in the plan
- Develop a 10-year action plan to operationalize the plan, and
- Reflect the strategies and frameworks adopted since 2016, including the *Regional Parks Land Acquisition 2050 Strategy*, the *Regional Greenways 2050*, the *Regional Parks Public Programming Strategy*, and the *Regional Parks Natural Resource Management Framework*

REGIONAL PARKS PLAN

The updated plan upholds the existing role of Regional Parks to “protect natural areas and connect people to nature”. The plan provides strategic direction to guide the work of Regional Parks, and proposes an aspirational vision that regional parks are:

“Protected and resilient, connecting people to nature, with benefits for all.”

The plan contains five goals, focused on the outcomes needed to progress towards the plan’s vision statement:

1. The region’s important natural areas are protected in perpetuity
2. Everyone has the opportunity to benefit from exceptional experiences in nature
3. Regional parks are sustainably managed and well-maintained for the safety of visitors and integrity of ecosystems
4. First Nations have an active role in the planning and stewardship of regional parks
5. Regional parks adapt to change and contribute to regional resilience

The goals will be implemented via a series of strategies and actions, outlining the work that will be completed in the next ten years. These strategies and actions will move Regional Parks toward the vision and goals outlined above, while addressing the key issues of climate change, social equity, and human health and wellness, and advancing reconciliation with Indigenous Peoples. Progress towards achieving the goals will be measured and reported every four years through a suite of indicators.

ENGAGEMENT PROCESS

Engagement for the draft *Regional Parks Plan* included presentations to six Metro Vancouver and member jurisdiction advisory committees, two youth-focused workshops, two virtual webinars, an online feedback form, and an engagement process with First Nations.

Public Engagement

There were over 800 responses to the feedback form, representing input from residents and community organizations across the region. Support for the plan’s goals ranged from 94% (Goal 3) to 98% (Goal 1), and support for the plan’s strategies and actions ranged from 87% to 92%. Through the feedback form, and 41 webinar participants, a total of over 1,500 written comments on the plan were received.

A number of key themes came through the public comments:

- Strong support for expanding regional parks and greenways through land acquisition
- Discussion around how regional parks can balance protecting nature with making space for a variety of uses of regional parks, with overall support for an emphasis on protecting nature
- Discussion around rules, enforcement, and reducing conflicts between user groups

Overall the feedback reflected the challenges that are highlighted in the plan, such as balancing protecting natural areas while also providing access to park visitors. Additionally, comments helped identify unclear wording and concepts in the draft plan which were incorporated into the revised plan.

Discussions held with youth found them to be broadly supportive of the goals of the draft *Regional Parks Plan*, and provided feedback that will inform work to engage with youth in the future, and work to improve access to regional parks by alternative transportation.

Stakeholder Engagement

Presentations to advisory committees provided opportunities for member jurisdiction staff and the agricultural community to ask questions about the draft *Regional Parks Plan* and raise issues of importance. Additionally, 12 written responses were received from member jurisdictions, the health authorities, TransLink, federal and provincial agencies, HUB Cycling, and an academic.

In general, there was strong support for the draft *Regional Parks Plan* among member jurisdictions, other government agencies, and individuals with influence and expertise. Thoughtful suggestions for changes or additions to the draft plan were provided and incorporated.

First Nations Engagement

A concurrent engagement process was undertaken with First Nations who were invited to:

- attend two *Regional Parks Plan* Indigenous Working Group Meetings to talk, learn together, and provide input, and/or
- review the draft *Regional Parks Plan* and provide written comments

Of the First Nations contacted, eight local First Nations attended the working group meetings and seven provided additional written comments. Several key themes were heard from the engagement process, including:

- The need for stronger framing for the plan, recognizing the rights and interests of Indigenous Peoples
- Ongoing work to embed reconciliation throughout the work of Regional Parks
- Metro Vancouver should look for ways to support Indigenous stewardship and cultural recognition within regional parks, and First Nations connection to the land
- Concerns about the impacts of visitor use on ecosystems within regional parks

Feedback from First Nations resulted in many changes to the draft *Regional Parks Plan*, including an updated plan section on working together with First Nations, editing of actions and plan language, and the addition of new actions including:

- establishing a regular forum to support ongoing discussion between Metro Vancouver and First Nations on regional parks related issues
- developing cultural recognition plans to guide approaches to respect and honour Indigenous People’s culture and connection to the land
- focusing on improved understanding of archaeological and cultural resources to enable respectful and appropriate protection and management protocols.

Metro Vancouver is committed to strengthening relationships with First Nations by pursuing pathways to reconciliation such as increased engagement, dialogue, and collaboration. The opportunity to listen, share and talk together has created reflection and awareness that go beyond the development of the *Regional Parks Plan 2022* and will continue to inform Metro Vancouver’s work moving forward.

For a detailed summary of the results of engagement with the public, stakeholders, and First Nations, see Attachment 2, titled *Regional Parks Plan 2022 Engagement Summary*.

ALTERNATIVES

1. That the MVRD Board approve the *Regional Parks Plan 2022*, as presented in the report dated June 10, 2022, titled “Regional Parks Plan 2022 – Final Plan and Engagement Summary.”
2. That the MVRD Board receive for information the report dated June 10, 2022, titled “Regional Parks Plan 2022 – Final Plan and Engagement Summary” and provide staff with alternate direction.

FINANCIAL IMPLICATIONS

The implementation of the *Regional Parks Plan 2022* will be funded through the Regional Parks budget and priorities set during the annual budget review process.

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

CONCLUSION

This report provides the MVRD Board with the updated *Regional Parks Plan 2022* as well as a summary of the results of engagement that informed the completion of the plan. The plan will provide strategic direction to guide the work of Regional Parks and identify how key challenges will be met and opportunities leveraged. It also provides an action plan to address priorities over the next decade.

The engagement process for this plan included presentations to six Metro Vancouver and member jurisdiction advisory committees, two youth-focused workshops, two virtual webinars, an online feedback form, and an engagement process with First Nations. There was broad support for the plan from the public and stakeholders. First Nations provided extensive feedback on the plan and revisions were made in the form of edits to the upfront plan information on working with First Nations, plan and action language, as well as the addition of several actions.

Staff recommends Alternative 1, that the MVRD Board approve the *Regional Parks Plan 2022*.

Attachments

1. Regional Parks Plan 2022
2. Regional Parks Plan 2022 Engagement Summary

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2022

Regional Parks Plan

Protect and Connect

About Metro Vancouver

Metro Vancouver is a federation of 21 municipalities, one electoral area and one treaty First Nation that collaboratively plans for and delivers regional-scale services. Metro Vancouver's core utility services include drinking water, sewage treatment, and solid waste management, along with regional services like regional parks, affordable housing, regional land use planning and air quality and climate action that help keep the region one of the most livable in the world.

Indigenous Territorial Recognition

Metro Vancouver acknowledges that the region's residents live, work, and learn on the shared territories of many Indigenous Peoples, including 10 local First Nations: Katzie, Kwantlen, Kwikwetlem, Matsqui, Musqueam, Qayqayt, Semiahoo, Squamish, Tsawwassen, and Tsleil-Waututh.

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

As First Nations communities have historically been excluded by some plans which have not considered their needs, interests, or perspectives, a regional plan is an important place to promote inclusivity going forward. First Nations engagement has provided valuable contributions to developing this plan and these have been reflected in the plan in the following ways:

- Recognition of First Nations as stewards of lands, waters, and air;
- Information on the context of regional parks within the territories of First Nations;
- Reconciliation with Indigenous Peoples is incorporated at the highest levels of the plan through guiding principles and goals; and
- Multiple actions to guide working together with First Nations.



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Executive Summary

The *Regional Parks Plan* is Metro Vancouver's management plan for the regional parks system and an update of the 2016 plan. The plan will guide work to protect natural areas and connect people to nature, progressing towards the vision of a resilient network of regional parks and greenways that continues to provide important climate, health, and other benefits to park visitors and the wider region

The *Regional Parks Plan* identifies how key challenges will be met and opportunities leveraged, and provides an action plan to address priorities over the next decade.

The Challenge

As the region's population grows, and the challenges of climate change and social inequity intensify, people need parks and the natural areas they protect more than ever. Opportunities to connect

with nature improve health and enhance quality of life, and connections are deepened through inspiring, educational and interpretive programming, volunteering, and ecological stewardship.

As visitation to regional parks continues to grow, balancing the protection of nature while providing access to nature for regional residents is a significant challenge.

High costs and competition for land create difficult conditions for parkland acquisition, but growing the regional parks system supports human health and well-being and biodiversity. It is also an important climate action as a connected, healthy, and resilient regional parks system will be better able to support climate adaptation and store carbon.

Underlined words are key concepts defined in the **Glossary on Page 58**.



Can you imagine, it's 2050...

Metro Vancouver's system of regional parks and greenways has grown into a connected network. Several new regional parks have opened in the region, providing residents with more parkland and opportunities to connect to nature, and protecting some of the region's remaining natural areas.

A commitment to land acquisition has improved ecosystem connectivity across the region which, combined with an advanced monitoring and restoration program, has resulted in an increase in the health and resilience of park ecosystems and wildlife. These improvements have helped the region achieve climate adaptation and carbon neutrality goals.

Regional park infrastructure and facilities are designed and well-maintained to withstand climate impacts, providing a diverse range of visitor experiences. The regional parks system is supported by a financially sustainable funding model and our region is known as a leader in park management, focused on improvement through learning and adaptation.

An integrated approach to managing visitor use and natural resources that incorporates social and ecological science, has achieved a balance between protecting natural areas and connecting people to

nature. A broad assessment of how Metro Vancouver Regional Parks delivers services to the region has resulted in reduced barriers to access, including cost, transportation and language barriers. This has helped create welcoming and inclusive spaces, and regional park visitors reflect the diversity of the region. The benefits offered by nature are accessible to everyone.

Meaningful and varied opportunities to connect, learn, and volunteer in regional parks have fostered an engaged population, where regional residents understand the importance of nature and champion the regional parks system as irreplaceable.

Collaboration with knowledge holders, including member jurisdictions and First Nations has enriched and informed our work. Indigenous Knowledge and stewardship principles are integrated into park planning and management. Relationships with local First Nations have been strengthened through a commitment to work and learn together on the journey along the pathway of truth and reconciliation. Strengthened relationships have enabled collaborative agreements to be created with local First Nations for all regional parks.

Role

Metro Vancouver Regional Parks protect natural areas and connect people to nature

Vision

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



Guiding Principles

Nature-focused

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

Interconnected

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

Inclusive

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

Reconciliation-focused

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

Collaborative

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

Knowledge-based

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

Adaptive

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



Boundary Bay Regional Park

Goals



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



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



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



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



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

Strategies

ACQUIRE AND FINANCE	
1. Secure land to protect the region's important natural areas and connect the Regional Greenways Network	    
2. Update existing financial tools and investigate additional financial mechanisms to support service provision, land acquisition, and operation and maintenance of new parkland	    
PLAN AND DESIGN	
3. Develop agreements with local First Nations and work together to define a collaborative way forward	    
4. Create and apply a consistent, collaborative, and inclusive approach to regional parks and greenway planning and design	    
5. Plan for climate change and other hazards	    
RESTORE AND MANAGE	
6. Manage and restore park ecosystems and their components	    
7. Manage visitor use to protect natural resources and support safe and high-quality visitor experiences	    
8. Protect and manage cultural resources in regional parks	    
BUILD AND MAINTAIN	
9. Provide high-quality, inclusive visitor experiences through the provision of well-maintained facilities and infrastructure	    
10. Manage assets proactively, for sustainable service delivery	    
11. Improve equitable access to regional parks and greenways via sustainable transportation options	    
ENGAGE AND PROGRAM	
12. Provide diverse and meaningful learning and volunteer opportunities that deepen people's connection to nature	    
13. Tell stories about regional parks to connect the region's diverse population with nature and inspire its protection	    
14. Learn and share knowledge	    

Metro Vancouver

Metro Vancouver is a federation of 21 municipalities, one electoral area and one treaty First Nation that collaboratively plans for and delivers regional-scale services. Metro Vancouver's core utility services include drinking water, sewage treatment, and solid waste management, along with regional services like regional parks, affordable housing, regional land use planning and air quality and climate action that help keep the region one of the most livable in the world.

Mission

Metro Vancouver's mission is framed around three broad roles:

1. Serve as a Regional Federation

Serve as the main political forum for discussion of significant community issues at the regional level, and facilitate the collaboration of members in delivering the services best provided at the regional level.

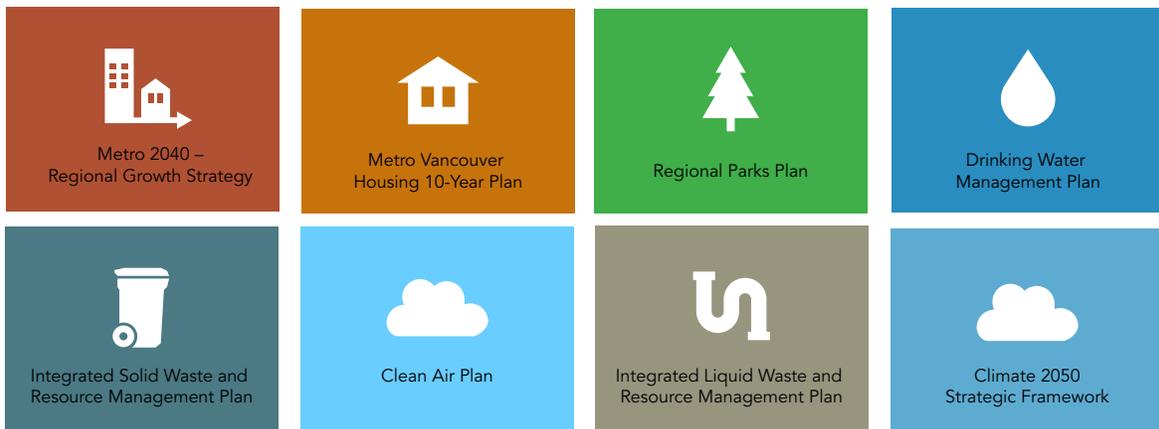
2. Deliver Core Services

Provide regional utility services related to drinking water, liquid waste and solid waste to members. Provide regional services, including parks and affordable housing, directly to residents and act as the local government for Electoral Area A.

3. Plan for the Region

Carry out planning and regulatory responsibilities related to the three utility services as well as air quality, climate action, regional planning, regional parks, Electoral Area A, affordable housing, labour relations, regional economic prosperity, and regional emergency management.





REGIONAL MANAGEMENT PLANS

Building a Resilient Region

Building the resilience of the region is at the heart of Metro Vancouver's work. Each of Metro Vancouver's regional plans and strategies adopts a vision, guiding principles, goals, strategies, actions, and key performance measures that will support a more resilient, low carbon, and equitable future. Metro Vancouver's interconnected plans and strategies are guided by the Board Strategic Plan, which provides strategic direction for each of Metro Vancouver's legislated areas of responsibility, and financial plans that project total expenditures for capital projects and operations that sustain important regional services and infrastructure. Together these documents outline Metro Vancouver's policy commitments and specific contributions to achieving a resilient region.



Aldergrove Regional Park

Plan Context

The *Regional Parks Plan* is an update of the 2016 management plan. It builds upon and integrates important strategies and plans completed over the last six years including: *Regional Parks Land Acquisition 2050*, *Regional Greenways 2050*, *Regional Parks Public Programming Strategy*, and *Regional Parks Natural Resource Management Framework*.

The purpose of the *Regional Parks Plan* is to articulate where the regional parks system should be in 30 years, and what needs to be done to get there. The plan will guide and prioritize work, and adjustments made based on ongoing evaluation of progress, including through indicator measurement.

The *Regional Parks Plan* identifies how key challenges will be met and opportunities leveraged, and provides an action plan to address priorities over the next decade.

Challenges and Opportunities

The key issues facing the region — population growth, competition for land, impacts of climate change, and social equity — are the same issues that are affecting the regional parks system.

A Growing Regional Population and Increasing Visitation to Regional Parks

Metro Vancouver’s population has grown substantially over the past decades, adding more than one million people in a generation, and strong population growth is expected to continue. This drives demand for land for housing and other uses, exerting an upward pressure on land costs throughout the region. The large undeveloped and relatively pristine tracts of land typically targeted for regional park expansion are now competing for space with residential, commercial, agricultural, and industrial uses.

Not only is the population growing, but people are also visiting regional parks more often (see p. 32, Regional Parks in 2022, for more details); a trend that accelerated during the COVID-19 pandemic as more people turned to the regional parks system for respite, exercise, and social contact in nature. In addition to increased visitation by local residents, tourism in BC continues to grow, with nature experiences such as regional parks being a significant draw to visitors.

The popularity of regional parks means increased congestion during peak times, impacting visitor experiences and placing pressure on ecosystems and infrastructure. There are also impacts to nearby communities through increased traffic congestion and parking issues.

Growing recognition of the value of regional parks by the public provides an opportunity to foster a deeper understanding of nature and the role people can play in stewardship of regional parks and the environment.

Finding ways to sustainably manage visitation and resources is an important consideration of this plan, particularly in the face of compounding impacts on ecosystems and infrastructure from climate change.

Climate Change and Biodiversity Loss

Metro Vancouver is a region with a rich and diverse natural environment, including ecosystems of global significance for fish, migratory birds, and other wildlife. These natural systems have inherent value, but also provide wide ranging benefits — known as ecosystem services — that support human life, including clean air and fresh water, pollination, and fertile soils.

Climate change and other human-induced pressures such as land development and invasive species are causing ecosystem change and loss, which reduce nature’s capacity to provide the benefits that sustain human life. Although the specific nature, scale, and timing of the impacts to regional parks is uncertain, climate projections for the Metro Vancouver region show that climate change is expected to bring rising sea levels, increased temperatures, drought, and flooding, along with increased spread of invasive species and wildfire risk. These impacts will affect park ecosystems and infrastructure.



Lynn Headwaters Regional Park

Many species and ecosystems in the region are at risk of being impacted or displaced entirely due to climate change, because they cannot adapt fast enough. Climate change is a cause of biodiversity loss, but destruction of ecosystems undermines nature's ability to store carbon and protect against extreme weather, thus accelerating climate change and increasing vulnerability to it.

We know that large, healthy, connected, and biodiverse ecosystems are more resilient to climate change impacts and therefore better able to support climate adaptation and store carbon. Metro Vancouver's focus on expanding and connecting the regional park system through land acquisition, and maintaining and enhancing the ecological health of park ecosystems, are important climate actions.

Proactive planning to integrate climate change considerations into land acquisition, natural resource management, asset management, design and development, and emergency planning are essential responses to the threat of climate change. Planning work will be supported by ongoing monitoring and development of responsive management approaches that incorporate new knowledge and experience over time.

Climate 2050

Climate 2050 is Metro Vancouver's strategy to transition the region to a low carbon and resilient future, increasing the health, well-being, and prosperity of Metro Vancouver residents. Metro Vancouver's *Climate 2050 Strategic Framework* has set the following regional vision to guide the region's response to climate change:

- Metro Vancouver is a carbon neutral region by 2050
- Infrastructure, ecosystems, and communities are resilient to the impacts of climate change

It also sets an interim target of 45% reduction in greenhouse gas emissions from 2010 levels, by 2030.

Health and Social Equity

Growing recognition of the significant human health and well-being benefits from spending time in nature has likely contributed to increases in visitation of the regional parks system.

Parks have always been an essential service but the role of parks as a source of community resilience in times of stress and adversity were emphasized during the COVID-19 pandemic when dramatic increases to park visitation were observed.

Health benefits from nature are wide-ranging and include:

- Improved mental health, including reduced depression and stress
- Improved physical health, including reduced obesity, diabetes, and cardiovascular disease, and increased immune system function
- Improved pregnancy outcomes
- Improved cognitive function, with slower cognitive decline in the elderly and improved cognitive development in children
- Improved social cohesion
- Reduced mortality risk
- Reduced medical costs

There is increasing evidence that the restorative effects of nature are greater in areas with higher levels of biodiversity.

Social factors including income level, gender, and ethnicity can have a significant influence on how healthy a person is and can contribute to a wide variety of other challenges. These social and health inequities are the result of systemic barriers that cause or aggravate disparities experienced by different groups of people, based on socioeconomic status, race, ethnicity, gender, age, disability, and many other factors.

Creating more equitable access to nature is a pathway to improving health outcomes and enhancing well-being.

There are opportunities for Metro Vancouver to play a role in advancing social equity and human health in the region by identifying and reducing barriers that may exist to accessing regional parks. Barriers to access may include financial, transportation, physical accessibility, communication, or feelings of exclusion.

Integrating equity into everything we do for regional parks within Metro Vancouver is a work in progress and begins with understanding who is and who isn't visiting regional parks, and why.

Understanding Regional Parks' Visitors

The *Regional Parks Plan* was developed with a commitment to embed social equity throughout the plan and our work. In addition to reviewing policies and plans for systemic barriers that may cause or aggravate disparities experienced by different groups of people, a key first step is to establish an 'equity baseline' for regional parks. An equity baseline means ensuring we have the information about who is and who isn't visiting regional parks, and identifying systemic barriers that are making it harder for certain groups of people to visit regional parks.

Over the next few years, Metro Vancouver will innovate, learn, and make use of a range of data sources to develop an equity baseline. This will include utilizing regional equity analysis (see [Social Equity & Regional Growth Study](#)), regional parks visitor surveys, and transportation and movement data.



Park interpreters inspire appreciation and understanding of nature.

Climate change will increasingly have significant implications for the health and well-being of communities in the region as the frequency and severity of hazards increases, including extreme heat events, wildfires, and flooding. In addition to physical impacts due to these events, people may also experience mental health impacts such as anxiety and stress.

Climate change amplifies existing inequities, putting those who already face social and health disparities at higher risk. For example, elderly people and those with pre-existing health conditions are more prone to heat-related illnesses. Access to green spaces and areas with trees like those in regional parks can reduce the impacts of heat.

The challenging and cross-cutting issues of climate, health, and social equity, will require collaboration and partnerships to share learnings and determine effective responses.

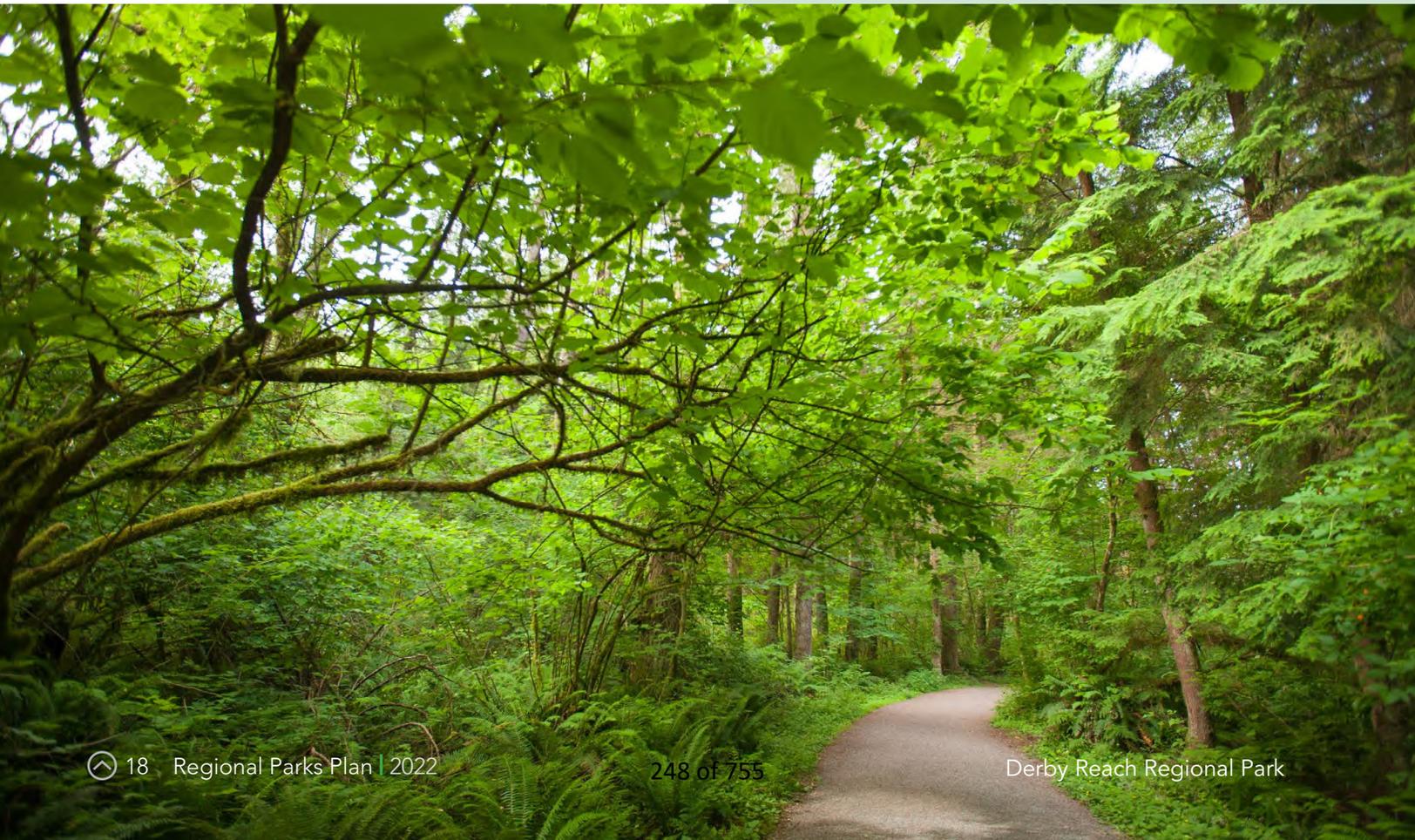
Metro Vancouver will work to identify and advance solutions that provide multiple functions or benefits,

leveraging the power of nature to support climate adaptation and human health. For example, using nature-based solutions like restoring wetlands and planting trees, or by improving access to regional parks by public transit, walking, and cycling reduces barriers to access to those without a vehicle and reduces greenhouse gas emissions.

Nature-Based Solutions

Nature-based solutions are actions that protect, sustainably manage, and restore ecosystems, as well as address societal challenges such as climate change, thereby providing both human well-being and biodiversity benefits.

For example, replanting and restoring forests stores carbon, provides habitat for a diverse range of species, and provides shady, cool places for people to seek respite from rising temperatures.



Working Collaboratively with First Nations

Metro Vancouver is working together with First Nations to strengthen relationships by exploring pathways to [reconciliation](#), such as increased engagement, dialogue, and collaboration.

Section 35 of the *Constitution Act* (1982) recognizes and affirms the existing Aboriginal and treaty rights of Aboriginal peoples. In 2021, Metro Vancouver renewed its commitment to advancing reconciliation through the implementation of the Truth and Reconciliation Commission's *Calls to Action* and is awaiting further guidance from the provincial government on the implementation of the *Declaration on the Rights of Indigenous Peoples Act* (DRIPA) in British Columbia and at the local government level.

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

First Nations reviewed the draft *Regional Parks Plan* and participated in two meetings to talk and learn together. Insight was received from Katzie First Nation, Kwantlen First Nation, Kwikwetlem First Nation, Matsqui First Nation, Musqueam Indian Band, Squamish Nation, Tsawwassen First Nation, and Tseil-Waututh Nation.

Metro Vancouver would like to extend sincere thanks to the First Nations who were able to take part in the engagement process for the *Regional Parks Plan*. The opportunity to share and talk together has created learnings that go beyond the development of the *Regional Parks Plan* and will continue to inform Metro Vancouver's work moving forward.

The *Regional Parks Plan* embeds reconciliation with Indigenous Peoples at the highest levels of the plan through guiding principles and goals. Reflecting key themes heard during engagement with First Nations, Metro Vancouver:

- Acknowledges that regional growth has impacts on First Nations' territories, including a loss of natural areas where First Nations can continue to practice aspects of their culture, as they have since time immemorial. Outlined in the *Regional Parks Plan* is a commitment to work with First Nations to find ways to support contemporary and traditional uses of the land, in the context of managing regional parks, including through increased access to regional parkland.
- Recognizes First Nations as stewards of the region's lands, waters, and air since time out of mind and seeks to incorporate Indigenous Knowledge and First Nations participation and input into the planning and stewardship of regional parks.
- Acknowledges that Indigenous Peoples have lived on these lands since time immemorial and recognizes their connection to their ancestral lands. Metro Vancouver will work in a collaborative manner to put the face of the Nations back on their respective territories.

These and other themes discussed with First Nations have been embedded throughout the strategies and actions of the *Regional Parks Plan*. Metro Vancouver recognizes that each local First Nation is unique, and not all actions may be appropriate for all park sites or appropriate in the same timeframe throughout the regional parks system. Metro Vancouver seeks to work with all Nations to determine how best to move forward together.

Metro Vancouver looks forward to working in collaboration with First Nations to achieve the goals of the *Regional Parks Plan*.

Role of Metro Vancouver Regional Parks

Metro Vancouver Regional Parks protect natural areas and connect people to nature

Regional parks contribute to a livable and resilient region by protecting natural areas and connecting people to nature. They enhance the quality of life of residents and visitors and provide opportunities to experience nature.

The natural areas protected in regional parks provide wide-ranging benefits (known as ecosystem services) to the region including human health and well-being, support for biodiversity, carbon storage, and increased resilience to climate impacts.

Metro Vancouver fosters a sense of responsibility for the place in which we live through environmental interpretation, education, ecological stewardship, and building of community relationships.

Within the spectrum of parks in the region (see Figure 2), regional parks lie between smaller municipal parks and larger provincial and national parks. Compared to municipal parks, regional parks generally contain more complex landscapes that protect regionally important natural areas. While municipal parks are used by nearby residents for active sport and recreation, regional parks attract residents from across Metro Vancouver and beyond seeking connection with nature and passive outdoor recreation.



Figure 1: Metro Vancouver Regional Parks protect natural areas and connect people to nature



Figure 2: Spectrum of Parks

Working Together for Regional Parks

Metro Vancouver's past success in developing its system of regional parks and greenways has been, in part thanks to joint efforts and partnerships between federal, provincial, and municipal jurisdictions to achieve common aims. Metro Vancouver will continue to collaborate with others who share similar goals.

We partner with member jurisdictions, First Nations, NGOs, community groups, health authorities, provincial and federal governments, TransLink, and other agencies on a wide range of topics. These include growing the regional parks system, expanding the [Regional Greenways Network](#), planning for climate change, and ensuring everyone has the opportunity to benefit from the services nature provides.

The Protect-Connect Continuum

Metro Vancouver Regional Parks' role to protect natural areas and connect people to nature requires approaches that balance these two objectives: provide a diversity of experiences for visitors while protecting nature from the range of associated impacts.

The Protect-Connect Continuum will be applied spatially across the regional parks system, with each park having a blend of four management units. The protect and connect characteristics for each management unit and the different work functions of Metro Vancouver Regional Parks are outlined on the following page and will be used to guide planning and decision-making.

Management Unit Descriptions:

The management intent of the four Protect-Connect management units are outlined below and explained in further detail on the following page:

Management Unit 1: Focus is on protection of significant natural areas and their ecological function.

Management Unit 2: Focus is on protection and enhancement of natural areas and the provision of low-impact nature-based experiences in less accessible areas.

Management Unit 3: Focus is on providing more accessible nature-based experiences and passive recreation opportunities.

Management Unit 4: Focus is on providing social connection and passive recreation opportunities.



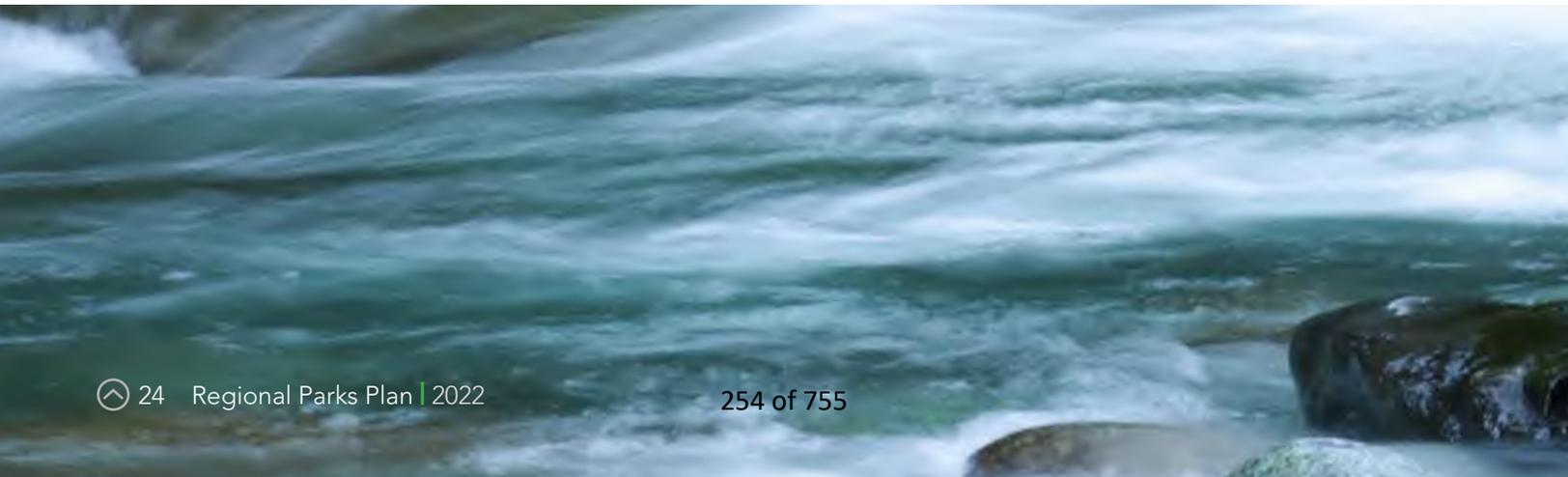


Unit 1	Unit 2	Unit 3	Unit 4
Ecological Characteristics			
Highly complex, highly sensitive, larger undisturbed areas	High-medium complexity, low tolerance for disturbance, natural areas are connected	Medium complexity and tolerance for disturbance, smaller and more fragmented natural areas	Little complexity, higher tolerance for disturbance, small and fragmented natural areas
Nature Experience			
Fewest number of people, nature sounds most prevalent	Minimal number of people, rustic facilities, relatively quiet	More people, some quiet experiences can be found	Lots of people, social activities, noisier
Access & Amenities			
Limited or permit only public access, minimal infrastructure	Some access, limited infrastructure to support environmental protection and public safety	Access on designated trails and areas, for nature connection	Easy access from main roads, trails and picnic areas
Public Programming			
Permitted activities only	Registered or permitted, small group activities	Outdoor classrooms, interpretive programs, and interpretive signage	Large group activities including events
Cultural Resource Management			
Cultural resources will be protected and managed in an appropriate manner where they are located, in collaboration with First Nations			
Natural Resource Management			
Limited, habitat enhancement as needed	Habitat enhancement, restoration, and invasive removal as needed	Restoration, new habitat creation, and invasive removal	New habitat creation and invasive removal
Greenways			
Limited greenways, some may pass through	Limited greenways, some may pass through	Some greenway access, via designated trails and areas only	Staging areas and primary access points
Operations			
Minimal intervention, visitors must pack out all waste	Lower frequency of intervention, visitors must pack out all waste	Regular patrolling, maintenance, and waste collection	Frequent patrolling, maintenance, and waste collection

Relationship of Regional Parks Plan to other Metro Vancouver Roles and Strategic Plans

The *Regional Parks Plan* supports and is supported by actions by other Metro Vancouver services. The table below outlines the key links between the *Regional Parks Plan* and actions and plans under other Metro Vancouver services.

METRO VANCOUVER SERVICE	LINKS WITH REGIONAL PARKS
Air Quality and Climate Change 	<ul style="list-style-type: none"> • Improving air quality in the region protects human health and the environment. • Reducing greenhouse gas emissions protects the environment, including the ecosystems in regional parks, from the impacts of climate change. • Regional greenways help reduce traffic emissions. • Natural areas, including those in regional parks, sequester and store carbon and increase resilience to climate change impacts. • Managing natural areas and a wildfire suppression program reduces wildfire risks, which protects air quality.
Regional Planning 	<ul style="list-style-type: none"> • The <i>Regional Parks Plan</i> is consistent with goals and strategies of the <u><i>Regional Growth Strategy (Metro 2040)</i></u>. • The <i>Regional Growth Strategy (Metro 2040)</i> guides the development of resilient, low-carbon, healthy, and complete communities with affordable housing and transportation choices by containing urban development and protecting important lands, including natural areas. • <u>Active transportation</u> policies and the complete, walkable community policies support the Regional Greenways Network. • Regional parks contribute to the <i>Regional Growth Strategy (Metro 2040)</i> vision of protecting and enhancing natural areas, as well as increasing resilience to climate change impacts. In addition, regional parks provide recreational opportunities and access to nature for the region's projected growing population.
Water Services 	<ul style="list-style-type: none"> • Working together to facilitate greenways expansion using utility rights-of-way. • Sharing information and best practices related to: <ul style="list-style-type: none"> • protecting ecological values and managing <u>natural assets</u> in the drinking water supply areas and regional parks. • provision of recreational opportunities in the Lower Seymour Conservation Reserve and regional parks. • Natural areas, including those within regional parks and drinking water supply areas, provide many important beneficial services to the region such as <u>carbon sequestration</u> and clean water.



METRO VANCOUVER SERVICE	LINKS WITH REGIONAL PARKS
Liquid Waste Services 	<ul style="list-style-type: none"> • Managing the region’s liquid waste to ensure public health and the environment are protected including safe recreational opportunities, connection to nature, and healthy ecosystems. • Collaborating on wastewater treatment plant upgrades when in the proximity of a regional park (such as the Iona Island Wastewater Treatment Plant and Iona Beach Regional Park) to ensure integration with the park and ecological restoration. • Natural areas, including those within regional parks, provide many beneficial services to increase the region’s resilience against climate change impacts including managing wet weather flows that challenge regional sewer capacity and regional flooding. • Working together to facilitate greenways expansion using utility rights-of-way.
Solid Waste Services 	<ul style="list-style-type: none"> • Regional parks contribute to the region’s goals to advance waste prevention and the circular economy by reducing waste and improving reuse and recycling by providing separated waste streams for visitors.
Housing 	<ul style="list-style-type: none"> • Collaborating to engage tenants in regional parks programming, supporting free, healthy, family-oriented activities for low to moderate income households to support overall well-being. • Regional parks provide green space for residents and support connection to nature and healthy communities.

In addition, regional parks are a critical component of the corporate-wide *Ecological Health Framework* which encapsulates Metro Vancouver’s collective efforts around ecological health and provides guiding principles, goals, and strategies to help achieve the vision of "a beautiful, healthy, and resilient environment for current and future generations."





Over 55 Years of Regional Parks in Metro Vancouver

1969

The first 6 regional parks open to the public: Aldergrove, Boundary Bay, Campbell Valley, Belcarra, Capilano River, and Kanaka Creek.

2000's

The regional greenways system is established and 3 regional greenways are opened: Brunette-Fraser, Pitt River, and North Alouette. Further additions are made to the regional parks system: Blaney Bog Regional Park Reserve, Thwaytes Landing Regional Park, West Creek Wetlands (managed as part of Glen Valley Regional Park), and Burns Bog and Codd Wetland ecological conservancy areas.

1980's

7 new regional parks added: Minnehada, Tynehead, Deas Island, Crippen, Lynn Headwaters, Pacific Spirit, and Matsqui Trail.*

2018

The *Regional Parks Land Acquisition 2050 Strategy* is approved to guide the expansion of the regional parks system over the next 30 years.

1960

1970

1980

1990

2000

2010

2020

1970's

Another 2 regional parks open: Derby Reach and Burnaby Lake.

2010's

2 regional greenways are added, along with 2 regional parks and the system's first interregional park: Delta South Surrey and Seymour River regional greenways, Surrey Bend and Grouse Mountain regional parks, and Sumas Mountain Interregional Park.*

1990's

7 new regional parks added: Iona Beach, Glen Valley*, Brae Island, Colony Farm, and Barnston Island, Widgeon Marsh Regional Park Reserve (now a regional park), and Fraser Islands Regional Park Reserve.

*In 2018, parks outside of the Metro Vancouver Regional District were transferred to the Fraser Valley Regional District and City of Abbotsford: Sumas Mountain Interregional Park, Matsqui Trail Regional Park, and the eastern portion of Glen Valley Regional Park.

The complete Regional Parks History Timeline can be found on Metro Vancouver's website metrovancover.org (search 'Regional Parks timeline')



Pacific tree frog



black bear



Pacific bleeding heart

Growth of the Regional Parks System

With large tracts of undeveloped land available in the Lower Mainland, the Greater Vancouver Regional District (GVRD, known as Metro Vancouver starting 2007) took steps in 1966 to create a parks plan that would see a network of regional, provincial, and municipal parks linked by trails to meet the outdoor needs of its growing population.

In 1967, the Vancouver-Fraser Park District was formed to carry out the plan with a priority on land acquisition while it was available and before prices rose too much, and in 1972 Regional Parks become part of the GVRD.

By the late 1960s, the region had 3,835 hectares of regional parkland to serve a population of one million residents. Over the following 50 years, the regional parks system has more than tripled in size, with this expansion guided by successive regional parks plans in 2006, 2011, 2016, and most recently, the current plan (2022).

Metro Vancouver’s ongoing commitment to protecting the region’s remaining natural areas and providing park space for the region’s growing population was demonstrated by the 2018 adoption of the *Regional Parks Land Acquisition 2050 Strategy*, which envisions growing the regional parks system over the next 30 years. Metro Vancouver further supported regional parks land acquisition by championing \$15 million in increases to the regional parks land acquisition and development budget from 2018 to 2022. An additional \$8 million has been committed in the current five-year financial plan. These budget increases will reduce the gap between funding and land costs in the region.



Members of the Tsleil-Waututh Nation unveil the new park sign at the announcement ceremony (October 2021)

Regional Greenways in Metro Vancouver

In 1999, Metro Vancouver adopted the first regional vision for a network of recreational greenways across the region. Regional greenways promote regional livability by supporting active living, connecting natural areas and communities, and providing opportunities to protect and restore ecosystems.

Since 1999, Metro Vancouver, its member jurisdictions, TransLink, First Nations, other government agencies, and stakeholders have made significant progress in advancing a network of greenways spanning the region. In 2020, the *Regional Greenways 2050* plan was adopted, detailing the region's shared 30-year vision for the development of a regional network of recreational greenways for walking, cycling, and, where appropriate, horseback riding.

Working with First Nations

The Regional Parks History Timeline shown here represents a small fraction of the time Indigenous Peoples have lived on these lands. Metro Vancouver is committed to strengthening relationships with First Nations.

Important recent milestones on this journey:

- The signing of a historic Cultural Planning and Co-operation Agreement for Belcarra Regional Park in 2020, that recognizes both Tsleil-Waututh Nation's ancestral ties to the land and the present-day use by its members as well as a Metro Vancouver regional park; and
- The renaming of Belcarra Regional Park in 2021 to təmtəmíxʷtən/Belcarra Regional Park, reflecting the park's history and importance to Tsleil-Waututh members of putting the face of the Nation back on the territory.



Figure 3 – Regional Parks System Map

Regional Parks in 2022

Since its inception in 1969, the regional parks system has grown to a network of 23 regional parks, five regional greenways, two ecological conservancy areas, and two regional park reserves. For a map of Metro Vancouver’s regional parks system, see Figure 3. The regional parks system currently protects over 13,800 hectares of land, approximately 5% of the region’s land base.

Context of Regional Parks within the Territories of Local First Nations

	Katzie First Nation	Kwantlen First Nation	Kwikwetlem First Nation	Matsqui First Nation	Musqueam Indian Band	Semiahmoo First Nation	Squamish Nation	Tsawwassen First Nation	Tsleil-Waututh Nation
Aldergrove Regional Park									
Barnston Island Regional Park									
Boundary Bay Regional Park									
Brae Island Regional Park									
Burnaby Lake Regional Park									
Campbell Valley Regional Park									
Capilano River Regional Park									
Colony Farm Regional Park									
Crippen Regional Park									
Deas Island Regional Park									
Derby Reach Regional Park									
Glen Valley Regional Park									
Grouse Mountain Regional Park									
Iona Beach Regional Park									
Kanaka Creek Regional Park									
Lynn Headwaters Regional Park									
Minnehada Regional Park									
Pacific Spirit Regional Park									
Surrey Bend Regional Park									
Thwaytes Landing Regional Park									
təmtəmix*ten/Belcarra Regional Park									
Tynehead Regional Park									
Widgeon Marsh Regional Park									
Blaney Bog Regional Park Reserve									
Burns Bog Ecological Conservancy Area									
Codd Wetland Ecological Conservancy Area									
Fraser Islands Regional Park Reserve									
Brunette-Fraser Regional Greenway									
Delta South Surrey Regional Greenway / Delta Nature Reserve									
North Alouette Regional Greenway									
Pitt River Regional Greenway									
Seymour River Regional Greenway									

This list only includes local First Nations and does not include all First Nations with interests in the Metro Vancouver region. Qayqayt First Nation is one of the 10 local First Nations; however, this Nation does not currently have a land base.

Regional Parkland Classification

Regional Parks – Large natural parks, usually greater than 100 hectares in size that protect important natural areas and provide opportunities for people to connect with, enjoy, be active, and learn about the environment.

Regional Greenways – Linear corridors that contain trails which are, for the most part, physically separated from road traffic. They connect multiple regional parks, utility corridors, communities, and other important natural areas and protect ecosystem services.

Parks that are not yet fully assembled may be designated as:

Regional Park Reserves – Areas of land which have been acquired for regional park purposes, but are not yet formally open to the public. These areas may be managed for informal recreation and ad hoc conservation purposes. Regional parks land can be held in ‘reserve’ status until enough land has been assembled and it can be opened to the public.

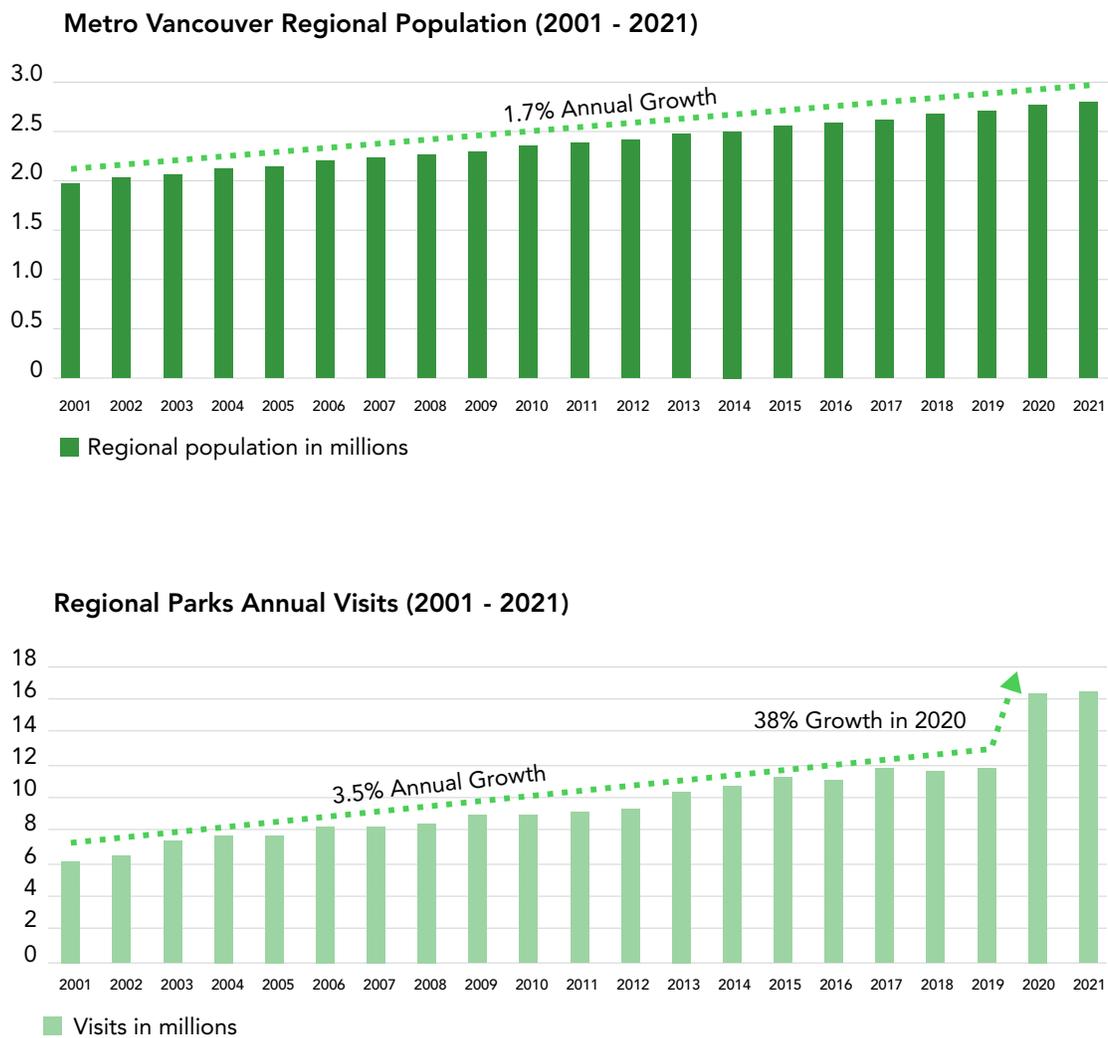
Ecological Conservancy Areas – Areas of land that are managed wholly for conservation purposes. Access to the public will be limited except for research or conservation purposes.

Visitation

The regional population grew to 2.8 million residents in 2021 and is anticipated to continue to grow by an average of 35,000 people annually. Regional parks visitation has seen increases at an even faster rate – 3.5% per year up until 2019, twice as fast as population growth. The COVID-19 pandemic that began in 2020 saw increased visitation to the regional parks system at an unprecedented level, with a 38% increase in 2020 compared to 2019. Visitation in 2021

has remained at similar levels as seen in 2020. With the increased understanding of the connections between health and nature, it is expected that visitation levels will remain well above pre-pandemic rates into the coming years. Undoubtedly, park visitation will also increase over time as the region’s population is expected to grow by another million people between 2021 and 2050.

Figure 4: Comparison of regional population growth and regional park visitation



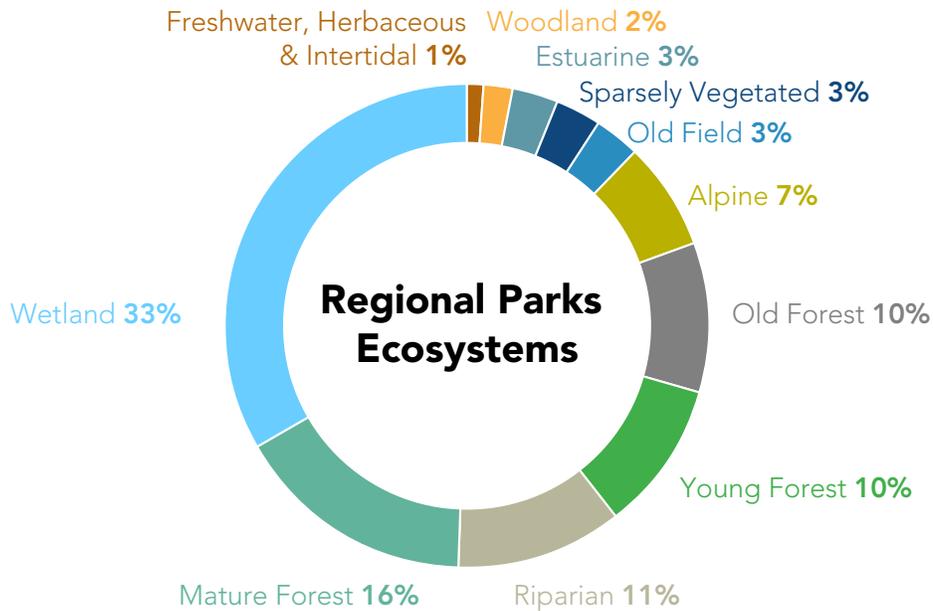


Figure 5: Summary of ecosystems in regional parks

Ecosystems

Regional parks protect a diversity of regional ecosystems, including wetlands, forests, alpine, and riparian areas.

In line with our role to protect important natural areas, the large majority — 99% by area — of regional parks are in a natural, undeveloped state. Of these natural areas, 85% are included in the Metro Vancouver Sensitive Ecosystem Inventory (SEI), meaning they are considered regionally sensitive or important modified ecosystems. The remaining 15% are younger or more disturbed vegetation but still provide a range of services, including habitat for biodiversity, and with restoration or simply time, have the potential to become sensitive ecosystems.

Figure 5 shows the proportions of different ecosystem types present in regional parks and is based on information from the SEI (2014). In addition to mapping ecosystem extent, ecosystem quality is also assessed to understand changes in condition. Within regional parks, 80% of ecosystems were rated 'higher quality' in the SEI, meaning they tend to be in better condition, larger in size, and adjacent to other vegetation, rather than roads and urban areas.

Metro Vancouver's Sensitive Ecosystem Inventory

The Metro Vancouver Sensitive Ecosystem Inventory (SEI) is a GIS inventory of the region's most ecologically important areas, mapped using provincial methodology. The SEI includes mainly sensitive ecosystems that are ecologically fragile, rare, or at-risk ecosystems such as wetlands, forests, and riparian areas. It also includes some important modified ecosystems that have ecological value and importance to biodiversity, such as young forests and old fields.

The SEI is updated every six years to track ecosystem loss and change in the region. The 2014 update reported approximately 1,600 hectares of ecosystem loss between 2009 and 2014, including 1,000 hectares of forest and 120 hectares of wetlands.

Built Assets

Each year, Metro Vancouver maintains thousands of built assets to protect ecosystems and enable people to connect to nature in regional parks. Figure 6 provides a summary of built assets in regional parks from 2020.

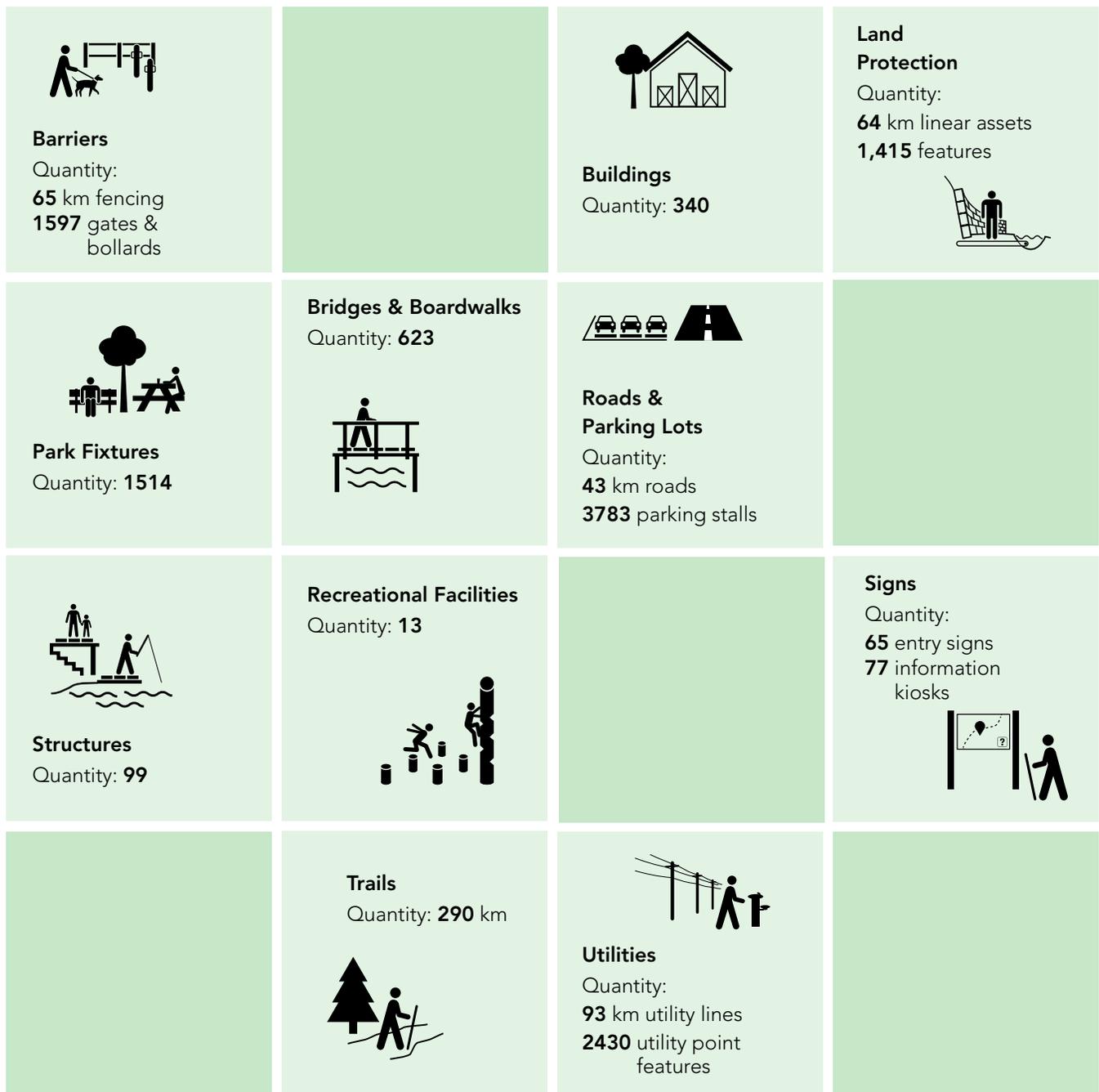


Figure 6: Summary of built assets in regional parks



CTS Youth Society planting native species, Tynehead Regional Park

Metro Vancouver Regional Parks Foundation

Metro Vancouver Regional Parks Foundation (previously known as the Pacific Parklands Foundation) is a registered charity dedicated to the conservation and enhancement of regional parks. Metro Vancouver Regional Parks Foundation provides additional financial support for special projects and initiatives

including restoring habitat, improving park facilities, and empowering youth to become environmental leaders. Together, we work to make the regional parks system the best it can be, for now and for future generations.



Introduction to the Regional Parks Plan

Within the context of Metro Vancouver Regional Parks' role to protect natural areas and connect people to nature, the *Regional Parks Plan* establishes the following vision and guiding principles:

Vision

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

Guiding Principles

The guiding principles represent the fundamental values that guide the plan. Throughout our work, we strive to be:

- **Nature-focused** – Nature has inherent value and its protection for future generations is the foundation of what we do.
- **Interconnected** – Our work nurtures the essential connection between people and nature, recognizing the vital role nature plays in human health and well-being.
- **Inclusive** – Equity is integral to what we do, as we create an inclusive environment for all.
- **Reconciliation-focused** – Relationships with Indigenous Peoples are strengthened as we make the journey together along the pathway of truth and reconciliation.
- **Collaborative** – By working with others, we collectively care for the land to improve the region's livability and ecological health.
- **Knowledge-based** – Decision-making is informed by data and science, and incorporates Indigenous Knowledge. We learn from others and share our knowledge generously.
- **Adaptive** – We sustain a culture of adaptive management, through learning, innovation, and evaluation.

Goals

Priority areas of work are identified within five goals, which focus direction and advance the vision. The goals are interlinked and will be achieved through an integrated approach. Each of these goals will be achieved through collaboration with others including member jurisdictions, First Nations, and community partners, working together to find solutions to complex challenges.



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

Metro Vancouver plays an important role in protecting important natural areas across the region. Managed to support healthy ecosystems and species, regional parks provide residents with a wide range of essential services, including storing carbon, increasing climate

resilience, and supporting human health and well-being. As the region's population continues to grow, so must the regional parks system, providing more opportunities for people to connect with nature, and inspiring ecological stewardship and responsibility.



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

Regional parks support physical and mental health through provision of facilities that provide access to nature. From picnic areas that support social connections, to trails that enable quiet contemplation, everyone should have the opportunity to experience the wide range of benefits that emerge from time spent in nature. By removing barriers to accessing regional parks, we strive to create inclusive and welcoming places.

Through inspiring, educational and interpretive public programming, volunteering, and ecological stewardship opportunities, a diverse range of experiences will be provided that deepen people's connection to nature and foster an appreciation of regional parks.



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

The provision of safe and well-maintained infrastructure protects ecosystems in regional parks and enables people to connect with nature. Visitor use will be managed to provide high quality experiences and protection of natural resources. A robust regulations and compliance program will be in place to ensure these principles are maintained, and will be supported by visitor education. Through thoughtful

planning and design, barriers to accessibility will be reduced to provide a diversity of opportunities to be active and enjoy time in nature.

Asset management supports efficient use of resources and long-term financial planning. Through an integrated approach, asset management will incorporate natural and built assets, providing sustainable service delivery and risk management.



Iona Beach Regional Park



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

First Nations have lived on these lands since time immemorial and have carefully stewarded the land and species as part of a reciprocal relationship with nature. Metro Vancouver aspires to achieve a strengthened and collaborative relationship with First Nations, acknowledging that a meaningful truth and

reconciliation process is required for this to happen. Metro Vancouver will work with First Nations to jointly determine outcomes to be achieved together to advance a shared vision.



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

Metro Vancouver aspires to create an ecologically diverse and resilient network of parks, with ecosystems and infrastructure that are adaptable to change. Infrastructure siting, design, and retrofit decisions have to consider natural hazards, many of which will be worsened by climate change.

temperatures, reducing flooding, protecting shorelines, and helping to combat the cause of climate change by storing carbon.

Natural areas are one of our greatest defenses in the face of climate change and other shocks and stressors. They help to increase resilience by cooling

The ecosystems within regional parks contribute these functions to the region, supporting regional climate resilience. Maintaining or enhancing ecological health increases the ability of regional parks to adapt to climate change and other disturbances.

Strategies and Actions

Acquire and Finance

Strategy 1 – Secure land to protect the region’s important natural areas and connect the Regional Greenways Network

Supports Goals:



Metro Vancouver secures natural areas and their protection by expanding the regional parks system, providing parkland for a growing regional population. Adding lands to the system improves ecological health, provides more recreation opportunities, protects biodiversity and increases the resilience of the region.

Growing the regional parks system contributes to the regional vision, proposed in the update to the *Regional Growth Strategy (Metro 2050)* update, to increase the area of lands protected for nature from 40% to 50% of the region’s land base by the year 2050. This vision recognizes the scientific evidence that

"nature needs half" of the land base to continue functioning for the benefit of all life and support human well-being. Strategic acquisitions to connect the Regional Greenways Network (identified in the *Regional Greenways 2050* plan) will additionally support regional livability through improved connections to parks.

Actions

- 1.1 Grow the regional parks system as identified in the *Regional Parks Land Acquisition 2050 Strategy*, including core natural areas, ecological buffer areas, and recreational access areas
- 1.2 Update land acquisition program information to include land required for Metro Vancouver Regional Parks’ greenways
- 1.3 Review and update land acquisition program information every five years (and as needed) to be adaptive to a changing region



Minnehada Regional Park

Strategy 2 – Update existing financial tools and investigate additional financial mechanisms to support service provision, land acquisition, and operation and maintenance of new parkland

Supports Goals:



Sustainable financing is critical to Metro Vancouver’s ability to acquire land, provide infrastructure, and operate and maintain new parkland for visitors to connect to nature. Financial tools will be aligned to support achievement of the *Regional Parks Plan* vision and goals, and additional financial mechanisms will be explored to identify new and diversified funding opportunities.

A benefits-based approach to pricing will be employed to maintain financial sustainability while supporting equitable access to programming that connects people to nature.

Actions

- 2.1 Promote, support, and collaborate with the Metro Vancouver Regional Parks Foundation to align strategic funding priorities
- 2.2 Explore alternative revenue-generating opportunities that are consistent with the role of Metro Vancouver Regional Parks, including philanthropic endeavors, Development Cost Charges, and grant opportunities with other orders of government
- 2.3 Implement a benefits-based approach to pricing in public programming
- 2.4 Conduct an annual review of fees and charges established through the Regional Parks Regulation Bylaw

Plan and Design

Strategy 3 – Develop agreements with local First Nations and work together to define a collaborative way forward

Supports Goals:

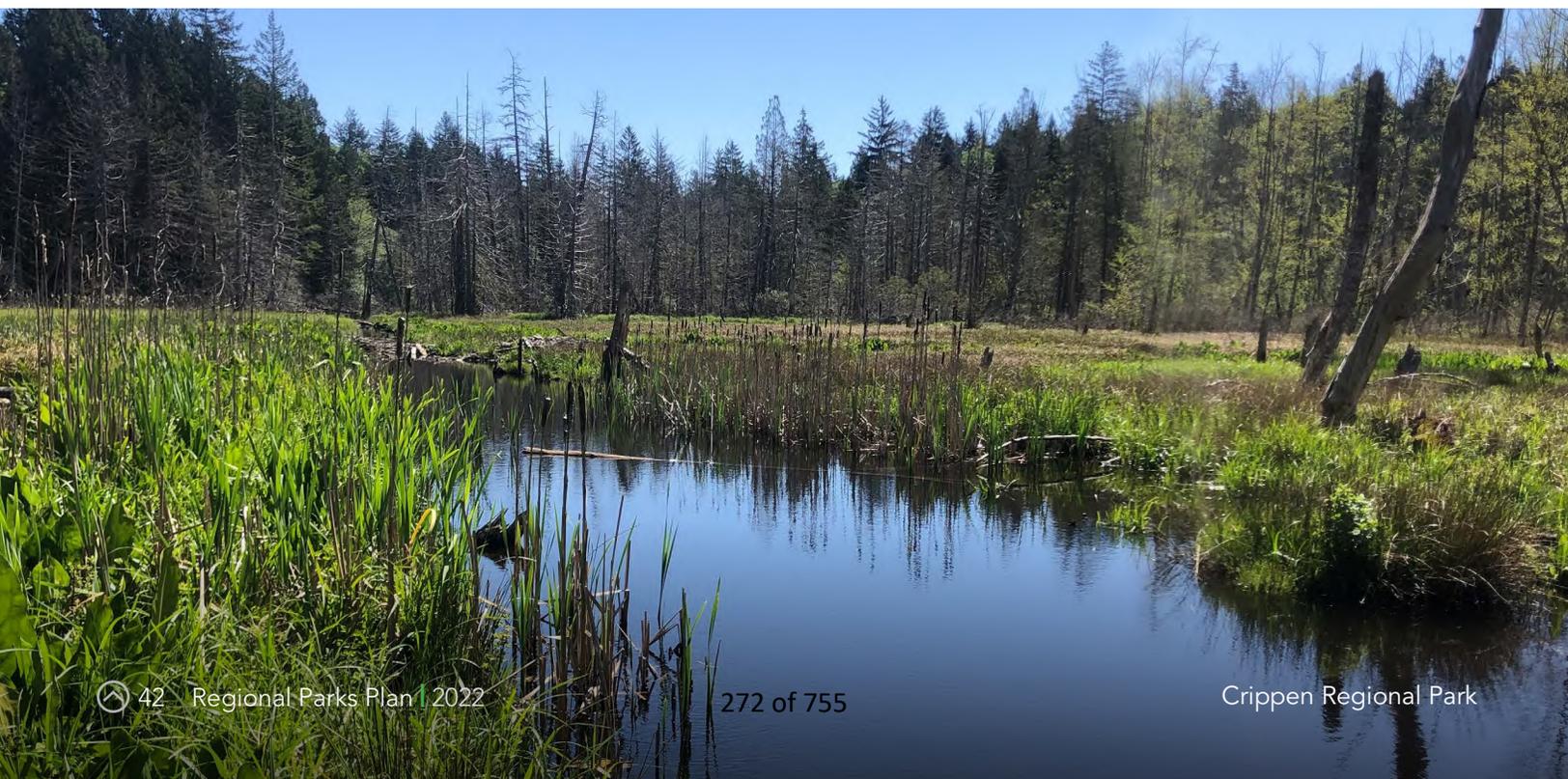


First Nations have lived here since time immemorial and continue to act as stewards of the lands and waters. Metro Vancouver acknowledges that it is just beginning the journey of truth and reconciliation with Indigenous Peoples and aims to build stronger relationships founded on mutual respect, trust, and understanding.

Metro Vancouver is committed to ongoing dialogue and relationship-building with First Nations, and developing agreements to guide our future work together.

Actions

- 3.1 Collaboratively develop an Indigenous framework to guide working together to plan and steward regional parks
- 3.2 Partner with local First Nations to develop collaborative agreements, such as cultural planning and co-operation agreements
- 3.3 Collaborate with local First Nations on the naming, renaming, or dedication of regional parks and park features to affirm the history and importance of the lands to the Nations
- 3.4 Investigate with local First Nations potential economic development opportunities that are compatible with regional parks
- 3.5 Work with local First Nations to establish a regular forum to support ongoing collaboration on shared stewardship of regional parks
- 3.6 Develop cultural recognition plans with First Nations to guide approaches to respect and honour Indigenous Peoples' culture and connection to the land
- 3.7 Provide training opportunities for staff on cultural awareness, including appropriate management of cultural resources



Strategy 4 – Create and apply a consistent, collaborative, and inclusive approach to regional parks and greenway planning and design

Supports Goals:



Protecting natural areas and providing exceptional nature-based experiences requires thoughtful coordination and planning. Recognizing the distinct character of each regional park, Metro Vancouver will create system-focused approaches to park planning and design, along with a clear process for inclusive public and stakeholder engagement. Planning will be informed by an ongoing process of research, data collection and evaluation, with regular reporting on indicators to allow for course correction.

Recognizing the important contribution regional parks make to regional resilience, Metro Vancouver Regional Parks will play an active role in regional initiatives relating to ecological health and climate change.

Actions

- 4.1 Apply the Protect-Connect Continuum to provide consistent guidance and support park-level decision-making
- 4.2 Review and update the process and framework for park management plans

4.3 Implement an integrated design process for major projects that brings together a multi-disciplinary team and considers all aspects of a project concurrently to optimize resilience, performance, and cost efficiency in park development

4.4 Identify the sections of the Regional Greenways Network that will be advanced by Metro Vancouver

4.5 Update the design standards and guidelines for regional parks to support the provision of efficient, accessible and resilient park infrastructure over the long term

4.6 Develop an inclusive approach to engagement that provides opportunity to hear a broad range of opinions

4.7 Utilize social science and other data sources to understand who regional park visitors are, barriers preventing use of regional parks, and benefits derived from visiting regional parks

4.8 Regularly collect data, including on ecosystems, wildlife, and visitor use, to inform and evaluate planning and management decisions

4.9 Report out on the *Regional Parks Plan* indicators every four years to assess progress in meeting the plan's goals

4.10 Participate in advancing the proposed Regional Green Infrastructure Network and regional efforts to enhance ecosystem connectivity and ecological health

Strategy 5 – Plan for climate change and other hazards

Supports Goals:



Planning for climate change and other hazards at the park and system level will be critical to managing impacts and supporting adaptation to changing conditions. The species, ecosystems, and infrastructure within regional parks face increasing impacts from climate change, often exacerbating existing hazards. These impacts include flooding, sea level rise, more extreme storms, increasing temperatures, and wildfires.

Metro Vancouver will strive to develop proactive approaches to incorporating climate change considerations into planning and design, focused on understanding vulnerabilities and developing flexible responses that can be adapted over time, based on new information and lessons learned.

Maintaining or enhancing connections between regional parks ecosystems and other protected areas supports resilience and will necessitate working together with other land managers.

Actions

- 5.1 Develop and implement a climate action strategy for regional parks
- 5.2 Improve understanding of climate impacts on regional parks ecosystems and infrastructure
- 5.3 Develop and update system and individual park emergency plans to guide staff in preparing for, responding to, and recovering from large scale emergencies
- 5.4 Incorporate climate change considerations into design and development of regional parks infrastructure
- 5.5 Participate in implementing *Climate 2050*, the regional climate strategy
- 5.6 Collaborate with others, including member jurisdictions and the provincial government, to enhance ecosystem connections between regional parks and other protected areas





Volunteer at a restoration event

Restore and Manage

Strategy 6 – Manage and restore park ecosystems and their components

Supports Goals:



Metro Vancouver is responsible for managing the long term health and integrity of park ecosystems. This is achieved through strategic management of natural resources that is knowledge-based and integrates the knowledge of others including First Nations. The regional parks ecological stewardship program provides opportunities for the public to connect with natural areas and fosters an appreciation for regional parks.

Actions

- 6.1 Implement the *Natural Resource Management Framework* to enhance and restore ecological integrity in regional parks
- 6.2 Work with First Nations to support guardian programs to advance shared learning and collaborative stewardship of the land
- 6.3 Look for unique ways to identify and support First Nations’ traditional and contemporary uses of the land, in the context of managing regional parks
- 6.4 Continue to monitor forest health to inform long-term resilience of the forests in regional parks
- 6.5 Implement restoration efforts to enhance ecosystem connectivity in existing and new Metro Vancouver regional parks and greenways
- 6.6 Expand the ecological stewardship program to provide more opportunities for people to engage with regional parks
- 6.7 Develop and implement a coordinated natural asset management approach to maintain and enhance ecological health
- 6.8 Work with member jurisdictions and landowners to minimize negative impacts on regional park lands from activities in adjacent areas



Surrey Bend Regional Park

Strategy 7 – Manage visitor use to protect natural resources and support safe and high-quality visitor experiences

Supports Goals:



The balance between maintaining and enhancing ecological health, and providing access to nature remains the greatest challenge to managing the regional parks system.

Regional parks provide a range of different experiences for residents: the chance for quiet contemplation in nature and time with family and friends at the beach, challenging hikes on rough trails and relaxing bike rides on wide and flat trails. Protecting these diverse experiences will be achieved by assessing visitor use in the context of ecological, physical, and experiential impacts.

Metro Vancouver will manage visitor use and risk for the safety of visitors and the protection of ecosystems, and will work with others to manage impacts outside of park boundaries.

Actions

- 7.1 Develop a strategy for managing visitor use that takes into account the effects of visitor use on ecological, physical, and experiential conditions
- 7.2 Update the Regional Parks Regulation Bylaw as needed
- 7.3 Develop and implement operational policies and procedures to manage risks to the safety of staff and visitors, the protection of built and natural assets, or the continuity of service delivery
- 7.4 Test and implement technological tools and other innovative approaches to visitor use management

Strategy 8 – Protect and manage cultural resources in regional parks

Supports Goals:



There are many historically and culturally significant places and features in regional parks. To support efforts to appropriately recognize, protect, and/or celebrate cultural resources, Metro Vancouver will work in partnership with First Nations and cultural organizations to establish clear protocols for the identification and management of these resources.

Actions

8.1 Work with First Nations to better understand the archaeological potential of lands within regional parks and review and update on an ongoing basis to incorporate new information

8.2 Work with First Nations to better understand cultural resources in regional parks, to enable respectful and appropriate protection and management protocols

8.3 Work with cultural organizations and communities to incorporate cultural information into planning and management





Build and Maintain

Strategy 9 – Provide high-quality, inclusive visitor experiences through the provision of well-maintained facilities and infrastructure

Supports Goals:



Facilities and infrastructure are key components of the regional parks experience – from trails and viewing platforms to washrooms and picnic areas. It is important that these facilities are well-maintained and safe, facilitating visitor’s connection with nature.

Metro Vancouver will continue to construct new and retrofit existing facilities using innovative approaches and best practices, and will conduct responsible maintenance of existing assets. Through incorporation of universal design, learnings from human health experts, and low-carbon approaches, regional parks facilities and infrastructure will provide increased accessibility and health benefits, and reduced greenhouse gas emissions.

Actions

- 9.1 Design and develop parks to provide a diversity of opportunities to connect with and be active in nature
- 9.2 Incorporate universal design and the use of sustainable materials in the construction and upgrade of facilities and infrastructure
- 9.3 Develop and implement strategies to reduce Metro Vancouver Regional Parks’ greenhouse gas emissions, with a focus on increasing energy efficiency in buildings and electrifying vehicles and equipment
- 9.4 Develop operational levels of service, including standards for customer services

Strategy 10 – Manage assets proactively, for sustainable service delivery

Supports Goals:



Responsible asset management requires planning to manage risks, structure decision-making, and provide for sustainable service delivery. It also involves a process for evaluating and rationalizing the asset inventory to support continuous improvement.

The built assets in regional parks represent a significant investment and are key to connecting park users to nature. Incorporating built and natural assets within an asset management framework provides an integrated approach and supports protection of natural assets.

Actions

- 10.1 Update the asset management and related maintenance program using a continuous improvement approach
- 10.2 Develop resource management plans for built and natural assets for each regional park and greenway
- 10.3 Develop and implement a buildings strategy and other asset strategies
- 10.4 Integrate natural assets into the asset management program



Strategy 11 – Improve equitable access to regional parks and greenways via sustainable transportation options

Supports Goals:



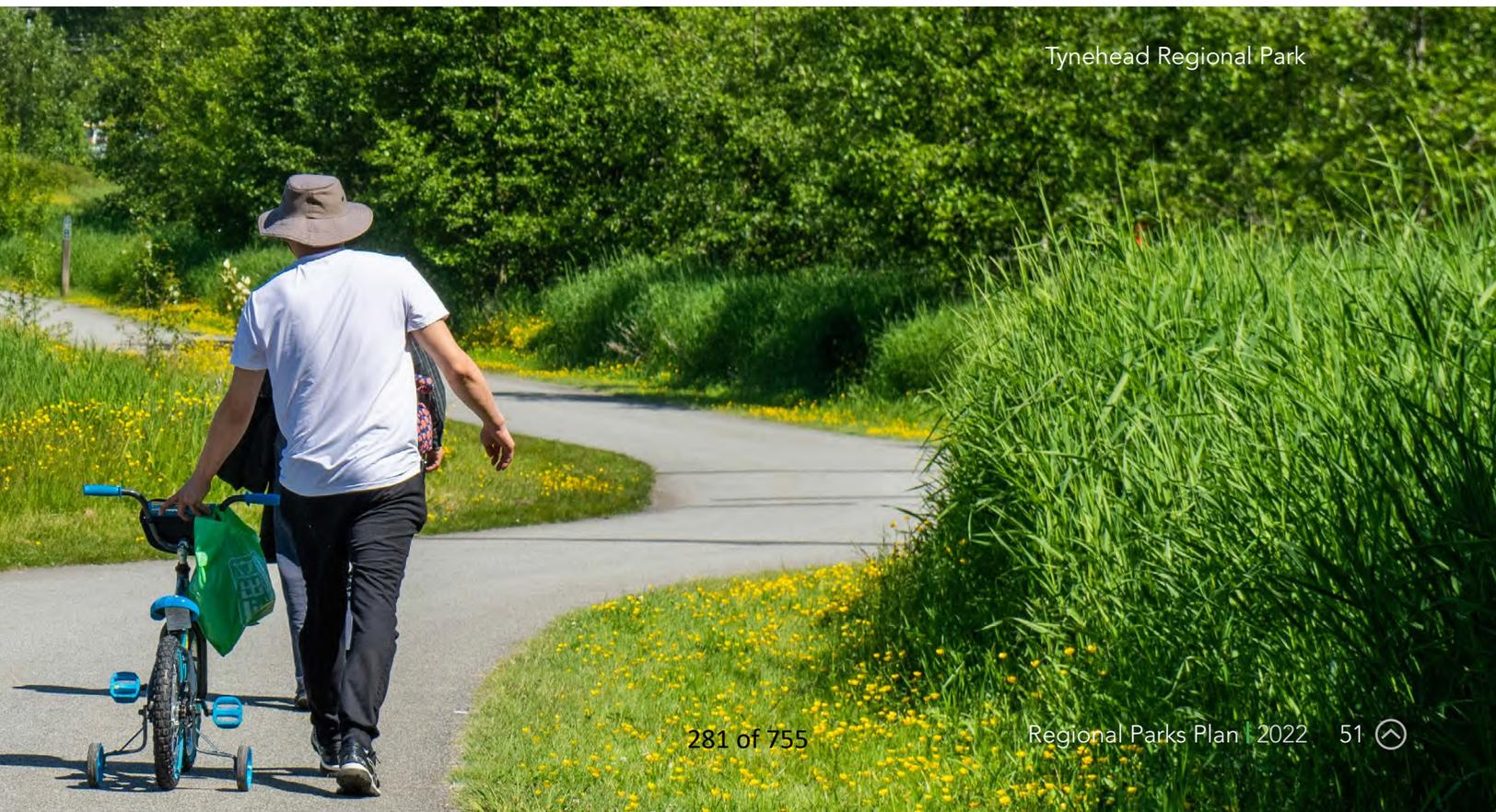
Everyone should have the opportunity to enjoy and experience the benefits of regional parks. Access to regional parks is challenging without a vehicle in many locations. Metro Vancouver Regional Parks will work with TransLink, member jurisdictions and other Metro Vancouver departments to improve access via transit and active transportation.

Actions

11.1 Build and upgrade the Metro Vancouver Regional Parks' segments of the Regional Greenways Network

11.2 Develop and implement new approaches to encourage sustainable transportation options to regional parks

11.3 Collaborate with others to advance completion of the Regional Greenways Network



Tynehead Regional Park



Engage and Program

Strategy 12 – Provide diverse and meaningful learning and volunteer opportunities that deepen people’s connection to nature

Supports Goals:



Through interpretive programming, education, and volunteering opportunities, Metro Vancouver fosters a deep connection between the region’s growing diverse population and the natural world. In addition to providing opportunities to spend time in nature, these programs provide social connection and opportunities for physical activity which contribute to individual and community health and well-being.

Actions

- 12.1 Implement the *Public Programming Strategy* to provide relevant content for the region’s growing diverse population
- 12.2 Continue to develop a relationship-based approach to ensure strong and diverse community partnerships
- 12.3 Deliver events that provide equitable opportunities for many people to experience interpretive and educational programming in regional parks
- 12.4 Provide a range of meaningful and relevant volunteer opportunities that support the mandate of Metro Vancouver Regional Parks
- 12.5 Work with First Nations to better understand and include their respective histories, knowledge, and cultural practices in regional parks
- 12.6 Foster relationships with diverse communities to share histories, stories, and cultural interpretations of regional parks through public communications and programming
- 12.7 Develop interpretive plans for each regional park that tell the story of the park, incorporating natural and cultural history
- 12.8 Seek partnerships in program delivery, community engagement and provision of special programs where others have expertise

Strategy 13 – Tell Metro Vancouver Regional Parks stories to connect the region’s diverse population with nature and inspire its protection

Supports Goals:



Metro Vancouver engages with visitors and the region to share information, inspire, and create positive experiences that provide a sense of place and encourage the protection of nature.

Using a diverse range of communications tools, and considering overarching inclusion principles such as Indigenous perspectives, accessibility, and language, Metro Vancouver aims to reach a broad audience and foster appreciation of regional parks.

Actions

13.1 Use a range of communications tools from in-park signs to print materials to web-based and other digital resources that considers the full visitor experience cycle that starts before arrival and ends with memories of the visit

13.2 Continue the use of social media and explore additional new media as communications tools in reaching new audiences in the region





barred owl

Strategy 14 – Learn and share knowledge

Supports Goals:



Metro Vancouver works collaboratively with others to manage regional parks for long-term ecological integrity and resilience. Existing relationships will continue to be nurtured and new areas for increased collaboration and knowledge sharing will be explored, including cultural resource management, climate action, and the health benefits of parks.

Actions

- 14.1 Partner with health organizations to provide specific mental health and well-being opportunities in regional parks
- 14.2 Support research that helps to broaden understanding of natural resources in regional parks and informs management decisions
- 14.3 Collaborate with the health authorities, academia, and others to develop a greater understanding and awareness of the health benefits of nature
- 14.4 Collaborate with First Nations to incorporate Indigenous Knowledge and values into planning, stewardship and other work for regional parks
- 14.5 Promote the sharing of expertise between member jurisdictions, First Nations, other orders of government, academia, the public, and other regional partners
- 14.6 Collaborate with member jurisdictions, First Nations, other orders of government, TransLink, Destination BC, and others on visitor use planning and management



Pacific Spirit Regional Park

Monitoring and Reporting

To ensure progress is being made towards *Regional Parks Plan* goals, indicators will be measured and reported on. The indicators represent qualitative and quantitative measures and will provide information about different aspects relating to the plan's goals.

Indicators are grouped by the goal they most strongly connect to, but many indicators provide information that relates to multiple goals.

Most of the indicators listed can be measured using existing data, and indeed many are already reported out on annually through the Metro Vancouver

Performance Monitoring Dashboard or the Metro Vancouver Regional Parks annual report. Proposed indicators are used to identify areas where an indicator is needed, but more work is required to determine what the indicator should be.

Every four years, a summary report of indicators will be produced, and the information used to determine if any adjustments are needed as we continue to work towards the plan's goals and vision.

GOAL	INDICATOR
 <p>Goal 1: The region's important natural areas are protected in perpetuity.</p>	Area of regional parkland managed by Metro Vancouver
	Proportion of land acquisition budget spent
	Proportion of regional sensitive or modified ecosystems that falls within regional parks
	Area of sensitive or modified ecosystems within regional parks
	Cumulative area of ecological restoration areas (created or maintained)
	<i>Natural assets indicator relating to ecological function and management (to be developed)</i>
 <p>Goal 2: Everyone has the opportunity to benefit from exceptional experiences in nature.</p>	Number of visits to regional parks
	Hours of volunteer time
	Number of participants in interpretive programs and special events
	<i>Equity baseline indicator relating to the demographic profile of regional parks visitors compared to demographic profile of regional population (to be developed)</i>
	<i>Trips made to regional parks by personal vehicle vs transit and active transportation (to be developed)</i>
	<i>Level of visitor satisfaction, expanding qualitative questions in the visitor satisfaction survey to improve measurement of the influence and effect of time spent in regional parks on visitor well-being (to be developed)</i>
 <p>Goal 3: Regional parks are sustainably managed and well-maintained for the safety of visitors and integrity of ecosystems.</p>	Percentage of regional parks with a current management plan
	Amount of grant funds received
	Proportion of capital budget spent
	Proportion of built asset classes that have achieved or exceeded a 'Fair' condition score
	Percentage change in greenhouse gas emissions associated with the operation of regional parks
	<i>Regulations and compliance indicator, relating to effectiveness or outcomes (to be developed)</i>
 <p>Goal 4: First Nations have an active role in the planning and stewardship of regional parks.</p>	Number of park or system level studies collaboratively undertaken with First Nations
	Number of collaborative agreements in place, such as cultural planning and co-operation agreements
	Number of regional parks or park features named or renamed in partnership with First Nations
	Further indicators relating to Goal 4 will be developed over time with First Nations
 <p>Goal 5: Regional parks adapt to change and contribute to regional resilience.</p>	Indicators for Goal 1 and 3 also strongly connect to Goal 5 as they report on amount and condition of natural areas and infrastructure in regional parks
	<i>Ecosystem and infrastructure vulnerability and/or resilience indicators (to be developed through a climate action strategy for regional parks and Climate 2050)</i>

Indicators in italics will be developed in the future

Glossary

Active transportation includes self-powered modes of transportation such as walking, cycling, skateboarding, in-line skating/rollerblading, jogging and running, wheel chairing, snowshoeing, and cross-country skiing. Electric technologies such as bikes or scooters may be used to support electric mobility on active modes.

Benefits-based approach means that if more community benefit accrues from a service, then a lower cost rate is justified. If more personal benefit accrues from the service, then a higher cost is justified.

Biodiversity is the variety of species and ecosystems, and the ecological processes that they are part of.

Built assets are the buildings, trails and other infrastructure that have been constructed to protect natural assets and enable people to connect to regional parks.

Carbon sequestration is the removal of carbon dioxide from the air and the long-term storage of that carbon to mitigate climate change.

Climate adaptation means anticipating, planning for, and responding to the adverse effects of climate change and taking appropriate action to prevent or minimize the damage it can cause, or taking advantage of opportunities that may arise. It has been shown that well-planned, early adaptation action saves money and lives later.

Development Cost Charges (DCCs) are monies that are collected from land developers by a local government, to offset some of the infrastructure expenditures incurred, to service the needs of new development, including roads, water, and parkland.

Ecological health captures the connection among healthy functioning ecosystems, the valuable services they provide, and human well-being.

Ecological stewardship is a management activity that contributes to the improvement of an area's ecological function through actions that monitor, maintain, protect, enhance, or restore natural resources. These actions must be guided by care, and lead to sustainable long-term results.

Ecosystems are all the plants and animals that live in a particular area together with the relationships between them and their environment.

Ecosystem connectivity is the physical and functional links between ecosystems that support biodiversity by allowing movement of species across the region.

Ecosystem services are the benefits people obtain from ecosystems, including food, fresh water, shading, and human health and well-being.

Greenhouse gases are air contaminants that trap heat and are the cause of climate change. Greenhouse gases include carbon dioxide, methane, nitrous oxide, halocarbons, black carbon, and ozone. Limiting or preventing greenhouse gas emissions and removing these gases from the atmosphere (sometimes referred to as "climate change mitigation") is critical to avoiding catastrophic climate change.

Green infrastructure is the natural, enhanced, and engineered assets that collectively provide society with ecosystem services required for healthy living.

Local First Nations are First Nations with Reserve or Treaty Lands located in the Metro Vancouver region. Qayqayt First Nation is also one of the local First Nations; however, this Nation does not currently have a land base.

Natural assets are the stock of natural resources and ecosystems (including geology, soil, air, water, and all living things) that provide benefits to people. Examples include forests, wetlands, and streams. It is from these natural assets that humans derive a wide range of services, often called ecosystem services, that make human life possible.

“Nature needs half” refers to the international movement, backed by science, to protect 50% of the Earth for nature to support biodiversity, human well-being, and combat climate change. To read more, visit natureneedshalf.org/why-50/

Nature-based solutions are actions that protect, sustainably manage, and restore natural or modified ecosystems but also address societal challenges (such as climate change), thereby providing both human well-being and biodiversity benefits.

Passive outdoor recreation:

- a. is unstructured, natural resource based, and occurs in large scale natural landscapes
- b. provides an opportunity to connect with and experience nature
- c. does not require the provision of extensive or specialized facilities
- d. results in minimal impact and/or disturbance to natural and cultural resources
- e. is primarily low intensity and of a day use nature
- f. is informal and self-directed

Reconciliation refers to those efforts made by individuals and institutions to raise awareness about the process of colonization in Canada, its ongoing effects on Indigenous Peoples, and to affect change through such means as education, relationship-building efforts, allyship, decolonization, and Indigenization.

Regional Greenways Network is the region’s network of recreational greenways which support recreational walking, cycling, and, where appropriate, horseback riding.

Regional Growth Strategy is the regional vision for accommodating anticipated future growth to the region. The current version of the regional growth strategy as of publication of this document is called "Metro 2040." An update is underway, currently referred to as "Metro 2050."

Resilience is the capacity to prepare for, avoid, absorb, recover, and adapt to the effects of shocks and stresses in an efficient manner through the preservation, restoration, and adaptation of essential services and functions.

Social equity is the promotion of fairness, justice, and the removal of systemic barriers that may cause or aggravate disparities experienced by different groups of people.

Universal design is design that’s usable by all people, to the greatest extent possible, without the need for adaptation or specialization.



Metro Vancouver is a federation of 21 municipalities, one electoral area, and one treaty First Nation that collaboratively plans for and delivers regional-scale services. Its core services are drinking water, wastewater treatment and solid waste management. Metro Vancouver also regulates air quality, plans for urban growth, manages a regional parks system and provides affordable housing. The regional district is governed by a Board of Directors of elected officials from each local authority.

Metro Vancouver members:

- Village of Anmore
- Village of Belcarra
- Bowen Island Municipality
- City of Burnaby
- City of Coquitlam
- City of Delta
- Electoral Area A
- City of Langley
- Township of Langley
- Village of Lions Bay
- City of Maple Ridge
- City of New Westminister
- City of North Vancouver
- District of North Vancouver
- City of Pitt Meadows
- City of Port Coquitlam
- City of Port Moody
- City of Richmond
- City of Surrey
- Tsawwassen First Nation
- City of Vancouver
- District of West Vancouver
- City of White Rock

Regional Parks Committee members:

- McEwen, John (Chair) - Anmore
- Wiebe, Michael (Vice Chair) - Vancouver
- Calendino, Pietro - Burnaby
- Dilworth, Diana - Port Moody
- Guerra, Laurie - Surrey
- Harvie, George - Delta
- Hodge, Craig - Coquitlam
- Miyashita, Tracy - Pitt Meadows
- Muri, Lisa - North Vancouver District
- Nicholson, Maureen - Bowen Island
- Penner, Darrell - Port Coquitlam
- Richter, Kim - Langley Township
- Ross, Jamie - Belcarra
- Soprovich, Bill - West Vancouver
- Trentadue, Mary - New Westminister



Regional Parks Plan 2022 Engagement Summary

1.0 OVERVIEW

In 2021/2022, Metro Vancouver undertook an update of the 2016 *Regional Parks Plan*. Delivery of the Regional Parks Service is driven by the goals and strategies of the *Regional Parks Plan*. The plan:

- Provides strategic direction to guide the work of Regional Parks
- Identifies how key challenges will be met and opportunities leveraged
- Provides an action plan to address priorities over the next decade

This document summarizes the results of the engagement activities for the draft *Regional Parks Plan*. The public and First Nations engagement period took place February 14 to April 20, 2022. This engagement summary is a key supporting document for the presentation of the *Regional Parks Plan 2022* to the Regional Parks Committee for review in July 2022.

The objectives of the engagement plan for the draft *Regional Parks Plan* were to:

1. Reach, involve and hear from First Nations, member jurisdictions, stakeholders and other orders of government who have interest in this plan
2. Engage in meaningful dialogue with the public, including equity denied groups and youth, and inform them about opportunities to provide input about the plan
3. Support informed engagement and share engagement outcomes
4. Raise awareness about Metro Vancouver’s role in Regional Parks

Regional Parks Plan update engagement infographic:



2.0 ENGAGEMENT APPROACH

Staff organized a variety of engagement activities to solicit feedback on the draft plan from member jurisdictions, First Nations, other government agencies, community organizations, youth, and the public. This section outlines the engagement activities, as well as their respective audience(s), and how these activities were promoted.

The activities used to engage each audience are outlined in the table below.

Activity	Audience	Timing	Medium	Feedback Process
Meetings with Member jurisdiction/Metro Vancouver Advisory Committees	Member jurisdiction staff	February	Virtual	Direct through standing committees and subcommittees
Email invitation for feedback from interested and affected groups	Other government agencies, individuals with expertise and influence	February to April	Email	Written
Indigenous Working Group Meetings	First Nations	March 28 and April 20	Virtual	Direct and written
Email invitation for Indigenous review and comments	First Nations	March to May	Email	Written
Youth4Action Leadership Boot Camp	Youth	March 15,	Virtual	Comments and Q&A
CTS Youth Council Workshop	Youth	April 11	Virtual	Comments and Q&A
Webinars	Public, park associations, and community organizations	March 2 (evening) March 3 (morning) Recording placed online	Virtual	Comments and Q&A
Feedback form	Public, park associations, and community organizations	February to April	Online	Multiple-choice and written questions

2.1 Engagement with Member Jurisdictions, Other Government Agencies, and Individuals with Expertise and Influence

Staff attended five Metro Vancouver advisory committees, and one advisory committee of a member jurisdiction, to present on the draft *Regional Parks Plan* and invite comment. Additionally, other government agencies, and individuals with expertise and influence, were invited to provide written comments on the draft plan or complete the feedback form. See attachment 1 for list of advisory committees attended and organizations contacted to provide feedback.

2.2 First Nations Engagement

Metro Vancouver values and respects the knowledge, expertise, and perspectives of First Nations and recognizes Nations as rights-holders not stakeholders. As such, Metro Vancouver is working to better collaborate with First Nations by inviting Nations to provide input on the draft *Regional Parks Plan*. First Nations selected from the activities below depending on their internal capacity, interest and availability:

1. Attend *Regional Parks Plan* Indigenous Working Group Meetings to talk, learn together, and provide input
(2 meetings x 2 hours per meeting)
(meetings were held via videoconferencing)
2. Review and provide written comments on the draft *Regional Parks Plan*

An invitation letter to engage on the draft *Regional Parks Plan* was sent to 10 local First Nations and 24 First Nation communities with interests in the region, detailed in attachment 1.

2.3 Youth Engagement

For information on how webinars and a feedback form were promoted to youth, see section 2.5 – Targeted Promotion. In addition, staff held two online workshops with youth through Youth4Action and the CTS Youth Council. Youth4Action is a Metro Vancouver-led program that supports high school youth, and the CTS Youth Council is run by the non-profit organization CTS Youth Society for those aged 14-18.

2.4 Public Engagement Activities

Staff hosted two virtual webinars and promoted opportunities to receive feedback by completing a short online form or to write to a project email inbox. The webinars included a presentation about the draft *Regional Parks Plan*, followed by a Q&A portion where participants were encouraged to ask questions and provide comments or questions in the chat. The feedback form consisted of multiple choice and written questions about the goals, actions and strategies contained in the draft plan. These engagement opportunities were shared on the Metro Vancouver website and social media, promoted in newsletters to Regional Parks and Metro Vancouver news subscribers, as well as via email with park associations, community organizations, and equity denied groups.

2.5 Promoting the Regional Parks Plan and Public Engagement Opportunities

Staff developed a strategy to promote information to the public about the draft *Regional Parks Plan's* purpose and benefits, as well as the opportunities to provide feedback. This strategy aimed to reach as many members of the public as possible, as well as reach diverse members of the public.

To accomplish this, staff shared information about the draft *Regional Parks Plan*, as well as the feedback form and webinars, on platforms ranging from traditional media (posters in regional parks kiosks, print ads), to the use of promoted social media posts to drive attention to the draft *Regional Parks Plan* project web site, online feedback form and webinars. Content was also shared via Metro Vancouver's newsletters and home page, and with member jurisdictions for promotion to their own networks. The following section provides data on the extent these promotional efforts were able to reach the public.

Website

Web content is found at www.metrovancouver.org/parksplan.

From February 14 to April 20, 2022, there were a total of 1,473 page views from 1,265 unique users. Visitors spent an average of 4:50 minutes on the site, which is very high when compared to the 1:47 minute average for visitors to Metro Vancouver's website as a whole, and indicates that users were reading the content.

Social Media

Social media was the primary tactic used to promote the engagement. Paid and organic posts were used across Facebook, Instagram, Twitter, and LinkedIn to promote the opportunity to provide feedback, as well as attend a webinar or join a youth workshop. The social media content also built awareness of Regional Parks and the benefit they provide to the region. In total, there were over 600,000 social media impressions, nearly 49,000 videos views, 3,000 link clicks, and more than 1,000 social media likes, comments, and shares.

Facebook posts saw the best organic reach, while Twitter delivered the most link clicks and video views. There was a steady cadence of posts throughout the promotion period to not only drive feedback form responses but also to encourage webinar and youth workshop participation and build awareness of regional parks and the benefits they provide to the region. The best performing posts across the board were "engagement is open" and "last chance to provide feedback." Regional Parks staff were encouraged to share social media posts to their networks which amplified the message. For example, one shared LinkedIn post received 1,265 impressions and 39 likes.

Earned Media

There were two media articles about the *Regional Parks Plan* update including an article in the Delta Optimist that had a reach of 131,000.

Targeted Promotion

Staff promoted public engagement opportunities strategically to reach audience segments that more consistently face barriers to accessing regional parks than others:

- Audience: Those without a vehicle
 - Promotion tactics: Modo car share network, HUB Cycling' Bicycle Bulletin e-newsletter and Twitter
- Audience: Ethnic Minorities

- Promotion tactics: print ads in English-language ethnic publications (Asian Pacific Post, South Asian Post, Filipino Post, Indo-Canadian Voice) and community papers in municipalities with high populations of ethnic minorities (Burnaby Now, Tri-City News, Richmond News, North Shore News, Surrey Now Leader)
- Audience: Youth
 - Promotion tactics: Youth4Action social media, UBC Sustainability Newsletter, SFU Sustainability channels
 - Note: Staff also held workshops with youth groups, which is covered under a separate section

3.0 WHAT WE HEARD

The feedback received through the various engagement activities is summarized below, along with how the feedback informed the *Regional Parks Plan 2022*. More in-depth information on the feedback received during engagement is available in attachments 2 through 5.

3.1 Engagement with Member Jurisdictions, Other Government Agencies, and Individuals with Influence and Expertise

Questions were asked by the advisory committees on a range of topics, including land acquisition, greenways and improving access to nature for residents, and climate planning. Members of the Agricultural Advisory Committee also provided comments on the need to consider the impacts of increased visitation on working farmland adjacent to regional parks. This feedback will be taken into consideration through the development of a strategy for managing visitor use (draft *Regional Parks Plan* action).

In addition, staff received 12 written responses from: City of Surrey, Village of Belcarra, TransLink, BC Parks, Fraser Health, Vancouver Coastal Health, Destination BC, Environment and Climate Change Canada, Parks Canada, UBC Forestry (PhD Candidate), and HUB Cycling Tri-Cities Committee, HUB Cycling Maple Ridge/Pitt Meadows Committee.

Feedback varied significantly in both content and scope, but was broadly supportive of the goals, actions, and strategies in the draft plan. Climate change and resilience, protecting nature, equity, health, and sustainable transportation were key themes that came up in the feedback from many of the organizations that shared comments. Multiple organizations expressed a desire to collaborate more closely or continue collaborating on shared goals with Regional Parks, especially with regards to protecting nature, land acquisition, and/or research.

There was strong support for the following parts of the draft plan:

- Protection goals, especially regarding enhancing ecosystem connectivity
- Recognition of the value regional parks have for mental and physical health and regional resilience
- Increased collaboration with First Nations
- Improving access to parks by improving sustainable transportation options and managing and designing parks with the needs of equity denied groups in mind

Several organizations provided thoughtful suggestions for changes or additions to the draft *Regional Parks Plan*. This feedback was carefully considered and incorporated into the plan edits where appropriate. Additionally, comments that will be helpful during plan implementation or the development of other plans were documented.

Attachment 2 provides additional detail on the feedback received and how it was incorporated into the plan.

3.2 First Nations Engagement

Of the First Nations contacted, eight of the ten local First Nations attended meetings on March 28 and April 20, 2022. Written comments were also provided by seven of the ten local First Nations. The following First Nations provided feedback: Katzie First Nation, Kwantlen First Nation, Kwikwetlem First Nation, Matsqui First Nation, Musqueam Indian Band, Squamish Nation, Tsawwassen First Nation, and Tsleil-Waututh Nation.

The following key themes were heard from engagement with First Nations:

1. **Plan framing:** Stronger framing for the plan is needed, recognizing the rights and interests of Indigenous Peoples
2. **Embedding reconciliation:** Ongoing work is needed to embed reconciliation throughout the work of Metro Vancouver Regional Parks
3. **Supporting Indigenous stewardship:** Metro Vancouver should look for ways to support Indigenous stewardship within regional parks
4. **Cultural recognition:** First Nations and their connection to the land should be recognized, in the plan and regional parks
5. **Supporting First Nations connection to the land:** Metro Vancouver should look for ways to support First Nations to practice aspects of their culture and connect with ancestral lands, including through increased access to regional parks
6. **Protecting and monitoring ecosystem health:** Concerns were raised about the impacts of visitor use on ecosystems within regional parks and the importance of collecting data on ecosystems and wildlife to monitor health

First Nations supported many of the proposed actions in the draft *Regional Parks Plan*, along with feedback on how they could be improved and strengthened.

Metro Vancouver received feedback from First Nations and subsequently made the following changes to the draft *Regional Parks Plan*:

1. **Plan framing:** An upfront section in the draft *Regional Parks Plan* titled “Working Collaboratively with First Nations” has been extended to:
 - Speak to the rights and interests of Indigenous Peoples
 - Recognize First Nations as original stewards of the region’s lands, waters and air
 - Highlight several important themes heard during engagement, including recognizing the impacts regional growth and loss of natural areas has on First Nations and their ability to engage in cultural practicesFurther, the plan includes reconciliation as a guiding principle, meaning it is a fundamental value that guides the plan.
2. **Embedding reconciliation:** The final plan includes actions for Metro Vancouver to work with First Nations to develop collaborative agreements and an Indigenous Framework for planning and stewardship of regional parks. Feedback from First Nations resulted in edits to the wording of these actions. A new action was added to collaborate with First Nations to establish a regular forum to support ongoing discussion between Metro Vancouver and First Nations on regional parks related issues. In addition, an action has been added to the plan on providing cultural awareness training for Metro Vancouver staff.
3. **Supporting Indigenous stewardship:** The plan includes an action for Metro Vancouver to support First Nations guardian programs. Additional opportunities to support Indigenous stewardship will be sought out at the park level.

4. **Cultural recognition:** Information has been added to the plan, adjacent to the regional parks system map, demonstrating regional parks within the territories of local First Nations. In addition, several actions in the plan speak to the importance of recognizing First Nations and their connection to the lands throughout the work of Metro Vancouver Regional Parks. Actions include:
 - Developing cultural recognition plans to guide approaches to respect and honour Indigenous Peoples' culture and connection to the land. This is a new action based on First Nations feedback
 - Collaborating with First Nations on the naming or renaming of regional parks and parks features. This action has been reworded based on feedback
 - Improved understanding of archaeological and cultural resources to enable respectful and appropriate protection and management protocols
 - Working with First Nations to better understand and include respective histories, knowledge and cultural practices. This action has been reworded based on feedback
5. **Supporting First Nations connection to the land:** Metro Vancouver will work with First Nations to identify ways to support First Nations cultural practices and access to the land, and this intention is captured in a *Regional Parks Plan* action. This can be advanced through ongoing dialogue with First Nations, as well as through the development of collaborative agreements.
6. **Protecting and monitoring ecosystem health:** The *Regional Parks Plan* commits to developing a strategy to manage visitor use. Metro Vancouver will collaborate with First Nations in its development. Wording has been added to an existing action on data collection, highlighting that this includes ecosystem and wildlife data. Additionally, the plan includes an action on the ongoing monitoring of forest health.

Metro Vancouver is committed to strengthening relationships with First Nations by pursuing pathways to reconciliation such as increased engagement, dialogue, and collaboration. The opportunity to listen, share and talk together has created reflection and awareness that go beyond the development of the *Regional Parks Plan* and will continue to inform Metro Vancouver's work moving forward.

Attachment 3 provides additional detail on the feedback received from First Nations, and how it was incorporated into the plan.

3.3 Youth Engagement

Staff held two online workshops in Spring 2022 with a total of 16 youth participants.

Activity	Date	Number of participants
Youth4Action Leadership Boot Camp	March 15 (online)	12
CTS Youth Council Workshop	April 11 (online)	4

The primary themes that came from the workshops were environmental protection and climate change, barriers to youth accessing regional parks, and the value of regional parks to youth. Participants discussed how regional parks fit into wider discourse about climate change and protecting nature, such as how regional greenways act as a space for active transportation to reduce green house gas emissions, and how nature is protected in the context of regional parks. Participants also identified barriers to youth accessing parks. This included challenges with transportation and finding friends to visit parks together with, as well as ways to mitigate some of these barriers. Finally, there was discussion about the importance of parks as a place for connecting to nature and socializing, and the opportunities for regional parks to be a venue for education for youth.

Feedback received will inform work to improve access to regional parks by sustainable transportation, as well as future engagement and involvement opportunities with youth.

Attachment 4 provides additional detail on the feedback received through youth engagement.

3.4 Public Engagement

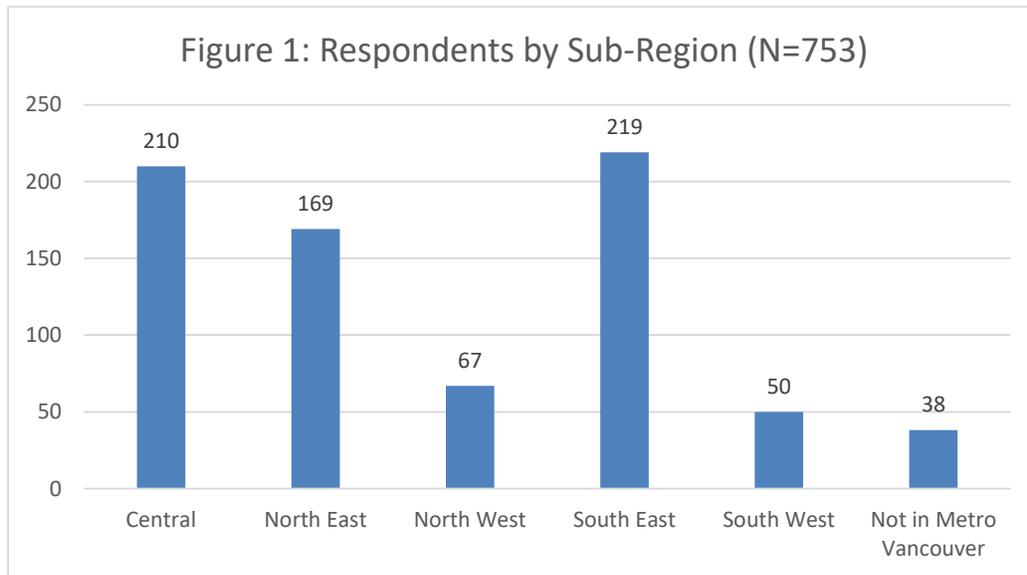
Activity	Date	Number of Participants
Webinar 1 (online)	March 2 (evening)	18
Webinar 2 (online)	March 3 (morning)	23
Webinar recording	March to April	26 views
Feedback form (online)	February to April	807 submissions

Opportunities to learn about and give feedback on the draft plan were provided through webinars, or by filling out the online feedback form. For analysis and reporting out, webinar feedback was combined with feedback form written comments given the similar scope and audience.

Feedback Form Participant Information

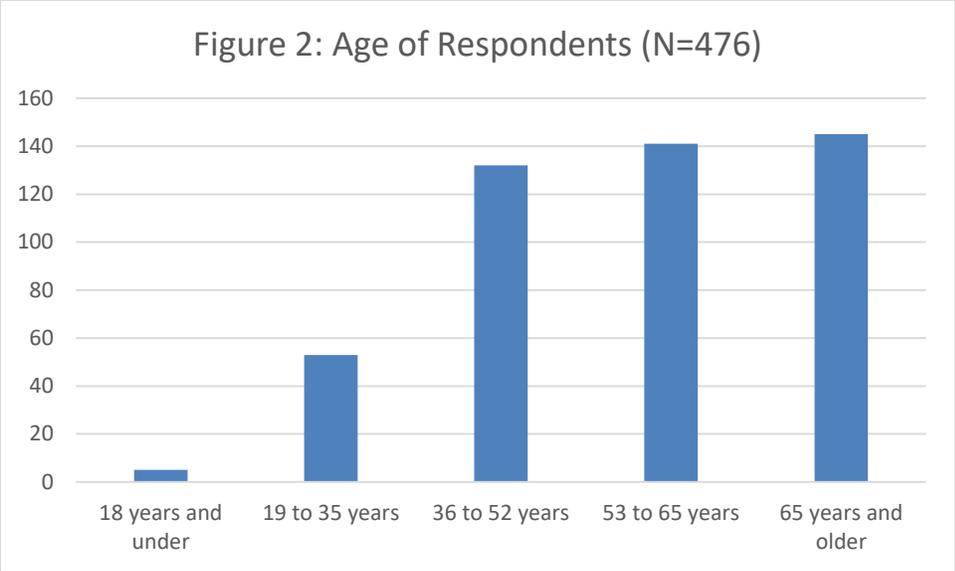
The feedback form had 807 submissions, with respondents from across the region. Not every respondent answered every question and the number of responses to questions is provided (as N=).

Figure 1 shows that there was representation from all sub-regions of Metro Vancouver among respondents who filled out the feedback form.

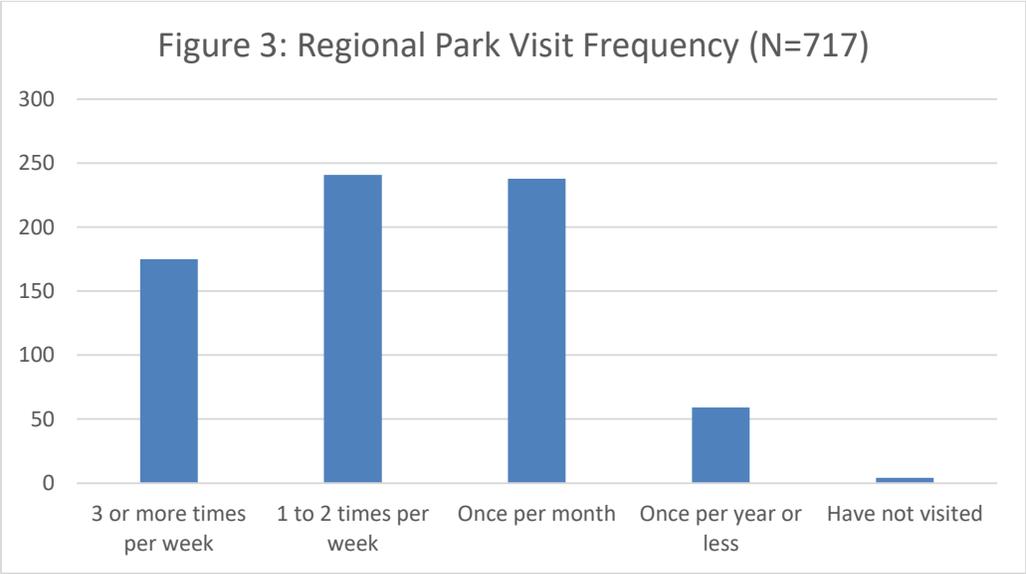


Respondents were asked about their ethnic origins and 54% (434) responded to this question by identifying one or more ethnic origin. The largest categories were Canadian (42%) and European (39%), with an additional 5% identifying as both Canadian and European. The remaining 14% identified with a variety of other ethnic origins.

Respondents were distributed quite evenly across all age brackets, although there were less respondents between ages 19 to 35, and only five respondents under age 18 (Figure 2).



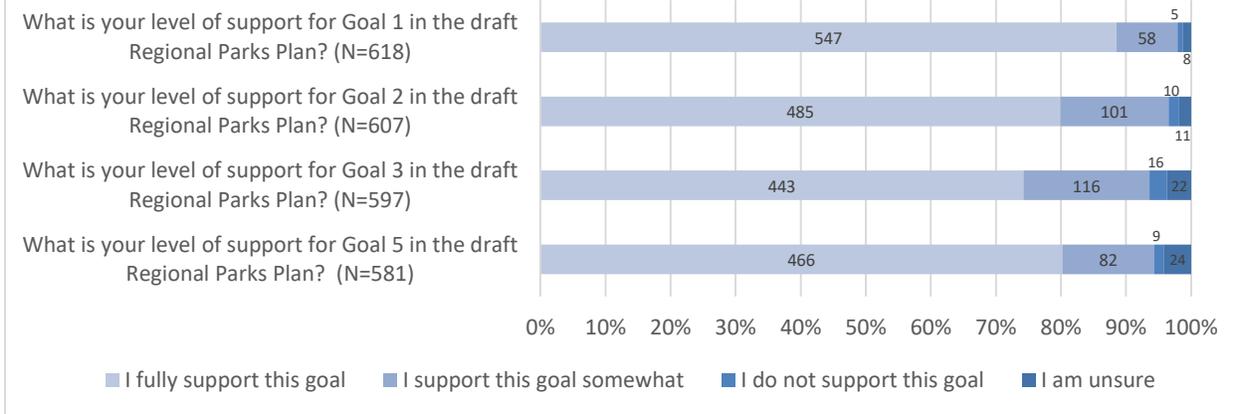
Feedback form respondents indicated that they visit regional parks regularly. Over 99% of respondents have visited a regional park at least once before, as shown in Figure 3. Over 90% visit regional parks at least once per month, with nearly a quarter visiting three or more times per week.



What We Heard from Webinars and Feedback Form

Respondents were highly supportive of the draft *Regional Parks Plan* goals (Figure 4). Full or partial support of the goals ranged from 94% (Goal 3) to 98% (Goal 1). Respondents were not asked about their level of support for Goal 4 (First Nations have an active role in the planning and stewardship of regional parks) because engagement for this goal was focused on First Nations. Respondents were also asked about their support level for the draft *Regional Parks Plan* strategies and actions. Support levels were also quite high, with full or partial support ranging from 87% to 92%.

Figure 4: Support Levels for Draft Regional Parks Plan Goals



Through the feedback form and webinar, participants provided a total of over 1,500 comments. Staff documented the following key themes:

- Strong support for expanding regional parks and greenways through land acquisition
- Discussion around how regional parks can balance protecting nature with making space for a variety of uses of regional parks. More comments supported an emphasis on protecting nature
- Discussion around rules, enforcement, and reducing conflicts between user groups
- Support for improving sustainable transportation access and infrastructure
- Debate around balancing reducing greenhouse gas emissions from transportation to parks with maintaining easy access to parks, especially with regards to parking
- Discussion around the impact that climate change-driven natural hazards can have on regional parks and recognition of the role regional parks plays in climate change adaptation and regional resilience
- Discussion around the importance of reducing barriers to access regional parks, including through sustainable transportation options. Additional feedback spoke to the need for accessible facilities in regional parks

Feedback highlighted the challenges inherent in balancing the protecting natural areas while also providing access to people.

The feedback reflected the challenges that are highlighted in the draft plan, such as balancing protecting natural areas while also providing access to park visitors. Overall, the feedback received mostly supported the goals, actions, and strategies of the plan. Additionally, the comments helped staff identify unclear wording in the draft plan. Comments which provided insight that is specific to a particular park or which will be more helpful during the implementation of the plan were documented for future consideration.

Attachment 5 provides additional detail on the feedback received from the public, and how it was incorporated into the final plan.

Attachments

1. List of Organizations Contacted
2. Feedback from Engagement with Member Jurisdictions, Other Government Agencies, and Individuals with Influence and Expertise – Additional Information
3. Engagement with First Nations – Additional Information
4. Feedback from Youth Engagement – Additional Information
5. Feedback from Public Engagement – Additional Information

List of Organizations Contacted

This is a list of First Nations, stakeholders, and other governments contacted for input on the draft *Regional Parks Plan*.

Local First Nations:

Katzie First Nation	Qayqayt First Nation
Kwantlen First Nation	Semiahmoo First Nation
Kwikwetlem First Nation	Squamish Nation
Matsqui First Nation	Tsawwassen First Nation
Musqueam Indian Band	Tsleil-Waututh Nation

Additional First Nations and Tribal Council with interests in the region:

Cowichan Tribes	Snaw-Naw-As First Nation (Nanoose First Nation)
Douglas Band (Xa'xtsa)	Snuneymuxw First Nation
Halalt First Nation	Soowahlie First Nation
Lake Cowichan First Nation	St'at'imc Chiefs Council
Lyackson First Nation	Sto:lo Nation
Pauquachin First Nation	Sto:lo Tribal Council
Penelakut Tribe	Stz'uminus First Nation
Peters First Nation	Te'mexw Treaty Association
Samahquam First Nation	Tsartlip First Nation
Seabird Island Band	Tsawout First Nation
Shxw'ow'hamel First Nation	Tseycum First Nation
Skatin Nations	
Skawahlook First Nation	

Regional agencies:

Port of Vancouver
TransLink
Vancouver International Airport

Provincial agencies:

Agricultural Land Commission	Ministry of Environment & Climate Change
BC Parks	Ministry of Forests, Lands, Natural Resource Operations & Rural Development
Destination BC	Vancouver Coastal Health
First Nations Health Authority	
Fraser Health	

Federal agencies:

Canadian Wildlife Service	Natural Resources Canada
Environment and Climate Change Canada	Parks Canada
Fisheries and Oceans Canada	

List of standing meetings where Regional Parks Plan update was on the agenda and feedback received:

Regional Parks Advisory Committee
Regional Planning Advisory Committee
Regional Planning Advisory Committee – Environment Subcommittee
Regional Engineers Advisory Committee – Climate Protection Subcommittee
Agricultural Advisory Committee
Bowen Island Municipality – Parks, Trails and Greenways Advisory Committee Meeting

Organization invitees:

This list includes organizations that were informed electronically of the *Regional Parks Plan* update, provided the draft plan, and invited to join a webinar or provide feedback by the online feedback form or email.

Abbotsford Mission Nature Club	Brazilian Community Association in BC
Access Advisory Community Council for Burnaby	Brittania Community Centre - Vietnamese Seniors Outreach Program
Accessible Nature Wellness Program	Burke Mountain Naturalists
Affiliation of Multicultural Societies and Service Agencies of BC	Burnaby Association for Community Inclusion
African Descendants Festival and Association	Burnaby Lake Park Association
African Stages Association of BC	Burns Bog Conservation Society
Amy Tsang Landscape Architect	Camosun Bog Restoration Group
A Rocha	Campbell Valley Equestrian Society
Association of Neighbourhood Houses of BC (Sasamat Outdoor Centre)	Campbell Valley Nature House Hosts
Association of United Ukrainian Canadians	Canada Vietnamese Society
Back Country Horsemen of BC	Canadian Association of Physicians for the Environment (CAPE)
BC Center for Ability Association	Canadian Iranian Foundation
BC Community Bat Program	Capilano University Sustainability
BC Geocaching Association	Carscadden, Stokes, McDonald Architects
BCIT, Communication Department	CNIB Foundation
BCIT, Ecological Restoration Program	Coastal Painted Turtle Project
BCIT, Fish, Wildlife and Recreation Program	Coastal Partners in Conservation Society
BC Mills House Hosts	Colony Farm Community Gardens Society
BC Mobility Opportunities Society	Colony Farm Park Association
BC Nature	Colour the Trails
BC Parks Foundation	Communities Embracing Restorative Action
BC Wildlife Federation	Connex (SD42 Alternate)
Bench Landscape Architecture	Critter Care
Birds Canada	Croatian Community Centre
Black Arts Vancouver	Cross Cultural Walking Tours
Black Lives Matter Vancouver	CTS Youth Society
Bosnian and Herzegovinian Cultural Center Vancouver Canada	Delta Naturalists
Bowen Island Fish and Wildlife Club	Developmental Disabilities Association
Bowen Island Heritage Preservation Association	Disability Foundation
Bowen Island Horse Owners and Riders Association	Diwali Fest
Bowen Island Memorial Garden	Ducks Unlimited
Bowen Island Weed Warriors	Echo Ecological
	Elder Grove Rotary Club
	Environmental Youth Alliance
	First Nations Health Authority

Fort Camping/Duckworth Management Group
 Fort Langley Elementary - Langley
 Environmental Awareness Program
 Fraser Academy
 Fraser Health Authority
 Fraser Valley Conservancy
 Fraser Valley Regional Library - Aldergrove
 Library
 Fresh Voices
 Friends of Semiahmoo Bay Society
 Girl Guides
 Golden Age Hiking Club
 Greater Vancouver Bangladesh Cultural
 Association
 Great Lakes Networking Society of BC
 Hispanic Community Centre
 Hives for Humanity
 Hogan's Alley Society
 Horse Council BC
 HUB Cycling
 Immigrants Services Society
 Inclusion Society of Langley
 Indian Summer Arts Society
 Indigenous Sport, Physical Activity & Recreation
 Council
 Indigenous women outdoors
 ISS of BC
 Japanese Language School and Japanese Hall
 Kanaka Education and Environmental
 Partnership Society
 Kerala Cultural Association of British Columbia
 Ki'lala Lelum (Urban Indigenous Health and
 Healing Cooperative)
 Langara VOLT Volunteer Program
 Langley Centennial Museum
 Langley Environmental Partners Society
 Langley Field Naturalists
 Langley Heritage Society
 Langley Speedway Historical Society
 LatinCouver
 Lebanese Canadian Society of BC
 Little Campbell Watershed Society
 Malaysian Association of British Columbia
 Metro Vancouver Aboriginal Executive Council
 Minnekhada Park Association
 Modo
 Mosaic
 Musqueam Road Warriors

Nature Conservancy of Canada
 Nature Trust of BC
 Nature Vancouver
 Nikkei National Museum & Cultural Centre
 North Shore Black Bear Society
 Oceanwise
 Out About Vancouver
 Out and About Gay Men's Outdoor Adventure
 Society
 OWL (Orphaned Wildlife) Rehabilitation Society
 Pacific Academy
 Pacific Immigrant Resource Society
 Pacific Parklands Foundation
 Pacific Spirit Park Society
 Pearson Ecological
 Portuguese Cultural Centre
 Powell Street Festival Society
 Power for All Adventure Therapy Society
 Power to Be
 Progressive Intercultural Community Services
 Society
 Project Watershed Society
 PWL Partnership
 Qmunity
 Raincity Housing: The Vivian
 Raincoast Applied Ecological Consulting
 Raincoast Conservation Foundation
 Rainer Hotel (PHS Communities Services
 Society)
 Regent Christian Online Academy
 Richmond Nature Park
 Scandinavian Cultural Society
 Scouts Canada - Camp McLean
 Sea Kayak Association of BC
 Serpentine Enhancement Society
 SFU, Faculty of Education
 SFU, Faculty of Health Sciences
 SFU, Department of Biological Sciences
 Sher Vancouver
 South African Cultural Association of British
 Columbia (SACABC)
 South Coast Conservation Program
 space2place Landscape Architects
 Spanish Bank Streamkeepers
 Spirit of the Horse Garden
 Stanley Park Ecology Society
 Stream of Dreams
 SUCCESS

Surrey Christian School
Surrey Environmental Partners
Taiwanese Canadian Cultural Society
Take a Hike Foundation
The Wheelhouse at Alouette Elementary
Tonari Gumi
Tourism Richmond
Tricity Iranian Cultural Society
Trinity Western University
Turkish Canadian Society
UBC, Centre for Interactive Research on
Sustainability
UBC, Department of Botany
UBC, Department of Zoology
UBC, Faculty of Forestry
UBC Vantage College
Uganda Cultural Association of British Columbia
United Filipino Canadian Associations in British
Columbia
Urban Native Youth Association (UNYA)
Vancouver Aboriginal Child and Family Services
Society
Vancouver Airport Authority
Vancouver Asian Heritage Month Society
Vancouver Avian Research Centre
Vancouver Chinese Elderly Citizens' Association
Vancouver Coastal Health
Vancouver Latin America Cultural Centre
Vancouver Persia
Watari
West Coast Environmental Law
Western Canada Community Projects Society
White Rock and Surrey Naturalists
Wildlife Rescue Association
WildResearch
Wild Root Journeys
Wildsafe BC
Wooden Boat Society
Wreck Beach Preservation Society
YVR - Environmental Advisory Committee
YWCA

Feedback from Engagement with Member Jurisdictions, Other Government Agencies, and Individuals with Influence and Expertise – Additional Information

The following chart includes a summary of the written comments received from member jurisdictions, other government agencies, and individuals with influence and expertise.

Organization	Feedback	Response
City of Surrey	Noted common goals and desire to collaborate on planning for parkland acquisition and protecting nature	Comment noted
	Suggestion to make climate change and resiliency more prominent in the guiding principles and increase focus on innovation with regards to facility construction	Guiding principles are fundamental values that guide the plan rather than issues Innovation added to facility construction strategy description (strategy 9)
	Discussion on research and monitoring methodologies	Comment noted
Village of Belcarra	Desire to see more specific analysis and mitigation strategies with regards to the impact of climate change and wildfires	Wildfire risk assessments are being updated for regional parks is 2022. This information will guide work to reduce wildfire risk, in the context of managing regional park forest ecosystems
UBC Forestry	Suggestion to make connections to <i>Regional Growth Strategy</i> policy on developing healthy and complete communities	Added to table with linkages to other Metro Vancouver functions and plans
	Suggestions on how to incorporate health and wellbeing into action 4.7 and Goal 2 indicator on visitor satisfaction	Health and well-being incorporated into action 4.7 and Goal 2 indicator
Environment and Climate Change Canada	Expressed support for plan content on ecosystem connectivity, ecological health, adaptation, equity, and protection	Comment noted
	Suggested change to ecological line in the Protect-Connect Continuum for clarity	Protect-Connect Continuum graphic adjusted to reflect the comment
	Desire to share data on indicators, public opinion, and land acquisition	Comment noted
Parks Canada	Support for inclusion of adaptation and resilience in <i>Regional Parks Plan</i>	Comment noted
BC Parks	Suggestion to more strongly identify connectivity (ecosystem and sustainable transportation) between regional parks and Provincial Parks	Emphasis added to action 5.6 on ecosystem connectivity between regional and provincial parks
	Expressed support for plan content on social equity, mental health, climate change, visitor management, and the need to work	Comment noted

	collaboratively with First Nations on parks planning	
Fraser Health	Expressed support for plan content on reconciliation, ecosystem protection and restoration, climate change and resiliency, and the importance of improving access to regional parks for human health and social equity	Comments noted
	Provided recommendations on protection and restoration of forests and other vegetation to support adaptation benefits for residents	Comments noted. Monitoring forest health, tree planting, and other ecological stewardship work focus on maintaining and enhancing the health of regional park ecosystems
	Provided information on new research on the health benefits of nature for children	Comment noted
	Provided recommendations relating to visitor safety, accessible infrastructure and EV charging stations to support sustainable transportation	Visitor safety is a priority for Metro Vancouver. Comments on infrastructure will be considered during plan implementation
	Suggestion to explore ways to engage with Friendship Centres or other Indigenous Societies	Recommendation noted for future engagement
Vancouver Coastal Health	Expressed support for plan content on reconciliation, climate change and resiliency, and the importance of improving access to regional parks for human health and social equity	Comments noted
	Discussion on incorporating equity considerations with regards to enforcement and engagement	Comment noted. Inclusivity is a guiding principle to the plan and action 4.6 will develop an inclusive approach to engagement
	Suggestion to include the health authorities in the list of partners in the development of regional parks and greenways (Section – Working Together for Regional Parks)	Health authorities added to the list of partners
Destination BC	Suggestion to add reference to visitation from tourists and the role parks play in tourism	Incorporated into Challenges and Opportunities section
	Suggestion to collaborate more to better respond to visitor needs	Action added to strategy 14
Translink	Suggestions on how to incorporate emerging mobility technology and improve facilities for sustainable transportation	Comment noted and will be further explored through work on sustainable transportation
	Suggestion to incorporate Transportation Demand Management (TDM) strategies within strategies 2, 7, and 11	Comment noted and will be considered as part of work on sustainable transportation
	Comments highlight that the draft <i>Regional Parks Plan</i> advances regional transportation	Comments noted

	goals and shares a focus with Transport 2050 on improving access to nature	
HUB Cycling Tri-Cities and Maple Ridge/Pitt Meadows Committees	Support for improving active transportation to regional parks. Provided detailed park-specific suggestions	Comment noted. Detailed recommendations on active transportation improvements shared with relevant staff

Feedback from Engagement with First Nations – Additional Information

The table below summarizes feedback received from the eight local First Nations who participated in the draft *Regional Parks Plans*’ engagement process.

Topic	Feedback	Response
Plan framing	Several First Nations highlighted the importance of stronger recognition of Indigenous rights and interests, as well as UNDRIP and DRIPA	These points have been reflected in the ‘Working Collaboratively with First Nations’ section
	Some First Nations asked for recognition that the cumulative effects of all the development taking place in the region and loss of natural areas mean less space for First Nations to practice their culture	
	One First Nation requested Metro Vancouver to co-develop a detailed preamble to the plan with First Nations	Feedback received was incorporated into the plan section ‘Working Collaboratively with First Nations’
	Add a definition of reconciliation	Added to the glossary
Embedding reconciliation	One First Nation suggested to add reconciliation or Indigenous-led stewardship as an overarching guiding principle of the plan	‘Reconciliation-focused’ is a guiding principle of the plan. Action 3.1 commits to collaboratively developing an Indigenous framework to guide working together to plan and steward regional parks. Establishing collaborative agreements with First Nations is another action in the plan (action 3.2). Through these mechanisms, we can lay a path to achieving Goal 4 – ‘First Nations having an active role in the planning and stewardship of regional parks is a goal of the plan’
	Several First Nations asked for more involvement for First Nations in management and stewardship of parks; development of a more Indigenous-focused framework; bi-lateral co-governance and co-management agreements important to recognizing and implementing Indigenous rights and reconciliation	
	One First Nation provided feedback on how working with First Nations is mentioned in relation to some but not all topics in the plan. Rather than mentioning working with First Nations in relation to certain actions, a better approach would be to outline how collaboration will be achieved for all actions	Different First Nations have different interests for collaboration. Through the development of collaborative agreements with respective First Nations, the breadth of what each Nation is interested in working on will be further understood. Further, action 3.5 will set up a regular forum to support ongoing collaboration, providing another opportunity to better understand each First Nation’s

		interest in working with Metro Vancouver
	Relationship building needed between First Nations governments and other government agencies to support co-decision-making	The plan lays the groundwork to support this relationship building
	One First Nation highlighted that working with individual First Nations on a park-by-park basis to develop Co-Operation Agreements or other plans presents capacity challenges for First Nations. Consider developing agreements / plans with one First Nation for multiple regional parks	Plan language has been adjusted to leave it open whether agreements / plans are park-by-park or by First Nation
	Add to the 'Visioning the Regional Parks System in 2050' language around co-management of parks and integrating Indigenous stewardship principles	These concepts have been added to the visioning section
Supporting Indigenous stewardship	Inclusion of the action to support First Nation guardian programs (action 6.2) was strongly supported	Comment noted
	As part of Metro Vancouver's financial planning, consider the resources needed to support First Nations guardian programs. Provide a definition of how Metro Vancouver intends to support First Nation guardian programs	Action 6.2 is for Metro Vancouver to support First Nation guardian programs. The type of support is undefined to leave room for the different needs of each First Nation or changing needs over time. Support could include financial, training, equipment, etc.
	Integrate Indigenous Guardians within ongoing park operations and management plans	As of 2022, there is only one pilot First Nation guardian program operating in a regional park. The current focus for Metro Vancouver is supporting more First Nation guardian programs, and learning alongside First Nations how to develop successful programs. At a future point Metro Vancouver and participating First Nations may consider integration
	Desire expressed by one First Nation to be informed of opportunities to join in on monitoring and restoration work	Comment noted

Cultural recognition	Multiple First Nations commented that the plan’s regional park system map should include First Nations’ territories	There are challenges in clearly presenting the shared territories of local First Nations on a map. Instead, a table is included showing which regional parks fall within each territory and this is situated next to the system map in the plan
	Strong support was expressed for the plan to include an action on the naming or renaming of regional parks and park features to affirm the history and importance of the lands to First Nations. However, wording of the draft action was felt to be colonial and needed editing	The action was redrafted based on feedback from First Nations and is now framed as a collaborative effort between Metro Vancouver and First Nations
	Multiple First Nations recommended Metro Vancouver commit to developing cultural recognition plans with First Nations for regional parks to guide approaches to respect and honour Indigenous Peoples’ culture and connection to the land	An action was added for the development of cultural recognition plans
	Some First Nations provided recommendations on wording for action 12.5 on working with First Nations to include their histories and knowledge. Specifically, the removal of ‘perspectives’ and ‘cultural interpretations’ was requested as these imply that stories and histories are only a matter of perspective or interpretation rather than truth and history	Edits were incorporated into action 12.5
	Several other requests were made in relation to the cultural representation and visibility for First Nations, including through the <i>Regional Parks Plan</i> , Metro Vancouver media, online platforms and other materials. Requests were also made around seeing more Indigenous language, artwork, and signage in regional parks	Comment noted
	Some First Nations highlighted the importance of providing financial support for First Nations to participate and share knowledge	Comment noted
	Supporting First Nations	Several First Nations raised the importance of creating space for reconnection to

connection to the land	ancestral lands and providing access to practice culture, including the right to harvest and hunt in regional parks	with First Nations, through which, discussions about access can be worked through. Additionally, the plan contains an action to look for ways to support First Nations traditional and contemporary uses of the land, in the context of managing regional parks. This could include access, harvesting, growing, and cultural activities
	One First Nation expressed a desire to see the plan enable exclusive and unique access to Regional Park Reserves and Ecological Conservancy Areas. Another First Nation provided feedback around wanting to see areas of park land set aside to be stewarded, managed, and used exclusively by Indigenous communities	
Protecting and monitoring ecosystem health	Concerns were raised by multiple First Nations about the impacts of visitor use on park ecosystems and wildlife. Specific concerns raised were around litter, dog waste, off-trail activities in sensitive habitats, harvesting, and the need for more enforcement	The plan recognizes the challenges of balancing protecting nature with providing opportunities for people to connect with nature. Action 14.6 speaks to the need to collaborate with First Nations and others on visitor use planning. Action 7.1 is to develop a strategy for managing visitor use which is intended to bring together a range of potential tools and approaches to help manage visitor use. There is also ongoing enforcement and education work
	Some First Nations raised the importance of monitoring and data collection to inform restoration	Restoration is largely managed through the <i>Natural Resource Management Framework</i> . The plan includes action 4.8 on regularly collecting data, including on ecosystems and wildlife, as well as action on monitoring forest health (action 6.4)
	Some First Nations spoke to the need to restrict access to sensitive habitats	The location and relative sensitivity of habitats is taken into account during planning to avoid or reduce impacts on sensitive habitats. Additionally, sensitive areas can be protected through fencing or other barriers
	One First Nation had concerns about impacts from activities taking place in areas nearby regional parks, such as logging	The plan recognizes the need to work with relevant jurisdictions and adjacent landowners to try and minimize impacts to regional park ecosystems (action 6.8)
	Other comments highlighted:	Comments noted

	<ul style="list-style-type: none"> • The importance of invasive species management • Consideration of the incorporation of the principle “net environmental gain” for park management plans, operations, and design standards • prioritization of green infrastructure • concerns about impacts on fish populations from pollutants 	
Incorporating Indigenous Knowledge	Several First Nations spoke to the importance of incorporating Indigenous and elder knowledge into park planning and management	Incorporating Indigenous Knowledge is included in the plan’s guiding principles (Knowledge-based: Decision-making is informed by data and science, and incorporates Indigenous Knowledge. We learn from others and share our knowledge generously). Action 14.4 speaks to the importance of incorporating Indigenous Knowledge and values into planning, stewardship and other work for regional parks
Economic opportunities	Two First Nations spoke to the importance of providing economic opportunities to Nations. One response referenced implementation of the Aboriginal Workforce Participation Initiative (AWPI)	Action 3.4 sets out the intention to work with local First Nations to explore potential economic development opportunities that are compatible with regional parks and in line with Metro Vancouver’s procurement policy
Land acquisition	Two First Nations provided feedback that they would like to receive early notification and consultation with respect to potential land acquisition opportunities	Metro Vancouver will explore future opportunities to better collaborate with First Nations on land acquisitions
	One First Nation requested consideration be given for the incorporation of Indigenous Management Agreements in newly established or enlarged park areas	Discussions around shared stewardship or management of regional parks can be advanced through the development of collaborative agreements
	One First Nation would like to use land acquisition to increase or protect ecosystem connectivity	The plan speaks to the importance of increasing ecosystem connectivity within and between regional parks in actions 4.10 and 6.5
Protecting archaeological resources	Some First Nations emphasized the importance of protecting archaeological sites and highlighted that information on archaeological potential will need to be	Metro Vancouver recognizes the importance of protecting archaeological sites in regional parks.

	updated over time to take account of new information	Action 8.1 has been edited to reflect ongoing updates to information
	One Nation requested Advanced Archaeological Overview Assessments for regional parks	Action 8.1 commits to working with First Nations to better understand archaeological potential of regional parks lands
Protecting cultural resources	One First Nation provided feedback wording related to cultural resources in regional parks. Suggestions included wording on collaboration with First Nations and adding the word 'Protect' to strategy 8 title	The suggested amends were made to strategy 8
Indicators	Some suggestions were provided on potential indicators relating to working with First Nations. One First Nation commented that a separate workshop on indicator development was needed	Suggestions noted. Indicators were developed based on information available currently, but will be amended as more information becomes available
Balancing objectives	Concern was expressed by one First Nation that the objective of connecting people to nature supersedes the right of Nations to use park lands	Through plan implementation Metro Vancouver will work to balance the objectives of connecting people to nature and finding ways to support First Nations' uses of the land in the context of managing regional parks
Plan timeline	One First Nation would like to see the <i>Regional Parks Plan</i> revisited every two years	The <i>Regional Parks Plan</i> is a 10-year plan. However, as reconciliation evolves there will be a need to make adjustments to the plan throughout that term and further opportunities to collaborate with Nations on park operations, maintenance, and development of collaborative agreements
Process	Support was expressed for the plan's engagement process. However, other comments were provided that co-developing the plan from the start would be a preferred approach. First Nations also raised concerns about their limited capacity to fully engage on the increasing number of projects and the need for capacity funding	Metro Vancouver is working to improve how we engage and work with First Nations. Feedback and learnings from developing the <i>Regional Parks Plan</i> will inform future work and processes

Additional feedback was provided on reconciliation at the organizational level which is beyond the scope of the *Regional Parks Plan*.

Feedback from Youth Engagement – Additional Information

The table below includes a thematic summary of the discussions that took place at two youth engagement sessions.

Theme	Content
Environment	<ul style="list-style-type: none"> • Discussion on how Metro Vancouver protects the environment in regional parks • Discussion on the environmental value of parks (e.g. as habitat for wildlife)
Climate change	<ul style="list-style-type: none"> • Discussion about the challenges of balancing greenhouse gas emissions with transportation options to parks • Support for electrifying vehicles at regional parks • Discussion of the role greenways can play in providing safe and accessible active transportation options
Value of parks to youth	<ul style="list-style-type: none"> • Discussion around how parks provide youth with a connection to nature, access to sunshine, and a place to socialize
Reducing barriers to visiting parks – social	<ul style="list-style-type: none"> • Comments about how it is difficult to find friends to visit parks with because it requires too much planning and their friends may not enjoy hiking • Visiting alone may not feel safe for youth, especially on longer hikes • Youth may be more likely to visit regional parks if there were organized ways to experience parks such as stewardship opportunities and walking tours
Reducing barriers to visiting parks – transportation	<ul style="list-style-type: none"> • Transportation is a major barrier for youth accessing parks • Safe, separated bike lanes, direct public transit, shuttle buses, and parks closer to home may help youth access regional parks easier
Reducing barriers to visiting parks – activities	<ul style="list-style-type: none"> • Participants want to try a range of activities at parks such as cycling and kayaking • Current offerings for activities at some regional parks may be quite specific and not appeal to some youth • This may be alleviated by having rental facilities available at regional parks
Reaching youth	<ul style="list-style-type: none"> • Discussion on how to better reach youth by using social media, internet/websites, and reaching them through school (e.g. assemblies or surveys)
Education in regional parks	<ul style="list-style-type: none"> • Discussion about how there can be more educational opportunities in parks, particularly about climate change and Indigenous culture/history/language through interpretive signage, interactive elements, and learning centres in parks

Feedback from Public Engagement – Additional Information

The table below includes a thematic summary of written comments from feedback forms submitted by over 800 members of the public. Comments and questions from two webinars were also taken into account in this summary.

Topic	Feedback	Response
Acquisition		
Acquisition of park land	Significant support for expanding existing parks/greenways and establishing new parks/greenways. Small amount of concerns about cost of land acquisition	Comments reflect support for ongoing work to expand regional parks and greenways
Funding	Discussion regarding pros and cons of various sources of funding such as philanthropy and taxes	Comments speak to the need to consider a variety of funding sources, with careful consideration of the pros and cons of each. This work is reflected in strategy 2 of the plan
Distribution of park land	Some requests and suggestions to establish more parks in denser parts of the region, or in other specific areas of the region	Comments are noted and will be considered as part of the land acquisition program of work, guided by the <i>Regional Parks Land Acquisition 2050 Strategy</i> (see strategy 1)
Protecting Nature		
Biodiversity	Discussion around the importance of protecting biodiversity and habitats	Much of the plan is concerned with the protection of biodiversity within regional parks, in line with the importance conveyed through feedback form responses
Concerns about impact on nature	Concerns about the environmental impact of human activities and presence in parks such as litter and noise pollution	Several parts of the plan speak to specific actions intended to reduce the impact of human activities. These include: <ul style="list-style-type: none"> • Strategy 4 - directing development away from the more sensitive areas within parks • Strategy 7 – visitor use management, and education and enforcement
Balancing visitor uses with protection goals	Significant discussion around the challenge of balancing visitor uses of parks with protection goals. The majority of comments on this topic favoured a focus on protection, and a smaller number preferring to prioritize	Comments reflect the challenge of balancing protect and connect, identified throughout the plan. The emphasis on protection in responses is noted

	the ability of visitors to use park spaces more freely	
Climate		
Natural disasters and climate change	Discussion of the impact of climate change on regional parks, including specific issues such as forest fires, heavy rain, and rising sea levels	Actions in strategy 5 speak to the importance of understanding climate impacts on ecosystems and infrastructure, and the development of a climate action strategy for regional parks
Climate resiliency	Support for emphasizing regional climate resiliency in the <i>Regional Parks Plan</i> , although a smaller number of respondents expressed the opinion that resiliency is not an important consideration for regional parks	The role of regional parks in regional resilience is reflected in the plan, as well as Metro Vancouver's <i>Climate 2050</i> , the regional climate action strategy
Carbon footprint from transportation	Some support for shifting away from the use of cars and towards sustainable transportation as a way to decrease greenhouse gas emissions from transportation to regional parks	Strategy 11 advances actions to support sustainable transportation options to and within regional parks
Reconciliation		
Indigenous rights	Some comments in support of expanding and protecting First Nations' traditional use of land and returning park land to First Nations	Metro Vancouver continues to reflect on and explore pathways to reconciliation. The plan contains actions in strategy 3 and 6 that will look for more opportunities to support First Nations traditional and contemporary uses of the land, in the context of managing regional parks
Indigenous cultural representation	Support for increased visibility and education about Indigenous culture in regional parks, although a smaller number had concerns about implementing this	The <i>Regional Parks Plan</i> contains a number of actions relating to the incorporation of First Nations culture, including through interpretive programming and education led by First Nations
Cooperation with First Nations	Support for increasing Indigenous leadership opportunities, incorporating Indigenous Knowledge in park management, and engaging more closely with First Nations	Several actions in the <i>Regional Parks Plan</i> will increase opportunities for First Nations involvement in planning and stewardship of regional parks, including the development of collaborative agreements and an Indigenous framework for regional parks. Action 14.4 outlines the intent to work with First Nations to incorporate Indigenous Knowledge and values into the work for regional parks

Equity		
Support for equity in parks	Support for increasing equitable access to regional parks for a variety of equity-denied groups, including persons with disabilities, youth, seniors, and low-income households	Actions in the plan on identifying barriers to access (action 4.7), developing accessible park infrastructure (action 4.5) and providing a diversity of experiences in nature (action 9.1), as well as advancing sustainable transportation options to access regional parks (action 11.2) will together support increasing equitable access to regional parks
Equitable facility design	Some suggestions for design standards for facilities such as trails and bathrooms to increase accessibility Discussion around balancing immersion in nature and accessibility, particularly regards to whether to pave trails	
Equity in transportation	Support for improving sustainable transportation options in order to make access to parks easier for people without vehicles	
Health		
Value of parks on mental health	Several comments about how parks are important assets for mental health and for access to nature and social connection	The plan recognizes the important role regional parks plays in human health. This role will be enhanced through actions to improve access to regional parks, as well as to work with health organizations and others to understand and enhance health and well-being opportunities in regional parks
Value of parks on physical health	Several comments about how parks are important assets for physical health because they act as a space for recreation	
Facilities and Infrastructure		
Facilities	Desire to see a variety of designs or styles in facilities such as trails. Suggestions for improving or increasing facilities such as trails, signage, washrooms, picnic areas, and rest areas	Comments noted. Relevant actions include developing accessible park infrastructure (action 4.5) and providing a diversity of experiences in nature (action 9.1)
Maintenance	Some comments about improving maintenance, such as managing vegetation and filling potholes	Comments noted
Transportation	Support for improving public transportation and active transportation connectivity to regional parks. Feedback responses provided insight on a debate around maintaining easy access for drivers.	The plan includes actions to improve sustainable transportation options to regional parks (action 11.2) and further develop the Regional Greenways Network (actions 11.1 and 11.3). Decisions about implementing other vehicle management

	Most comments about this topic opposed barriers to drivers such as parking fees, although some supported parking fees and other means of discouraging driving	measures such as parking fees are taken at a park-level, with careful consideration of specifics of that location
Experiences		
Interpretive programming	Comments requesting more interpretive programming, although several respondents also commented that they would prefer to enjoy parks on their own, without the structure of interpretive programming	The <i>Regional Parks Plan</i> includes actions to support the provision of diverse and meaningful learning opportunities, for those who wish to take part (strategy 12)
Connection to community groups	Respondents shared a desire to see Metro Vancouver working together with a variety of community groups	Metro Vancouver is strengthening the community relationship approach to ensure strong and diverse partnerships
Volunteering	Enthusiasm about increasing volunteer opportunities at Metro Vancouver parks to get citizens more involved in park stewardship, although some had concerns relating to resourcing and accountability of volunteers	Relevant actions are action 6.6 which speaks to expanding the ecological stewardship program to provide more opportunities for people to engage with regional parks, and action 12.4 on the provision of a range of meaningful volunteer opportunities
Managing Uses		
Variety of uses at the parks	Discussion of a variety of activities at regional parks, particularly equestrian, dog walking, camping, and cycling	Comments noted
Conflict of uses	Discussion regarding conflicts between user groups, such as equestrians, cyclists, and pedestrians. Support for increasing areas with designated uses, although a smaller number of respondents prefer that multi-use spaces be prioritized or feel that designated uses are too restrictive	In addition to ongoing park management and design that seeks to reduce potential conflict between park visitors engaged in different activities, Metro Vancouver will develop a strategy for managing visitor use (action 7.1) to bring together a range of potential tools and approaches to help manage visitor use and minimize conflict
Enforcement	Significant discussion of ways to improve enforcement of park rules, such as increasing staff presence, issuing fines, visitor education, and adding signage	Comments noted
Entry fees / registration system	Even though it was not specifically included in the draft <i>Regional Parks Plan</i> , there was discussion regarding	There are currently no entry fees or reservation systems to enter regional parks. Decisions about implementing

	entry fees and a reservation system for parks. Most comments were against implementing fees or a reservation system	other visitor use management measures are taken at a park-level, with careful consideration of specifics of that location
Increasing visitor numbers	Comments that regional parks sometimes feel crowded, which impacts the visitor experience and leads to concerns about ecological impact	Regional parks visitation continues to increase and Metro Vancouver works to protect nature and visitor experiences through park planning, design and management, as well as education and enforcement. Action 7.1, to develop a strategy for managing visitor use is particularly relevant here. This strategy will bring together a range of potential tools and approaches to help manage visitor use to protect nature and experiences

To: MVRD Board of Directors

From: Finance Committee

Date: July 14, 2022 Meeting Date: July 29, 2022

Subject: **Greater Vancouver Regional Fund – 2021 Annual Report and Application for Scope Change to Previously Approved Projects**

FINANCE COMMITTEE RECOMMENDATION

That the MVRD Board approve the proposed scope change to TransLink’s 2020 Greater Vancouver Regional Fund application as identified in the report dated June 17, 2022, titled “Greater Vancouver Regional Fund – 2021 Annual Report and Application for Scope Change to Previously Approved Projects” and request that TransLink investigate if the previously approved bus purchases can be specified as hybrid renewable natural gas.

At its July 14, 2022 meeting, the Finance Committee considered the attached report titled “Greater Vancouver Regional Fund – 2021 Annual Report and Application for Scope Change to Previously Approved Projects”, dated June 17, 2022. The Committee subsequently amended the recommendation as presented above in underline style.

This matter is now before the Board for its consideration.

Attachment

“Greater Vancouver Regional Fund – 2021 Annual Report and Application for Scope Change to Previously Approved Projects”, dated June 17, 2022

54020140

To: Finance Committee

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

Date: June 17, 2022 Meeting Date: July 14, 2022

Subject: **Greater Vancouver Regional Fund – 2021 Annual Report and Application for Scope Change to Previously Approved Projects**

RECOMMENDATION

That the MVRD Board approve the proposed scope change to TransLink’s 2020 Greater Vancouver Regional Fund application as identified in the report dated June 17, 2022, titled “Greater Vancouver Regional Fund – 2021 Annual Report and Application for Scope Change to Previously Approved Projects”.

EXECUTIVE SUMMARY

In accordance with the Greater Vancouver Regional Fund Policy, TransLink has submitted its 2021 Annual Report and an accompanying request for a scope change to three projects originally approved in 2019. The two reports are linked by the shared challenge of COVID-19:

- Annual Report: the pandemic has caused project delays as a result of supply chain issues and uncertainties about ridership recovery; and
- Scope change request: transit ridership declined during the pandemic and is projected to remain below pre-pandemic levels over the course of the 2022 Investment Plan. As a result, TransLink has-reassessed its fleet needs.

Most of the projects identified in the 2021 Annual Report as being more than three months behind schedule now have revised delivery dates throughout 2022 and 2023.

TransLink’s proposed scope change would right-size transit service to match lower-than projected demand and would result in \$70.4 million in previously-awarded funding being returned to the Greater Vancouver Regional Fund. No new funding is being requested at this time. While this change would likely result in the slower rollout of new transit fleet vehicles, it also presents an opportunity for TransLink to reconsider the fuel-type of the deferred vehicles to procure more battery-electric instead of hybrid buses and diesel shuttles. To this end, TransLink has made a commitment that, going forward, it will not seek Greater Vancouver Regional Fund funding for vehicle types other than electric or renewable natural gas.

PURPOSE

This report presents for MVRD Board consideration: a) TransLink’s 2021 annual report on active projects funded through the Greater Vancouver Regional Fund (GVRF), in accordance with the *Federal Gas Tax Fund Expenditures Policy* (GVRF Policy); and b) TransLink’s request for a scope change to the 2020 GVRF application that was approved by the MVRD Board on November 1, 2019.

BACKGROUND

In accordance with the GVRF Policy, adopted by the MVRD Board in 2016 and revised on February 28, 2020, TransLink is required to report to the MVRD Board on the status of projects funded through the GVRF (Attachment 1). The annual reports are required to summarize the previous calendar year and are to be submitted by the end of the second quarter each year. They must include updates on: variances in budgeted and actual costs, expenditures to date, project schedule, risk assessment, state of purchased assets, and alignment with the GVRF evaluation criteria.

TransLink has also submitted a request for a scope change to previously-approved projects. At its meeting on November 1, 2019, the MVRD Board approved six TransLink projects for federal gas tax funding from the GVRF. TransLink is requesting that the MVRD Board amend the scope of three of these projects, which would return \$70.4 million to the GVRF.

2021 GVRF ANNUAL REPORT

TransLink's 2021 annual report provides budget and schedule information on active projects with GVRF funding to the end of 2021 (Attachment 2).

Active Project Schedules

As of December 31, 2021, there were 29 active TransLink projects funded by the GVRF. Five of these projects were substantially completed, 11 were on or ahead of schedule, and 13 were experiencing delays of greater than three months.

The 13 projects that were behind schedule by more than three months were:

- 2020 Conventional Bus – Replacement
- 2020 Conventional Bus – Expansion
- 2020 HandyDART Vehicles – Replacement
- 2020 HandyDART Vehicles – Expansion
- 2020 Community Shuttle Vehicles – Expansion
- 2021 Conventional Bus – Expansion
- 2021 HandyDART Vehicles – Replacement
- 2021 HandyDART Vehicles – Expansion
- 2021 Community Shuttle Vehicles – Replacement
- 2021 Community Shuttle Vehicles – Expansion
- Mark I 500-800 Refurbishment
- Port Coquitlam Transit Centre Infrastructure (LCFS)
- 2023 Conventional Bus (Electric) Replacement

Most of these 13 projects now have revised delivery dates throughout 2022 and 2023. These delayed projects represent an increase from the previous year, when only five projects were behind schedule by more than three months (as of December 31, 2020). The COVID-19 pandemic was the most significant factor in project delays, as it caused significant supply shortages and delays at production facilities and prompted a re-assessment of transit ridership growth by TransLink.

Active Project Costs

The 29 active projects funded by the GVRF have budgets totaling \$910.6 million (less \$45.8 million in ineligible costs). The majority of active projects were reported as being under budget, with a total positive cost variance of \$15.1 million for the GVRF funds. In accordance with the GVRF Policy, any unspent GVRF funds at project completion are returned to the GVRF so that they may be used to fund future projects.

Two projects had positive cost variances (i.e. under budget) in excess of \$1 million:

- 2019 Conventional Bus – Replacement (\$1.3 million); and
- 2019 Community Shuttle Vehicles – Replacement (\$2.3 million).

Since the Federal Gas Tax Program began in 2005, TransLink has received \$1.61 billion in funding. At the end of 2021, there remained \$257.5 million in unallocated GVRF funds available. If TransLink's request for a scope change to the 2020 GVRF application is approved (discussed below), the GVRF balance would increase by \$70.4 million to \$327.9 million.

Forecasted GVRF Balance

TransLink provides a forecast of the GVRF balance as the 2022 Investment Plan is implemented. A total of \$1.5 billion in GVRF funds is anticipated to contribute to capital investments over the period of 2022 to 2031. Should a renewal of the federal gas tax transfers occur in 2024, the forecasted GVRF balance in 2031 is projected to be approximately \$360 million. Following that, the GVRF is expected to be fully drawn down between 2032 and 2034 due to a large planned fleet replacement by TransLink.

Risk Assessment

TransLink's 2021 annual report provides an updated summary of known risks to the delivery of active projects. TransLink has identified foreign exchange rate volatility, limited labour resources, bus sub-system integration and commissioning, building permit delays, and COVID-19 supply chain impacts as the primary risks. The report notes that COVID-19 impacts on supply chains have already delayed several projects, while reduced ridership has prompted a scaling back of proposed bus expansion and SkyTrain refurbishment projects.

REQUEST FOR SCOPE CHANGE TO THE APPROVED 2020 APPLICATION

TransLink is seeking approval from the MVRD Board for a scope change to three projects previously approved as part of the 2020 GVRF application. Approval of the change would return \$70.4 million to the GVRF.

The requested change is a result of lower-than-expected transit demand. Ridership levels declined during the COVID-19 pandemic and are projected to remain below pre-pandemic levels for several years. As a result, TransLink has had to re-assess its fleet needs. The request is therefore being made under extraordinary circumstances, including ongoing financial adversity for TransLink.

The proposed scope amendment is as follows:

- 2021 Conventional Bus Expansion – 40-foot hybrids reduced by 39 (to zero); 60-foot hybrids reduced by 14 (to 16);
- 2021 Community Shuttle Vehicle Expansion – reduced by six (to three)
- Mark I 500-800 Refurbishment – reduced by 23 (from 36 SkyTrain cars to 13)

TransLink’s request is proposing to right-size the transit fleet to match passenger demand. This would result in less service, but since transit ridership is lower than originally anticipated, the change would not necessarily be felt acutely by transit passengers (e.g. through overcrowding).

In previous years, TransLink’s requests for scope amendments to approved projects have been analyzed against the integrated criteria outlined in the GVRF Policy. While this approach is appropriate for complex modifications to projects (e.g. the previous request involved purchasing five 60-foot buses instead of seven 40-foot buses), TransLink’s current request for a scope change involves a more straightforward scaling back of bus expansion projects.

TransLink’s Commitment to Electric Vehicles

Approval of TransLink’s request would mean a slower rollout of the new transit fleet, but this deferral also presents an opportunity. In its memorandum (Attachment 3), TransLink commits to procuring battery-electric or RNG versions of these buses and shuttles when they are eventually purchased. TransLink’s Annual Report (Attachment 2) goes further, stating that, going forward, “TransLink will only be requesting GVRF funds for the purchase of electric or renewable natural gas vehicles as part of TransLink’s Low Carbon Fleet Strategy.”

TransLink estimates that, on balance, the reduced expansion will result in the avoidance of approximately 4,200 kg of greenhouse gases.

ALTERNATIVES

1. That the MVRD Board approve the proposed scope change to TransLink’s 2020 GVRF application as identified in the report dated June 17, 2022, titled “Greater Vancouver Regional Fund – 2021 Annual Report and Application for Scope Change to Previously Approved Projects”.
2. That the MVRD Board receive for information the report dated June 17, 2022, titled “Greater Vancouver Regional Fund – 2021 Annual Report and Application for Scope Change to Previously Approved Projects”, and refer the scope change to TransLink’s 2020 GVRF application to the Mayors’ Council on Regional Transportation for comment prior to final consideration by the MVRD Board.

FINANCIAL IMPLICATIONS

The processing of GVRF applications and annual reports is part of Regional Planning’s regular activities and covered under the Board-approved Regional Planning budget. There are no financial implications associated with the 2021 Annual Report. Approval of the proposed scope change to the approved 2020 GVRF application would return \$70.4 million in previously-allocated funding to the GVRF. These funds would then be available for future projects.

CONCLUSION

TransLink has submitted its 2021 Annual Report and an accompanying request for a scope change to three projects originally approved by the MVRD Board in 2019. The two reports are linked by the shared challenge of COVID-19. In particular, the Annual Report notes that the pandemic has caused project delays as a result of supply chain issues and uncertainties about ridership recovery, while the scope change request is a result of significant declines in transit ridership during the pandemic, which is projected to remain below pre-pandemic levels throughout much of the 2022 Investment Plan.

Most of the projects identified in the Annual Report as being more than three months behind schedule now have revised delivery dates throughout 2022 and 2023.

TransLink's proposed scope change to the previously-approved GVRF application is intended to right-size transit service to match lower-than-expected demand and would result in \$70.4 million in previously-awarded funding being returned to the GVRF. No new funding is being requested at this time.

While it would likely result in the slower rollout of new transit fleet vehicles, it also presents an opportunity for TransLink to procure battery-electric fleet instead of hybrid buses and diesel shuttles. To this end, TransLink has made a commitment that, going forward, it will only seek GVRF funding for electric or renewable natural gas vehicles (rather than hybrid or diesel).

Attachments

1. Metro Vancouver's *Federal Gas Tax Fund Expenditures Policy*, revised February 28, 2020.
2. TransLink, Report on Federal Gas Tax Funding received from the Greater Vancouver Regional Fund (GVRF), dated June 9, 2022
3. TransLink, Amendments to the 2020 GVRF Application, dated June 9, 2022

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FEDERAL GAS TAX FUND EXPENDITURES

Effective Date: May 27, 2016 (revised February 28, 2020)

Approved By: MVRD Board

Policy No. FN-012

PURPOSE

The purpose of the *Federal Gas Tax Fund Expenditures Policy* is to identify the process through which the Metro Vancouver Regional District (MVRD) Board considers and approves expenditures from the Federal Gas Tax Fund – Greater Vancouver Regional Fund (GVRF) for regional transportation projects proposed by the South Coast British Columbia Transportation Authority (TransLink).

DEFINITIONS

“Eligible Regional Transportation Projects” means the following eligible project categories described in Schedule B of the Administrative Agreement on the Federal Gas Tax Fund in British Columbia and confirmed by the MVRD Board as follows:

- Local roads and bridges, including active transportation
- Public transit;

“Evaluation Criteria” means the performance measures that the MVRD Board uses to assess the merit of each project submitted by TransLink for GVRF funding, as described in the Federal Gas Tax Fund – Greater Vancouver Regional Fund Application Guide;

“Federal Gas Tax Fund” means the predictable, long-term, stable funding provided by the federal government as part of the *New Building Canada Plan* for Canadian municipalities to help them build and revitalize local public infrastructure;

“Greater Vancouver Regional Fund” means the 95% of the Metro Vancouver Regional District and its member municipalities’ per-capita allocation that is pooled for eligible expenditures of regional transportation projects; and

“Information Requirements” means the information that must be provided by TransLink in order to allow for efficient and effective review of proposals by the MVRD Board, as described in the Federal Gas Tax Fund – Greater Vancouver Regional Fund Application Guide.

POLICY

As part of the *New Building Canada Plan*, the Government of Canada transfers funds to Canadian municipalities through the Federal Gas Tax Fund as a source of predictable, long-term funding for building and revitalizing public infrastructure. A renewed ten-year gas tax agreement, the Administrative Agreement on Federal Gas Tax Fund in British Columbia (2014 Agreement), came into effect in April, 2014 and extends the Federal Gas Tax Fund to 2024. It provides the framework for the delivery of federal funding to BC municipalities to help build and revitalize public infrastructure.

One of the three programs identified in the 2014 Agreement is the Greater Vancouver Regional Fund (GVRF). The GVRF pools 95% of MVRD member jurisdictions' per capita allocation of gas tax funds to support eligible regional transportation projects proposed and delivered by TransLink. The GVRF program aligns with the Metro Vancouver *Board Strategic Plan* by enabling the MVRD Board to play a key role in approving the use of these funds towards the advancement of the Mayors' Council Vision. Under this Policy, evaluation criteria have been established that will allow the Board to consider applications for the use of federal gas tax funds within the context of *Metro 2040: Shaping Our Future*, the *Regional Growth Strategy* to ensure integration between transportation planning and regional land use planning.

The 2014 Agreement identifies how the funds are to be delivered and provides high-level criteria to identify eligible projects and expenditures. Under the 2014 Agreement the MVRD Board must approve all eligible projects proposed by TransLink for funding. UBCM may not transfer monies to TransLink for eligible projects until it has received an approved list from the MVRD Board.

In order to support MVRD Board decisions related to approving expenditures from the GVRF, a process has been defined to clarify the procedural steps through which TransLink is to propose regional transportation projects to the MVRD Board for funding from the GVRF. Information requirements, including evaluation criteria, have also been defined to support the evaluation of regional transportation projects. Proposals from TransLink for funding from the GVRF must follow the format and procedures set out in the Federal Gas Tax Fund – Greater Vancouver Regional Fund Application Guide (the Application Guide).

Application Process

The GVRF application review process will commence upon receipt of an application from TransLink staff. TransLink staff will strive to observe Metro Vancouver's committee report deadlines and ensure applications are sent with sufficient lead time for Metro Vancouver staff to review and provide staff-to-staff comments prior to finalizing the staff report to committee and Board.

The designated standing committee with responsibility for considering applications will review the submitted projects as described using the Application Guide and will make recommendations to the MVRD Board. The standing committee may request TransLink staff to make presentations as appropriate.

The MVRD Board will strive to make determinations in a timely manner. The MVRD Board will notify the Union of British Columbia Municipalities of the projects that it has approved for funding within seven business days of the decision.

Information Requirements

In order for TransLink proposals to be considered by the MVRD Board, they must include all of the required information and follow the format as specified in the Application Guide.

BOARD POLICY

Proposals must be accompanied by TransLink's approved Capital Program listing all projects and funding sources, including any projects funded or anticipating funding from the GVRF. Proposals must demonstrate the consistency of projects with the approved Investment Plan. Proposals must also include a description of each project for which funding is requested as defined within the Project Description section, and must demonstrate compliance with evaluation criteria, both as defined within the Application Guide.

Evaluation Criteria

The Application Guide includes a set of evaluation criteria to allow for a detailed assessment of projects for which funding is requested. A description of how each proposed project achieves or works toward each criterion must be provided.

Two types of evaluation criteria are identified: Screening Criteria, which represent requirements that are mandatory for any project for which GVRF funding is requested; and Integrated Criteria, which allow for quantitative and qualitative assessments of proposed projects based on high priority objectives that reflect the intent of the Federal Gas Tax Fund, Metro Vancouver goals, and the Investment Plan.

Review of Federal Gas Tax Fund - Greater Vancouver Regional Fund Application Guide

The Application Guide may be reviewed and revised as necessary on an ongoing basis at the discretion of the MVRD Board. Metro Vancouver will consult with UBCM and TransLink.

GVRF Funding

TransLink will provide to the MVRD Board annual reports on projects that have received funding through the GVRF as of December 31st. Annual reports should be submitted no later than Q2 of the following year. At a minimum, the reports must include updates about variances in budgeted and actual costs, expenditures to date, project schedule, risk assessment, project progress, state of purchased assets, and alignment with the GVRF evaluation criteria.

TransLink need not request expenditure of all GVRF monies in any given year and may choose to apply the approved funding to a project over multiple years.

Following notification by the MVRD Board of projects approved for funding from the GVRF, UBCM will release funding for approved projects in a calendar year in one amount. The amount of funding released will be commensurate with the amount approved by the MVRD Board.

All proposals, MVRD Board decisions, and TransLink annual reports will be posted on a dedicated page on the Metro Vancouver website on an ongoing basis.

Ownership of Assets

The 2014 Agreement does not address the question of ownership of regional transportation assets purchased using GVRF funds. Typically, GVRF funds are combined with other sources of funding to

offset the cost of a package of improvements. When determining whether asset ownership is advisable, the following factors should be considered:

- Public Sector Accounting Principles do not allow ownership of a tangible capital asset to be divided among different parties. Ownership of the asset must rest with one body.
- Should the MVRD decide to become the owner of an asset purchased through GVRF funding, the MVRD will also have responsibility for the maintenance, replacement and disposal of those assets.
- Ownership of assets, including those acquired using GVRF funding, enable TransLink to borrow for its infrastructure needs in the open market. TransLink currently uses this borrowing power to access funds to operate and maintain the regional transit system.

At its discretion, the MVRD Board shall consider the ownership of a regional transportation asset on a case by case basis with consideration given to the above factors.

Disposition of Assets

The 2014 Agreement includes a provision that attaches conditions to the use of revenues generated from the sale, lease, encumbrance, or other form of disposal of gas tax-funded projects that are disposed of within five years of their completion. All such revenues must be invested by TransLink into eligible projects that have been approved by the MVRD Board.

For any assets purchased by TransLink using funds from the GVRF, TransLink will be required to report back annually on the state of the purchased asset in the annual report, including the disposition of any asset and the value of the gas tax funds returned to the GVRF based on the residual value of the disposed asset.

If and when revenues come available from assets that are disposed of by TransLink within five years of a project's completion, the use of such revenues must be approved by the MVRD Board using the same process and Application Guide as for new GVRF funds.

Scope Changes and Unspent Funds

Expenditures from the GVRF for any specific project proposed by TransLink are associated solely with the project as described through the Application Guide, and approved by the MVRD Board. Should at any time, the project undergo changes or modifications, or should a project require greater funds from the GVRF than anticipated, a new project proposal must be submitted by TransLink to the MVRD using the same process as was undertaken for the original proposal.

Should any project approved by Metro Vancouver for expenditure from the GVRF result in unspent funds, these funds must be returned to the GVRF.

To: Jerry Dobrovolny, Chief Administrative Officer, Metro Vancouver

From: Christine Dacre, Chief Financial Officer, TransLink

Date: June 3, 2022

Subject: Report on Federal Gas Tax Funding Received from the Greater Vancouver Regional Fund (GVRF)

Article I. PURPOSE

The "Federal Gas Tax Fund Expenditures Policy", approved by the Board of Directors of the Metro Vancouver Regional District (MVRD Board) on May 27, 2016 and amended February 28, 2020, requires TransLink to report to Metro Vancouver on active projects that have received funding from the Greater Vancouver Regional Fund (GVRF).

The report frequency is annual and has the following reporting objectives:

- A. Projects budget to actual cost variances;
- B. Projects expenditures to-date;
- C. Projects progress;
- D. Current projects schedule and state of purchased assets;
- E. Overall risk assessment;
- F. Alignment with Evaluation Criteria.

This report provides historical information on active projects with GVRF funding as at December 31, 2021.

Article II. BACKGROUND

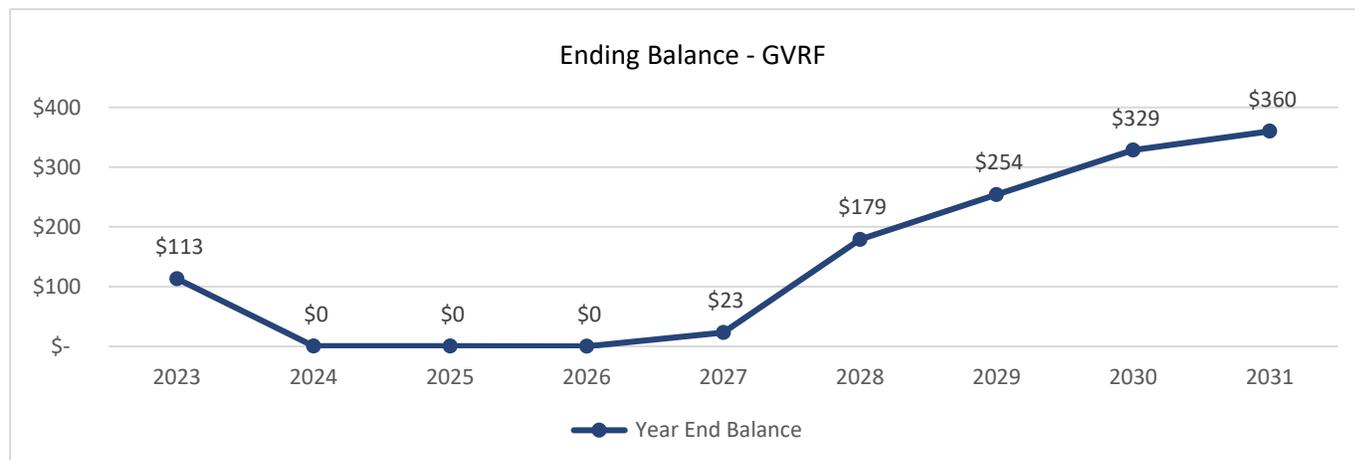
Since the Federal Gas Tax Fund program began in 2005, TransLink has received \$1,611.9 million in funding to expand and modernise the transit network. Interest earned on funds received, which must be used for approved GVRF projects, totalled \$62.7 million at December 31, 2021. Also, there was \$548.1 million in unapproved GVRF funds available for TransLink to apply for as at December 31, 2021.

2022 Investment Plan

The chart below shows the projected GVRF balance over the next ten years. As of December 31, 2021 there was \$257.5¹ million available for project funding. During the period 2022-2031 TransLink anticipates allocations of \$1.6 billion in funding from the Government of Canada into the GVRF, with TransLink utilizing \$1.5 billion of those allocation. These projects reflect investments in the transit fleet and advancing TransLink's Low Carbon Fleet Strategy. **Compared to the plans under the previous Mayors' Vision, going forward, TransLink will only be requesting GVRF funds for the purchase of electric or renewable natural gas vehicles as part of TransLink's Low Carbon Fleet Strategy.** While the GVRF balance

¹ Accompanying this report is an amendment to the 2020 GVRF application to return \$70.38 to the GVRF fund. The \$257.5 represents funds available in the pool before the amendment.

at the end of 2031 is forecasted to be \$360 million, it is expected to be fully draw down by 2034 by a large fleet replacement coming due between 2032-2034.



GVRF funding is a very important source of capital funding for TransLink and is fundamental to implement the Low Carbon Fleet Strategy, achieve the planned GHG reductions and support the Province's Clean BC mandate.

Active Projects

As of December 31, 2021, there were 29 active projects funded by the GVRF, with a total budget of \$910.6 million and approved GVRF funding of \$935.2 million. Table 1 is a summary of the total project costs and funding as at December 31, 2021.

Please note that an application amendment is being submitted for the following projects: 2021 Conventional Bus Expansion, 2021 Community Shuttle Vehicle Expansion and Mark 1 500-800 Refurbishment (see attached Application Amendment Memo). The amounts listed in this section represent values prior to the amendment.

Table 1 – Summary of total project costs and GVRF funding as of December 31, 2021

	Budget As of Dec 31, 2021	Final Forecast Cost As of Dec 31, 2021	Variance ¹ As of Dec 31, 2021
Total Project cost	\$910.6	\$906.0	\$4.6
Ineligible Costs under GVRF Funding²	(45.8)	(41.2)	(4.6)
Funding to be Amended	70.4	-	70.4
Eligible GVRF Funding Approved to Date	\$935.2	\$864.8	\$70.4

1. Variance from total project approved budget vs. final forecast cost as of December 31, 2021.

2. Ineligible costs represent mainly expenditures incurred by TransLink that are not eligible to be claimed under GVRF such as internal labour charges, overhead, land, internal training and maintenance costs.

Table 2 provides a detailed list of active projects with GVRF funding, including budget, final forecast cost (FFC) and expenditures-to-date as of December 31, 2021. Included in the table are projects that are substantially complete, which have been implemented or are in-service, but remain active to reflect outstanding charges and holdbacks to be addressed prior to project close-out.

Table 2 – List of active projects with GVRF funding as of December 31, 2021

Active Projects with GVRF Funding (\$ millions)	Budget	Expenditures to Dec 31, 2021	FFC	Forecast to Budget Variance	Approved Funding	Funding used up to Dec 31, 2021	Total Forecast Funding	Funding Variance
SkyTrain Mark I Vehicle Refurbishment	28.0	26.3	28.0	(0.1)	24.4	14.9	24.4	-
2018 Conventional Bus - Replacement	65.8	65.0	65.1	0.7	61.9	61.9	61.9	-
Electric Battery Bus Purchases - Pilot	10.0	8.9	9.6	0.4	6.9	6.9	6.9	-
2019 Conventional Bus – Replacement	33.9	32.0	32.6	1.3	30.0	30.0	30.0	-
2019 Community Shuttle Vehicles - Replacement	12.6	10.3	10.3	2.3	10.8	10.0	10.0	0.8
2020 Conventional Bus - Replacement	32.5	12.5	32.4	0.1	31.6	11.8	31.6	-
2020 Conventional Bus - Expansion	100.7	16.5	100.6	0.1	97.8	14.8	97.8	-
2020 HandyDART Vehicles - Replacement	6.3	0.1	6.3	-	6.1	-	6.1	-
2020 HandyDART Vehicles - Expansion	1.6	-	1.6	-	1.6	-	1.6	-
2020 Community Shuttle Vehicles - Expansion	2.5	-	2.5	-	2.4	-	2.4	-
2021 Conventional Bus - Expansion ²	46.8	0.1	46.8	-	107.8	-	46.8	61.0
2021 HandyDART Vehicles - Replacement	6.5	0.1	6.5	-	6.4	-	6.4	-
2021 HandyDART Vehicles – Expansion ¹	1.6	-	1.6	-	1.6	-	1.6	-
2021 Community Shuttle Vehicles - Replacement	14.1	11.7	14.1	-	13.7	10.9	13.7	-
2021 Community Shuttle Vehicles - Expansion ^{1 2}	0.9	-	0.9	-	2.4	-	0.9	1.5
Mark 1 500-800 Refurbishment ²	10.0	1.2	10.4	(0.4)	17.2	1.1	10.3	6.9

Active Projects with GVRF Funding (\$ millions)	Budget	Expenditures to Dec 31, 2021	FFC	Forecast to Budget Variance	Approved Funding	Funding used up to Dec 31, 2021	Total Forecast Funding	Funding Variance
2022 Community Shuttle Vehicles - Replacement	15.9	-	15.9	-	15.3	-	15.3	-
2022 HandyDART Vehicles - Replacement	6.8	-	6.8	-	6.5	-	6.5	-
Next Generation SeaBus Design ¹	2.7	-	2.7	-	2.5	-	2.5	-
2021 CMBC Service Support Vehicles - Replacement	1.3	-	1.2	-	1.4	-	1.2	0.2
Port Coquitlam Transit Centre Infrastructure (LCFS)	30.6	0.1	30.6	-	27.8	0.1	27.8	-
2023 Conventional Bus (Electric) - Replacement ¹	88.7	-	88.7	-	86.1	-	86.1	-
2021 BCRTC Service Support Vehicles - Replacement	0.3	-	0.4	-	0.4	-	0.4	-
BCRTC Elevating Devices Elevators Replacement ¹	11.8	-	11.8	-	11.2	-	11.2	-
BCRTC Elevating Devices Escalators Replacement	10.5	-	10.3	0.2	5.5	-	5.5	-
2023 Community Shuttle Vehicles - Replacement ¹	6.9	-	6.9	-	6.7	-	6.7	-
2023 Conventional Bus (CNG) - Replacement ¹	46.0	-	46.1	-	44.4	-	44.4	-
2023 HandyDART Vehicles - Replacement ¹	7.0	-	7.0	-	6.8	-	6.8	-
Marpole Transit Centre ¹	308.3	-	308.3	-	298	-	298	-
Total	910.6	184.8	906.0	4.6	935.2	162.4	864.8	70.4

1. Approved in principle projects with approved GVRF funding. All other projects are active.
2. An application amendment is being submitted for these projects (see attached Application Amendment Memo). The amounts above represent values prior to the amendment.

Substantially Complete Projects

As of December 31, 2021 there are 17 of substantially completed projects with a cumulative budget of \$442.9 million and GVRF Funding of \$366.0 million. All assets from substantially complete projects are currently in use in TransLink operations. Once the minor outstanding charges and/or holdbacks are released the projects will be closed out.

A. Project Budget to Actual Costs Variance

The majority of projects have favorable variances compared to budget. See Table 2 for a detailed list of active projects and breakdown of variances from current forecast and approved budget. Below is a discussion of the projects with variances between budget and FFC greater than \$1.0 million as of December 31, 2021.

2019 Conventional Bus - Replacement - This project is in the final stages of completion as of December 31, 2021 with a positive variance of \$1.3 million between the budgeted cost and the FFC. The variance is primarily due to not needing to draw down on contingency as well as savings in the purchase price of each vehicle. The project has utilized the full funding allocation of \$30.0 million.

2019 Community Shuttle - Replacement - This project has a positive variance of \$2.3 million between the budgeted cost and the FFC. This is primarily due to not needing to draw down on contingency as well as savings in the purchase price of each vehicle, resulting in a funding variance of \$0.8 million. If at the completion of the project a positive variance remains, any unspent funds will be netted against future applications for GVRF.

B. Project Expenditures to Date for Active Projects

Total active project costs were \$184.8 million as of December 31, 2021, with \$162.4 million in funding coming from the GVRF. Table 3 is a summary of the total active project costs and funding as of December 31, 2021:

Table 3 - Greater Vancouver Regional Fund (\$ millions)

	As of December 31, 2021
Total Project Costs	\$184.8
Ineligible Costs Under Approved GVRF Funding	(22.4)
Expenditure of GVRF Funding	<u>\$162.4</u>

Ineligible costs represent expenditures incurred by TransLink that are not eligible to be claimed under GVRF such as internal labour charges, overhead, land, internal training and maintenance costs.

C. Project Progress

Table 4 provides an update on the progress of approved projects and whether they had proceeded as intended as of December 31, 2021. All projects require Specific Project Approval (SPA) during which they are reviewed by TransLink’s Capital Management Committee to ensure fiscal responsibility and overall alignment with the Regional Transportation Strategy. Projects are required to obtain SPA approval before any commitments are made to an external party.

To: Jerry Dobrovolny, Chief Administrative Officer, Metro Vancouver
From: Christine Dacre, Chief Financial Officer, TransLink
Date: June 3, 2022
Subject: Amendments to the 2020 GVRF Application

PURPOSE

TransLink is requesting the Metro Vancouver Regional District (Metro Vancouver) approve a scope and funding change for the following projects:

- 2021 Conventional Bus Expansion
- 2021 Community Shuttle Vehicle Expansion
- Mark 1 500-800 Refurbishment

These projects were previously approved to be funded from the Greater Vancouver Regional Fund (GVRF) by the Metro Vancouver Board on November 1, 2019.

This application amendment will return \$70.4 million to the GVRF. The approval of the requested application amendment will allow TransLink to re-allocate the funding to future GVRF funded projects.

See Table 1 for the summary of the financial impacts of this change.

PROPOSED SCOPE AND FUNDING CHANGES

2021 Conventional and Community Shuttle Expansion Projects

Reason for change: The COVID-19 pandemic resulted in an unprecedented drop in ridership levels. While the pandemic has subsided, transit ridership is expected to remain below pre-pandemic levels throughout much of the ten-year period of the 2022 Investment Plan. Accordingly, as part of developing the 2022 Investment Plan, TransLink has revised and amended the fleet needs of the organization to better align with ridership level expected over the next 10 years. As a result, the following amendments were made to these expansion projects

- 2021 Conventional Fleet Expansion – reduced the number of 40-Foot hybrid buses by 39 and the number of 60-foot articulated buses by 14.
- 2021 Community Shuttle Expansion – reduced the number of community shuttles by 6.

The reduced expansion will avoid approximately 4,200 tonnes of annual GHG emissions. When the charging infrastructure is in place and these buses and shuttles are procured, they will be zero-emissions battery-electric.

See Table 1 for the summary of the financial impacts of this change.

RISKS

There are certain risks that TransLink has experienced in similar active and completed projects which can have an impact on the schedule, cost and/or the scope of the projects:

- Deterioration of Canadian/foreign currency exchange rate
- Delays caused by bus manufacturers due to backlogs
- Inflation risk caused by macro level events

TransLink is aware of these risks, continuously monitors them and takes actions, when needed, to mitigate these risks.

Mark 1 500-800 Refurbishment

After completion of a comprehensive condition assessment of the Mark 1 fleet it was identified that the number of vehicles requiring refurbishment was lower than previously anticipated. Accordingly, the scope was reduced from 36 SkyTrain cars to 13 SkyTrain cars.

Table 1: Summary of Projects, Total Costs, and Gas Tax Funding Request

Projects Description	Scope	(\$ millions)	
		Total Project Budget	Requested Gas Tax Funding
Original 2020 GVRF Application Amendment			
2021 Conventional 60-ft and 40-ft Bus Purchase – Expansion	30 60-foot hybrid diesel-electric buses	51.5	49.6
	39 40-foot diesel-electric hybrid buses	45.0	43.4
	9 40-foot zero emissions battery-electric buses	15.3	14.8
2021 HandyDART Vehicle Purchase – Replacement	42 HandyDART vehicles	6.6	6.4
2021 HandyDART Vehicle Purchase – Expansion	10 HandyDART vehicles	1.6	1.6
2021 Community Shuttle Vehicle Purchase – Replacement	62 Community shuttle vehicle	14.1	13.7
2021 Community Shuttle Vehicle Purchase – Expansion	9 Community shuttle vehicle	2.6	2.4
Mark 1 500-800 Refurbishment	36 Mark I 500-800 series cars	17.7	17.2
Total	237 Vehicles	154.4	149.1
Proposed New Funding			
2021 Conventional 60-ft and 40-ft Bus Purchase – Expansion	16 60-foot hybrid diesel-electric buses	31.6	31.4
	0 40-foot diesel-electric hybrid buses	-	-
	9 40-foot zero emissions battery-electric buses	15.3	14.8
2021 HandyDART Vehicle Purchase – Replacement	42 HandyDART vehicles	6.6	6.4
2021 HandyDART Vehicle Purchase – Expansion	10 HandyDART vehicles	1.6	1.6
2021 Community Shuttle Vehicle Purchase – Replacement	62 Community shuttle vehicle	14.1	13.7
2021 Community Shuttle Vehicle Purchase – Expansion	3 Community shuttle vehicle	0.9	0.9
Mark 1 500-800 Refurbishment	13 Mark I 500-800 series cars	10.0	9.9
Total	155 vehicles	80.1	78.7
Net reduction	82 Vehicles	74.3	70.4

The funds that are no longer needed for the above projects (shown as “Net reduction”) in the table above will be re-allocated to future GVRF-funded projects, through additional future applications.

ACTIVE PROJECTS

Refer to the December 31, 2021, Annual Report for full details on the status of active projects.

FUNDS AVAILABLE

The table below displays the total funding TransLink has received since the Federal Gas Tax Fund program began in 2005. TransLink has received \$1,611.9 million in funding to expand and modernize the transit network. Interest earned on funds received, which must be used for approved CCBF projects, totaled \$62.7 million at December 31, 2021. After considering reduction in funding required as per above, there is \$327.88 million in funds available to TransLink. A summary of the funds and usage is provided below:

Greater Vancouver Regional Fund

(as of December 31, 2021)

In millions

Approved GVRF Funds	\$1,611.9
Interest earned on funds received	62.7
Unapproved GVRF Funds	548.1
Total Gas Tax Funds	\$2,222.7
Less	
Funds applied to completed projects	\$(1,015.5)
Funds for approved projects	(935.2)
Interest allocated to projects	(14.5)
Funds available for use	\$257.5
Adjustment for amended project funding	70.4
Updated Funds Remaining	\$327.9

The amended application above is based on the draft 2022 Investment Plan¹. The 2022 Investment Plan is focused on recovery while advancing key priorities such as:

- Holding transit service stable
- Pursuing urgent bus service expansion through service reallocations
- Advancing high-priority capital projects
- Implementing our climate commitments
- Making streets safe through active transportation and road investments

The funds returned from the above application will be used to support continued advancement of TransLink's Low Carbon Fleet strategy and goals identified in the TransLink's Regional Transportation Strategy, Metro Vancouver's Regional Growth Strategy and Metro Vancouver's new Climate 2050 goals.

¹ 2022 Investment Plan was approved by the Mayor's council on May 26, 2022

Appendix A

Planned Projects for 2023-2031 Assumed to Receive GVRF Funding in the 2022 Investment Plan

Program Year	Project Description	Project Cost	Total GVRF Funding	GVRF Funding CF									
				2023	2024	2025	2026	2027	2028	2029	2030	2031	
2023	2024-2028 Conventional Bus Replacements (Trolleys)*	414.6	(373.1)	-	(35.1)	(1.9)	(53.6)	(214.6)	(67.9)	-	-	-	
	2024 Conventional Bus Replacements (RNG)*	76.4	(68.8)	-	(68.8)	-	-	-	-	-	-	-	
	Service Support Vehicles Replacement	1.8	(1.6)	(0.4)	(1.2)	-	-	-	-	-	-	-	
	2023 BCRTC Service Support Vehicles Replacement	0.3	(0.2)	(0.2)	-	-	-	-	-	-	-	-	
2023 Total		493.1	(443.8)	(0.6)	(105.1)	(1.9)	(53.6)	(214.6)	(67.9)	-	-	-	
2024	2026 Conventional Bus Replacements (BEB)*	470.4	(423.3)	-	-	-	(423.3)	-	-	-	-	-	
	2025-2029 Conventional Bus Replacements (Trolleys)*	199.2	(179.3)	-	-	(16.7)	(2.3)	(19.4)	(65.4)	(75.5)	-	-	
	Service Support Vehicles Replacement	1.7	(1.5)	-	(0.4)	(1.2)	-	-	-	-	-	-	
	2024 BCRTC Service Support Vehicles Replacement	0.2	(0.2)	-	(0.2)	-	-	-	-	-	-	-	
2024 Total		671.5	(604.3)	-	(0.6)	(17.9)	(425.7)	(19.4)	(65.4)	(75.5)	-	-	
2025	Service Support Vehicles Replacement	1.6	(1.4)	-	-	(0.4)	(1.1)	-	-	-	-	-	
	2025 BCRTC Service Support Vehicles Replacement	0.5	(0.4)	-	-	(0.4)	-	-	-	-	-	-	
2025 Total		2.1	(1.9)	-	-	(0.8)	(1.1)	-	-	-	-	-	
2026	Service Support Vehicles Replacement	2.0	(1.8)	-	-	-	(1.5)	(0.3)	-	-	-	-	
	2026 BCRTC Service Support Vehicles Replacement	0.3	(0.3)	-	-	-	(0.3)	-	-	-	-	-	
2026 Total		2.3	(2.1)	-	-	-	(1.8)	(0.3)	-	-	-	-	
2027	2029 Conventional Vehicles Replacements (BEB)*	114.5	(103.0)	-	-	-	-	-	-	(103.0)	-	-	
	Service Support Vehicles Replacement	2.1	(1.9)	-	-	-	-	(1.5)	(0.3)	-	-	-	
	2027 BCRTC Service Support Vehicles Replacement	0.2	(0.2)	-	-	-	-	(0.2)	-	-	-	-	
2027 Total		116.7	(105.1)	-	-	-	-	(1.7)	(0.3)	(103.0)	-	-	
2028	Transit Police NRV Replacement	1.7	(1.5)	-	-	-	-	-	(0.4)	(1.2)	-	-	
	Service Support Vehicles Replacement	1.5	(1.4)	-	-	-	-	-	(1.2)	(0.2)	-	-	
	2028 BCRTC Service Support Vehicles Replacement	0.2	(0.2)	-	-	-	-	-	(0.2)	-	-	-	
2028 Total		3.4	(3.1)	-	-	-	-	-	(1.8)	(1.3)	-	-	
2029	2031 Conventional Bus Replacements (BEB)*	93.7	(84.3)	-	-	-	-	-	-	-	-	(84.3)	
	Service Support Vehicles Replacement	1.8	(1.6)	-	-	-	-	-	-	(0.4)	(1.2)	-	
	Transit Police NRV Replacement	1.2	(1.1)	-	-	-	-	-	-	(0.3)	(0.8)	-	
	2029 BCRTC Service Support Vehicles Replacement	0.1	(0.1)	-	-	-	-	-	-	(0.1)	-	-	
2029 Total		96.8	(87.1)	-	-	-	-	-	-	(0.8)	(2.0)	(84.3)	
2030	2032 Conventional Bus Replacement (BEB)* (Note 1)	93.3	(84.0)	-	-	-	-	-	-	-	-	-	
	2030 BCRTC Service Support Vehicles Replacement	2.1	(1.9)	-	-	-	-	-	-	-	(1.9)	-	
	Service Support Vehicles Replacement	1.7	(1.5)	-	-	-	-	-	-	-	(0.4)	(1.2)	
2030 Total		97.1	(87.4)	-	-	-	-	-	-	-	(2.2)	(1.2)	
2031	2033 Conventional Bus Replacements (BEB)* (Note 1)	146.3	(131.7)	-	-	-	-	-	-	-	-	-	
	Service Support Vehicles Replacement	1.9	(1.7)	-	-	-	-	-	-	-	-	(0.4)	
	2031 BCRTC Service Support Vehicles Replacement	0.6	(0.5)	-	-	-	-	-	-	-	-	(0.1)	
2031 Total		148.8	(133.9)	-	-	-	-	-	-	-	-	(0.5)	
Total		1,631.8	(1,468.6)	(0.6)	(105.7)	(20.6)	(482.1)	(236.0)	(135.4)	(180.6)	(4.2)	(86.0)	

Table 4 – Summary of project progress for active projects with GVRF funding

Project Schedule	Number of Projects	FFC (\$ millions)
Delays greater than 3 months	13	\$357.1
On or ahead of schedule	11	417.2
Substantially completed projects	5	131.7
	29	\$906.0

Table 5 provides a detailed breakdown of closed projects with GVRF funding, including budget, final forecast cost (FFC) and expenditures-to-date as of December 31, 2021.

Table 5 - Projects closed since the prior year report

Closed Projects with GVRF Funding (\$ millions)	Budget	Expenditures to Dec 31, 2021	FFC	Forecast to Budget Variance	Approved Funding	Total Funding Used	Funding Variance
2014 Conventional Bus	25.4	25.0	25.0	0.4	24.4	24.4	-
2018 Conventional Bus Replacement	65.8	65.0	65.0	0.8	61.9	61.8	-

D. Current Project Schedule

Table 6 shows an estimate for each project schedule based on forecast in-service dates as of December 31, 2021 and the approximate delay in months when compared to original forecast in-service dates. Schedule delays can be caused by numerous reasons, such as delay in equipment delivery from vendors or project complexity. Below is a schedule summary for all active projects as of December 31, 2021.

Table 6 – Project schedule summary

Active Projects with GVRF Funding	Forecast In-service Date	Actual In-service Date	Delay/(Early) delivery in months (approx.)	Stage of project progress	Whether proceeded as intended	Estimated Useful Life (years)
SkyTrain Mark I Vehicle Refurbishment	April 2020	August 2020	4	Project is in the final stages of completion	Yes, SPA approved in September 2012	30
2018 Conventional Bus - Replacement	March 2019	December 2019	9	Project is in the final stages of completion	Yes, SPA approved in June 2017	17
Electric Battery Bus Purchases - Pilot	December 2018	September 2019	8	Project is in the final stages of completion	Yes, SPA approved in September 2017	17
2019 Conventional Bus – Replacement	September 2020	September 2020	-	Project is in the final stages of completion	Yes, SPA approved in April 2018	17
2019 Community Shuttle Vehicles - Replacement	December 2019	April 2020	4	Project is in the final stages of completion	Yes, SPA approved in August 2018	5
2020 Conventional Bus - Replacement	March 2021	June 2022	15	Acceptance of buses has been delayed due to quality concerns and deficiency work. Buses are forecasted to be accepted in Q2 2022.	Yes, SPA approved in May 2019	17
2020 Conventional Bus - Expansion	December 2020	December 2023	37	Acceptance of buses has been delayed due to quality concerns and deficiency work. Remaining buses are forecasted to be accepted throughout 2022 and 2023.	Yes, SPA approved in May 2019	17
2020 HandyDART Vehicles - Replacement	May 2021	June 2022	13	Arrival of vehicles has been delayed to Q2 2022 due to supply shortages and delays	Yes, SPA approved in January 2020	7

Active Projects with GVRF Funding	Forecast In-service Date	Actual In-service Date	Delay/(Early) delivery in months (approx.)	Stage of project progress	Whether proceeded as intended	Estimated Useful Life (years)
				at the production facilities caused by the COVID-19 pandemic.		
2020 HandyDART Vehicles - Expansion	January 2021	June 2022	16	Arrival of vehicles has been delayed to Q2 2022 due to supply shortages and delays at the production facilities caused by the COVID-19 pandemic.	Yes, SPA approved in January 2020	7
2020 Community Shuttle Vehicles - Expansion	January 2021	December 2022	23	Project was delayed during COVID-19 pending an assessment of ridership recovery. Vehicles are now expected to be delivered at the end of 2022.	Yes - SPA approved in November 2019	5
2021 Conventional Bus - Expansion	November 2022	August 2023	9	Project was delayed due to COVID-19. An assessment of ridership recovery has been completed and the project scope has been reduced, for which a funding amendment has been submitted. Buses are expected to be delivered by Q3 of 2023.	SPA approved in March 2020. Project scope reduced due to COVID-19 impacts on ridership.	17
2021 HandyDART Vehicles - Replacement	November 2021	June 2022	7	Arrival of vehicles has been delayed to Q2 2022 due to supply shortages and delays at the production facilities caused by the COVID-19 pandemic.	Yes - SPA approved in October 2020	7
2021 HandyDART Vehicles - Expansion	October 2021	December 2023	27	Project has been delayed due to COVID-19 pending an assessment of ridership recovery. In addition, there is a shortage of van chassis due to supply chain constraints.	SPA expected in September 2022	7
2021 Community Shuttle Vehicles - Replacement	January 2021	June 2022	17	54 of 62 shuttles have been received with the remaining shuttles expected in Q2 2022. Commissioning and acceptance of vehicles	Yes - SPA approved in October 2020	5

Active Projects with GVRP Funding	Forecast In-service Date	Actual In-service Date	Delay/(Early) delivery in months (approx.)	Stage of project progress	Whether proceeded as intended	Estimated Useful Life (years)
				was delayed due to vehicle deficiencies.		
2021 Community Shuttle Vehicles - Expansion	November 2021	September 2023	23	The project was delayed due to COVID-19. An assessment of ridership recovery has been completed and the project scope has been reduced, for which a funding amendment has been submitted. Vehicles are expected to be delivered by Q3 of 2023.	SPA expected in September 2022. Project scope reduced due to COVID-19 impacts on ridership.	5
Mark 1 500-800 Refurbishment	December 2021	May 2024	29	Project delayed due to supply shortages, an IT incident and WorkSafe BC concerns that needed to be addressed. Project scope was reduced based on the vehicle condition for which a funding amendment has been submitted.	Yes - SPA approved in August 2020. Project scope reduced due to COVID-19 impacts on ridership.	5
2022 Community Shuttle Vehicles - Replacement	December 2022	December 2022	-	All shuttles are expected to arrive by December 2022.	Yes, SPA approved in April 2021	5
2022 HandyDART Vehicles - Replacement	August 2022	October 2022	2	Two months delay in SPA. Vehicles scheduled to be delivered beginning August 2022.	Yes, SPA approved in March, 2021	7
Next Generation SeaBus Design	September 2023	September 2023	-	No delays currently expected	SPA expected in July 2022	30
2021 CMBC Service Support Vehicles - Replacement	August 2022	August 2022	-	Delivery and outfitting of vehicles has been delayed due to global supply chain challenges, chip shortage and COVID-19 outbreaks. Delivery is scheduled for Q2 and Q3 2022.	Yes, SPA approved in April 2021.	5
Port Coquitlam Transit Centre Infrastructure (LCFS)	December 2022	May 2024	17	This project is being delivered along with a bus fleet project as a program under a new procurement model.	SPA scheduled for July, 2022.	30

Active Projects with GVRF Funding	Forecast In-service Date	Actual In-service Date	Delay/(Early) delivery in months (approx.)	Stage of project progress	Whether proceeded as intended	Estimated Useful Life (years)
2023 Conventional Bus (Electric) - Replacement	December 2023	June 2025	18	Delayed due to infrastructure requirements to support Battery Electric Buses being procured under this project.	SPA scheduled for June 2022	17
2021 BCRTC Service Support Vehicles - Replacement	October 2022	October 2022	-	Vehicle delivery scheduled for September 2022.	Yes, SPA approved in November 2021	15
BCRTC Elevating Devices Elevators Replacement	April 2023	April 2023	-	No delays currently expected	SPA expected in August 2022	20
BCRTC Elevating Devices Escalators Replacement	April 2024	April 2024	-	Equipment installation scheduled for March 2024	Yes, SPA approved in May 2021	25
2023 Community Shuttle Vehicles - Replacement	November 2023	November 2023	-	No delays currently expected	SPA expected in May 2022	5
2023 Conventional Bus (CNG) - Replacement	March 2024	March 2024	-	Vehicle delivery scheduled for December 2023	Yes, SPA approved in February 2022.	17
2023 HandyDART Vehicles - Replacement	November 2023	November 2023	-	No delays currently expected	SPA expected in June 2022	7
Marpole Transit Centre	July 2025	July 2025	-	Project currently is in preliminary design, with site configuration, boundaries and capacity being refined. Construction (early works) expected to start in 2023.	SPA expected in July 2022	30

Disposition of Assets

No GVRF funded assets have been disposed of prior to the end of their useful life during 2021.

E. Overall Risk Assessment

TransLink follows standard project management practices and provides an internal oversight structure for each capital project, including projects utilizing GVRF funding. The higher the project's risk profile (measured as a function of risk, business value, size and complexity), the greater the degree of rigour that is applied to its governance model.

Specific project risks are identified prior to project initiation and listed in the project risk register. Monthly reports on risks and issues are provided to TransLink's Project Management Office (PMO). In addition, projects with increased complexity and/or elevated risk profile also have a specific project steering committee assigned. Below is a list of known risks and actions taken for active projects receiving GVRF funding:

RISK TITLE	RISK DESCRIPTION (EVENT)	CAUSE OF RISK	ACTION TAKEN
Foreign Exchange Rate	Deterioration of the Canadian/foreign currency exchange rate may cause vehicle and equipment pricing to exceed project budget	Currency conversion volatility between the Canadian dollar and foreign currencies	Exercise contract options as quickly as possible and build contingency into project budgets
Labour Resources	As a specialized skillset is needed for certain positions, the production may be slower than planned, impacting the completion date	Challenges with labour resource availability and staff turnover	Project managers monitor output, execute project focused training if required and provide for overtime as needed
Bus Sub-system Integration and Commissioning	Installation and integration issues between new bus type and bus sub-systems (electric and double decker buses)	New interfaces, new technology (electric), added deck, taller vehicles	Work with manufacturers to identify any potential issues prior to taking delivery of buses. Allow for extra inspection time.
Building Permits	Delays in obtaining permits from various municipalities required before construction can commence	Municipalities have jurisdiction over sites where construction is required	Continuous engagement with municipalities to generate support. Hire consultants to manage process, if needed.
COVID-19	The global COVID-19 pandemic has affected supply chains and slowed production at factories	Business suspensions to slow the spread of the COVID-19 virus. Social distancing rules that reduce productivity.	Continuous engagement with manufacturers to keep aware of schedule delays and building in extra time into the project schedule to accommodate potential delays

F. Alignment with Evaluation Criteria

The "Federal Gas Tax Fund Expenditures Policy" includes a list of criteria (Evaluation Criteria) that is used by Metro Vancouver to evaluate whether a regional transportation project proposed by TransLink for GVRF funding merits approval during the application process. Two types of Evaluation Criteria are identified:

- 1) Screening Criteria, which represents requirements that are mandatory for any project for which GVRF funding is requested; and
- 2) Integrated Criteria, which allows for a qualitative assessment of the proposed project based on high priority objectives that reflect the intent of the GVRF as well as of Metro Vancouver goals.

Active projects listed in this report that have received GVRF funding have gone through a rigorous approval process and have been determined to meet the evaluation criteria during the application process.

Article III. CONCLUSION

TransLink has delivered majority of projects funded via the GVRF as required. TransLink will continue to ensure that all active projects funded by GVRF will meet the requirements as defined by the "Federal Gas Tax Expenditures Policy".

To: Invest Vancouver Management Board

From: Lejla Uzicanin, Vice President, Data, Research and Policy, Invest Vancouver
Gregory Freeman, Senior Economist, Invest Vancouver
Megan Gerrys, Senior Policy Advisor, Invest Vancouver

Date: July 4, 2022 Meeting Date: July 20, 2022

Subject: **Water Tech: The Metro Vancouver Region's Untapped Clean Tech Opportunity**

RECOMMENDATION

That the MVRD Board receive for information the report dated July 4, 2022, titled "Water Tech: The Metro Vancouver Region's Untapped Clean Tech Opportunity".

EXECUTIVE SUMMARY

The adequate supply of water in the Metro Vancouver region makes it easy to overlook the looming threat of water risks linked to climate change, emerging contaminants of concern, and requirements for greater water sector sustainability and resilience. Nonetheless, a collection of Metro Vancouver-based water tech firms, operating under the broader clean tech cluster and green economy, are working to address water risk in many forms, both locally and globally. The demand for innovative water tech solutions is being driven by multiple trends, including responses to climate change, environmental and human health regulations, and "circular economy" objectives.

The report *Water Tech: The Metro Vancouver Region's Untapped Clean Tech Opportunity* (Attachment 1) spotlights the Metro Vancouver water tech sector and its opportunities and challenges, and makes recommendations intended to capitalize on this untapped clean tech sector.

The quest for new economic opportunities should start by identifying and building on regional strengths and the Metro Vancouver region has identifiable strengths in industrial wastewater treatment, resource recovery, decentralized treatment, and digital solutions and sensor technologies, and has the potential to become a significant global supplier of water technology solutions. Unlocking this potential begins with an understanding of what is already here.

PURPOSE

To present to the Invest Vancouver Management Board the findings and recommendations from Invest Vancouver's research into the water tech sector in the region.

BACKGROUND

Invest Vancouver provides independent, objective recommendations intended to position the region for success in a rapidly evolving global economy. Reports are intended to provide actionable intelligence to better inform and guide the work of Invest Vancouver itself, as well as the deliberations and work of key decision makers.

The water tech sector was selected as an area of study as the number of firms operating in this space, that are somewhat invisible, was seen as a worthy investigation, in addition to the room for a novel contribution to the policy discourse in this space.

WATER TECH

Despite the abundance of fresh drinking water in the region, water risk still exists in many forms in the Metro Vancouver region. Water risk affects a variety of actors, such as utilities whose business is water, water users (including significant water users in heavy industry), as well as governments and insurers that are financially impacted by water disasters. There are myriad local water-related risks linked to climate change, emerging contaminants of concern, and requirements for greater water sector sustainability and resilience. As the impacts of climate change are making themselves known globally and locally, water risk is also accelerating. Risk is a useful lens for understanding the water sector because it highlights commonalities among seemingly unrelated activities, and underscores the scope and scale of the market opportunities for firms that can mitigate various risks.

Water tech is a subset of the broader clean technology ("clean tech") industry. The water tech sector in the Metro Vancouver region consists of a collection of disparate, loosely connected firms developing products and processes that mitigate water risk. These firms are using new technology, process innovation, sensors and the internet of things, software and data analytics, to undertake activities such as:

- improving water system monitoring and efficiency;
- recovering energy and nutrients from wastewater;
- expanding access to water treatment in remote locations;
- providing more environmentally benign treatment options;
- cleaning wastewater from mining, oil and gas, pulp and paper, and industrial activities; and,
- managing green infrastructure for stormwater control.

Methods

Invest Vancouver conducted in-depth interviews with chief executive officers (CEOs), founders, and senior executives from the region's water tech firms. Prospective interview targets were drawn from Lightcast (formally Emsi Analyst), PitchBook, and Foresight Canada's waterNEXT's Canadian Water Technology Ecosystem Database of firms. The initial list comprised firms in the region working in water-tech related innovation, research, or development in some capacity, and was augmented using industry resources, relevant news articles, and referrals from other interviewees.

The final phase of the study included the evaluation of the collected data, the formulation of findings, and development of recommendations to address identified issues and constraints.

Global Themes Driving Investment in the Water Sector

Foresight Canada, in collaboration with BlueTech Research, contributed their expertise to this report by providing an analysis of global water markets, identifying global themes driving water sector investment, and matching the region's water tech firms with the identified global themes. BlueTech Research, a consultancy that helps large water users and institutional investors navigate technological trends in the global water market, has identified and characterized ten themes, each

representing a growing global market of at least one billion dollars (and most are multibillion-dollar markets). These ten themes are listed below:

- Resource Recovery
- Digital Solutions
- Sensor and Analyzers
- Stormwater Management
- Decentralized Treatment
- Industrial Wastewater Treatment
- Municipal Reuse
- Brine Management
- Agricultural Water
- Advanced Drinking Water Treatment

Of these themes, the Metro Vancouver region has the largest contingent of firms working in industrial wastewater treatment followed by resource recovery. A full list of firms by theme is available in Attachment 1.

Characteristics

Overall, the activities within the region's water tech sector are extremely varied, ranging from industrial wastewater treatment to resource recovery to digital solutions and sensor technologies. The result looks more like a collection of silos than a cluster. The presence of the firms here can partly be attributed to the province's resource extraction activities and partly to the region's clean tech ecosystem.

A collection of firms working in this space are "process innovators", applying already proven technological solutions in a novel way, thus improving various processes. Aside from these process innovators, other regionally-based water tech firms look more like the rest of the Metro Vancouver region's technology sector, in that they are developing new technologies, raising funds from investors, and drawing from the regional talent pools in engineering, software development, machine learning and artificial intelligence.

Interestingly, environmental and public health and safety regulations, both those that exist currently and those that are projected to come online in the future, are stimulating growth and innovation in the water tech sector. These cover areas such as monitoring effluent for regulatory compliance, removing microplastics from greywater, and reducing building energy consumption by recovering heat from sewage.

Findings

The variation in activities indicates that the water tech sector is fragmented and lacks an overarching identity. This is perhaps reason for the lack of recognition and understanding of this sector both on the part of government and the general public. Other specific challenges for the sector relate to the lack of demonstration opportunities available in the region, the challenges in integrating smaller tech into larger systems, and the lack of a designated government ministry for the needs of the sector.

Interviewees also raised a number of ongoing regional challenges impacting their firm. These include talent supply, transportation and congestion, physical spaces (including industrial land), and government procurement.

Recommendations

Increasing prosperity and economic opportunity needs to start with identifying and building on existing regional strengths. As a hidden strength within clean tech, water tech needs to be better understood. The recommendations outlined in the attached report aim to advance the regional value proposition starting with actions to reduce fragmentation of the sector, increase cooperation and information exchange to advance policy making, and enhance knowledge of water technology adoption best practices. The recommendations are summarized below.

- Draw on lessons from WaterCampus Leeuwarden in the Netherlands
 - Deepen connections between players in the water tech ecosystem
 - Explore opportunities for collaborative research
 - Maximize and expand existing assets
 - Promote the regional water tech industry
- Create a BC Clean Tech Concierge program
- Develop a program to showcase best practices in water technology adoption

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

There are no financial implications associated with this report.

CONCLUSION

Invest Vancouver provides independent, objective recommendations specific to key industries intended to position the region for success in a rapidly evolving global economy. Research reports reflect the results of an objective sector analysis, providing actionable intelligence to better inform and guide the work of Invest Vancouver itself, as well as the deliberations and work of key decision makers. The attached report presents an overview of the regional specializations and competencies in the water tech sector in the region, an analysis of the challenges faced by firms in the region, and recommended policies and actions to support and grow the sector.

While water risk may not be top of mind in a region with frequent and heavy rainfall, water risk is intensifying. This is being matched with increasing economic opportunity and a growing global, multi-billion-dollar market in areas such as resource recovery, industrial wastewater treatment and advanced drinking water treatment. To reduce the fragmentation of this sector and unlock its value, those with domain knowledge need to educate decision makers and the broader public. Building on strengths already present, the region can then look to the successful WaterCampus model in the Netherlands to propel the water tech sector to the next level and realize its full potential.

Attachments

1. "Water Tech: The Metro Vancouver Region's Untapped Clean Tech Opportunity" dated July 2022

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Water Tech:

The Metro Vancouver Region's
Untapped Clean Tech Opportunity

July 2022

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The Metro Vancouver water tech sector is an often overlooked asset that, if supported, could become an economic driver for the region while providing services and solutions to intensifying global water-related risks, such as droughts, flooding, and other extreme weather events.



About Us

Invest Vancouver is the Metro Vancouver region's economic development leadership service, created to advance broadly shared prosperity for all residents of the region. This report has been prepared by Invest Vancouver's Data, Research and Policy function, which offers independent, objective research, analysis, and economic development and policy recommendations crafted to position the region for success in a rapidly evolving global economy, where capital is highly mobile and where firms have many choices about where to

locate. The aim of the report is to provide actionable intelligence that will better inform and guide the strategic work of Invest Vancouver itself, as well as the work of key decision makers.

Invest Vancouver is a service of the Metro Vancouver Regional District, operating on behalf of the Metro Vancouver regional economy and the 2.7 million residents who depend on it.

Acknowledgements

With support from Metro Vancouver's Sustainability Innovation Fund, Invest Vancouver has partnered with Foresight Canada's waterNEXT network to strengthen the water tech sector in the region. This report is the first project milestone and will inform future phases of the work. Foresight contributed to the success of this report by drawing on waterNEXT's expertise as Canada's water technology network. BlueTech Research, in collaboration with Foresight, contributed

to this report by providing an analysis of global water markets, identification of global themes driving water sector investment, and their insights on Metro Vancouver water tech firms. Future phases of this project will aim to build capacity in the sector through acceleration activities and a global showcase of water tech firms, targeting key markets for the water technology sector.

Water Tech Sector at a Glance

Water underpins all human activity; but in a region with adequate rainfall and a long track record of reliable water service provision, water is rarely top of mind in terms of either meeting an unmet need or adding to the region's economic activity. This lack of local concern and economic interest makes it easy to overlook the disparate collection of firms primarily within the Metro Vancouver region's clean tech sector, which are working on exportable solutions to address local, national, and global water-based risks.

Water tech is a subset of the broader clean technology ("clean tech") industry, as water technology firms develop technology that results, for example, in lower carbon intensity, more efficient use of resources, and reduced environmental impact, including fewer pollutants and less waste. Firms in water tech are developing solutions applicable to water treatment and management, i.e. drinking water, wastewater, and stormwater. They also develop solutions for water users, i.e. households and businesses, particularly those in water-intensive industries such as agriculture, mining, oil and gas, and pulp and paper. For the purposes of this report, water tech does not include fisheries, hydropower, or maritime transport, and should not be confused or conflated with the much broader "blue" or "ocean" economy.

The demand for innovative water tech solutions is being driven by multiple trends, including responses to climate change, environmental and human health regulations, and "circular economy" objectives.¹ The Metro Vancouver region has identifiable strengths in industrial wastewater treatment, resource recovery, decentralized treatment, and digital solutions and sensor technologies, and has the potential to become a significant global supplier of water technology solutions. Unlocking this potential begins with developing an understanding of what is already here. To that end, this report spotlights the Metro Vancouver water tech sector and its opportunities and challenges, and makes recommendations intended to capitalize on this untapped clean tech sector.



Image: Aqua Intelligent

¹ The circular economy is a model of production and consumption, which involves sharing, leasing, reusing, repairing, refurbishing and recycling existing materials and products as long as possible. In practice, it implies reducing waste to a minimum or treating waste as a resource, as in resource recovery from wastewater.

Water Tech: Addressing Water Risks

Introduction

The World Economic Forum has identified global water crises such as persistent droughts, overdrawn aquifers, limited access to safe drinking water, and international disputes over water use as a “high impact, high likelihood risk”.² These risks, which are keenly felt in more arid climates, are rarely top of mind in the rainy Metro Vancouver region, which enjoys an adequate, renewable supply of high-quality water from three primary watersheds.

Nonetheless, a closer investigation reveals myriad local water-related risks linked to climate change, emerging contaminants of concern, and requirements for greater water sector sustainability and resilience. To illustrate, construction sites need to keep silt and contaminants out of riparian habitats; wastewater treatment is complicated by the presence of pharmaceuticals; and clothes made from synthetic fibers shed microplastics when they are washed, adding another pollutant to wastewater. Climate change will make it more likely that winter precipitation in the local mountains falls as rain, which would mean less water will be stored as snowpack.

More frequent severe weather events will create challenges when dealing with stormwater runoff and potential flooding. And transitioning to a greener economy will require the mining and processing of metals needed in battery electric vehicles; this contaminates water, which needs to be treated before being reused or returned to the environment.

However, water-related risk also creates local, national, and international business, investment, and export opportunities for firms whose products can lessen or remove that risk. **The Metro Vancouver region’s clean tech sector includes an easily overlooked water tech component poised to capitalize on these opportunities.**

The water tech sector in the region consists of a disparate, loosely connected collection of firms developing products and processes that mitigate water risk. They are using new technology, process innovation, sensors and the internet of things, software and data analytics, to improve water system monitoring and efficiency; to recover energy and nutrients from wastewater; to expand access to water treatment in remote locations; to provide more environmentally benign treatment options; to clean wastewater from mining, oil and gas, pulp and paper, and industrial activities; to manage green infrastructure for stormwater control; and much more.

² World Economic Forum, *The Global Risks Report 2020*

Report Overview

The focus of this report is understanding the regional water tech sector: its strengths, competitive advantages, and opportunities for growth, export, and positive economic contributions. This first section lays out the key research questions and the methods to address them; describes global market trends in the water sector; and, elaborates on the collection of firms comprising the sector in the Metro Vancouver region, as well as the innovation ecosystem underpinning the sector's emergence. The second section outlines the findings identified in the interview process and highlights the challenges raised by firms operating in the region. The third and final section presents recommendations to address pressing gaps in the sector.

Questions to be Addressed

Invest Vancouver seeks to answer two fundamental questions related to the water tech sector in the Metro Vancouver region:

1. What competitive advantages (if any) do firms in the industry enjoy by locating here?
2. What challenges or barriers (if any) keep the region from being a more attractive place for water tech firms?

Answering these questions is critical for economic developers, public policy decision makers, industry, and education and workforce development leaders. A purely statistical approach, such as an industry contribution analysis, only provides an estimate of economic, job, and fiscal impacts of firms in the

sector at a particular point in time without addressing competitive advantages or barriers. Indeed, there is no quantitative approach that will zero in on the answers to the two questions listed above. Qualitative research methods such as interviews, on the other hand, allow for a more nuanced understanding of regional competitive advantages and shortcomings based on the insights and experiences of players in the sector.

Methods

Invest Vancouver conducted in-depth interviews with chief executives, founders, and senior executives from the region's water tech firms, i.e. firms in the region working in water-tech related innovation, research, or development in some capacity. Prospective interview targets were drawn from Lightcast (formerly Emsi Analyst), PitchBook, and waterNEXT's Canadian Water Technology Ecosystem Database of firms, augmented using industry resources, relevant news articles, and referrals from other interviewees.

Further valuable information was collected in interviews and discussions with government representatives, industry associations, academic institutions, accelerators, capital providers, and others providing support to the water tech sector. These included: Metro Vancouver; the BC Ministry of Jobs, Economic Recovery and Innovation; Global Affairs Canada; the BC Water and Waste Association; Simon Fraser University's (SFU) Pacific Water Research Centre; the University of British Columbia's (UBC) RESEAU Centre for Mobilizing Innovation; and clean tech and water-specific investors.

Each of these semi-structured interviews lasted an hour or more, and consisted of a number of predetermined topics to be explored, including:

- Business climate
- Supporting infrastructure
- Physical spaces
- Capital access and formation
- Workforce supply and labour markets
- Network organizations
- Research and development (R&D) competencies
- Supplier connections and concentrations
- Customer access and catchment

Interviews were allowed to unfold naturally in order to pursue an idea, line of inquiry, or response in more depth. This approach enabled the discovery and/or elaboration of information relevant to answering the research questions stated above, and also allowed for the uncovering of information that may not have been previously recognized as pertinent. Like firm names, findings in the report have been anonymized and, as such, were not attributed to specific individuals or firms to encourage candid responses and forthright discussion.

Additional material was gathered from secondary research, including a detailed summary of global trends in the water sector and an overview of regional strengths and opportunities prepared by BlueTech Research in collaboration with Foresight Canada.

The final phase of the study included the evaluation of the collected data, the formulation of findings, and development of recommendations. Recommended interventions and strategies aim to address identified issues, constraints, and opportunities for improvements.

Understanding Water-related Risks

Risk is a useful lens for understanding the water sector because it highlights commonalities among seemingly unrelated activities, and underscores the scope and scale of the market opportunities for firms that can mitigate various risks. Water-related risks are a concern for three classes of affected actors:

1. Organizations, such as utilities, whose business is water, i.e. providers of water and wastewater services and solutions
2. People who use water, i.e. households and businesses, particularly firms in water intensive industries
3. Governments, insurers, and others at risk of financial loss when risk hardens from a probability to a disaster

The first two classes deal with risks related to water quality and quantity, inefficiencies, and regulatory compliance. The third class is exposed to risk arising from insured and uninsured damage to real, personal, and commercial property; infrastructure damage and supply chain and service disruption; and investment risk. These risks impact people, businesses, and governments all over the world. As such, expertise, products, processes, and services which aim to address and mitigate these risks are a business opportunity for the Metro Vancouver region's export-oriented water tech sector. To demonstrate the potential scale of this opportunity, the next section highlights global themes driving investment in the water sector.

Global Themes Driving Investment in the Water Sector

Invest Vancouver focuses on industries where regional strengths can provide a competitive advantage in global markets. The export-oriented nature of these industries is critical.

Population-serving industries, such as retail and construction, while important, are necessarily constrained by the size of the local population; they are, in effect, an outgrowth of a strong economy, not a driver of it. Adding new firms in a population-serving industry, beyond the number required to meet the demand created by local population increases and

economic expansion, necessarily pulls activity from existing firms. (There is only so much local demand for bakeries, for example.)

The number of firms in export-oriented industries, on the other hand, is limited only by their ability to compete in global markets. New firms do not necessarily have to displace existing local ones, especially if the size of the overall market is increasing. Export-oriented firms bring investment, capital, and royalties back into the region, with marked spillovers into the rest of the economy. Thus, industries in which

<p>Resource Recovery</p>	<p>Resource recovery recognizes that wastewater can be turned into a source of nutrients, energy and clean water. Transitioning to a circular economy encourages this approach, i.e. recovery of substances and their commodification transforms waste streams into business opportunities for revenue generation. In addition to circular economy goals, regulations (such as those in Europe) are driving growth in this area.</p>
<p>Digital Solutions</p>	<p>Digital solutions for the water sector consist of software solutions to assist in asset performance management and predictive and prescriptive analytics, including artificial intelligence and machine learning. These solutions can be applied in utilities and industry to help maximize optimization and efficiency gains.</p>
<p>Sensor and Analyzers</p>	<p>Sensors and analyzers are used to monitor water and wastewater quality, pressure in pipe systems, and flow rates. Adoption is being driven by water scarcity; a shift from monitoring compliance to detecting threats, such as pharmaceuticals; and the possibilities opened up by advancements in sensor technologies and data analytics.</p>
<p>Stormwater Management</p>	<p>Stormwater management includes: infrastructure to divert and/or contain stormwater; equipment to remove pollutants from stormwater; and digital solutions to predict storm events and optimize infrastructure usage. As such, stormwater management has strong overlaps with trends such as digital solutions, sensors and analyzers, and water reuse and decentralization. Key drivers for this theme include ageing infrastructure and climate change-induced increases in storm frequency and severity.</p>
<p>Decentralized Treatment</p>	<p>Decentralized treatment encompasses wastewater treatment at the point of disposal (e.g., residential homes or commercial buildings), a subset of which includes in-home technologies such as smart toilets, shower water recycling, and residential leak detection. Decentralization is being driven by increasing stresses on ageing infrastructure for centralized treatment; increasing water scarcity, which will drive adoption of onsite rainwater harvesting and greywater reuse; and, for in-home applications, consumer concerns over drinking water taste, smell, and contaminant levels (e.g. microplastics).</p>

Figure 1: Global themes driving investment in the water sector

regional strengths can support globally competitive firms in rapidly expanding markets, i.e. those where demand is rising fastest, represent the greatest opportunity for propelling regional prosperity.

Water technology, in particular, offers many areas of opportunity due to rising global demand. Established markets exist in the U.S. and Europe, but there are opportunities in areas such as Latin America and the Middle East. BlueTech Research, a consultancy that helps large water users and institutional investors navigate technological trends in the global water

market, has identified and characterized ten themes, each representing a growing global market of at least one billion dollars (and most are multibillion-dollar markets).³ Figure 1 summarizes the growth drivers in each of these themes.

These global themes describe areas of growing demand for water technology products and services. The next section of the report examines the correspondence between these themes and the water tech sector in the Metro Vancouver region.

Industrial Wastewater Treatment	Industrial wastewater treatment uses on-site modular treatment systems to treat industrial wastewater for either reuse or discharge into the receiving environment. While the treating of contaminants is driven by regulations, industrial reuse is driven by scarcity and corporate commitments to reduce freshwater withdrawals.
Municipal Reuse	Municipal reuse consists of non-potable reuse (such as reclaimed water for industrial uses, irrigation, and toilet water) and potable reuse, which includes direct (so-called "toilet-to-tap") and indirect (treated water passes through a buffer such as a local aquifer) potable reuse. The principal driver in this area is water scarcity and cost, with water reuse offering a reliable source that is cost-competitive with desalination and water imports. Direct potable reuse regulations are expected to drive this area, notably in California, Texas, Florida, and the southern member states of the European Union.
Brine Management	Brine management revolves around the disposal of high salinity water that is a by-product of desalination, mining and oil and gas drilling, and various industrial processes. This area is being driven by the lack of alternative disposal options and regulatory pressure, such as evaporator pond elimination in Australia and rules affecting U.S. power plants along the Colorado River.
Agricultural Water	Agriculture accounts for more than 70 percent of global consumptive freshwater use. Trends in this area consist of: (i) "smart" irrigation systems that are one way to reduce agricultural water use without reducing productivity; (ii) water and wastewater treatment for greenhouses and indoor farming; and (iii) the need to reduce the contaminant load of agricultural runoff. The second of these trends is expected to grow fastest, driven by the need to produce higher yields with less water, continued increases in global demand for food, and changing consumption habits in emerging economies.
Advanced Drinking Water Treatment	Advanced drinking water treatment addresses the need to remove specific challenging contaminants that are not removed by traditional wastewater treatment protocols. These include so-called "forever chemicals", as well as pharmaceuticals, microplastics, and pesticides. This area is being driven primarily by regulatory requirements and indirectly by water scarcity and the resulting interest in water reuse, which is problematic unless these contaminants are removed.

3 As part of Invest Vancouver's partnership with Foresight Canada, BlueTech Research provided Invest Vancouver with a detailed macro analysis of the themes in the global water sector.





Annacis Island WWTP

Water Tech Firms in the Metro Vancouver Region

Invest Vancouver identified 59 Metro Vancouver-based, export-oriented water tech firms (i.e. they either sell or potentially could sell their products or services outside the region). These firms are involved in technology innovation, research, design, or development in some capacity. The median employment of water tech firms headquartered in the region is 12 full-time employees.

The list of firms reflects the twin influences of the region's innovation ecosystem, including the regional hydrogen cluster (as some hydrogen technologies, notably membranes, have applications in water), and the region's supporting role in the province's resource extraction activities, which allows water tech firms to draw on skills from the constellation of firms providing services to the mining and oil and gas sectors.

There are many additional players – water service providers, consulting firms, system integrators, and suppliers, to name a few – that support the sector but which are not themselves water tech firms. These range from specialty firms working on flood protection, such as ebbwater consulting, to global engineering design firms such as WSP. Engineering design firms can be de facto 'gatekeepers' for water technologies, as they design specifications for infrastructure such as new wastewater treatment plants.

Figure 2 matches the region's water tech firms to the water sector themes described above, based on the core type of solution provided by the firm (rather than the industry or sector served).⁴

⁴ Firm were matched to BlueTech Research's themes by Foresight CAC.

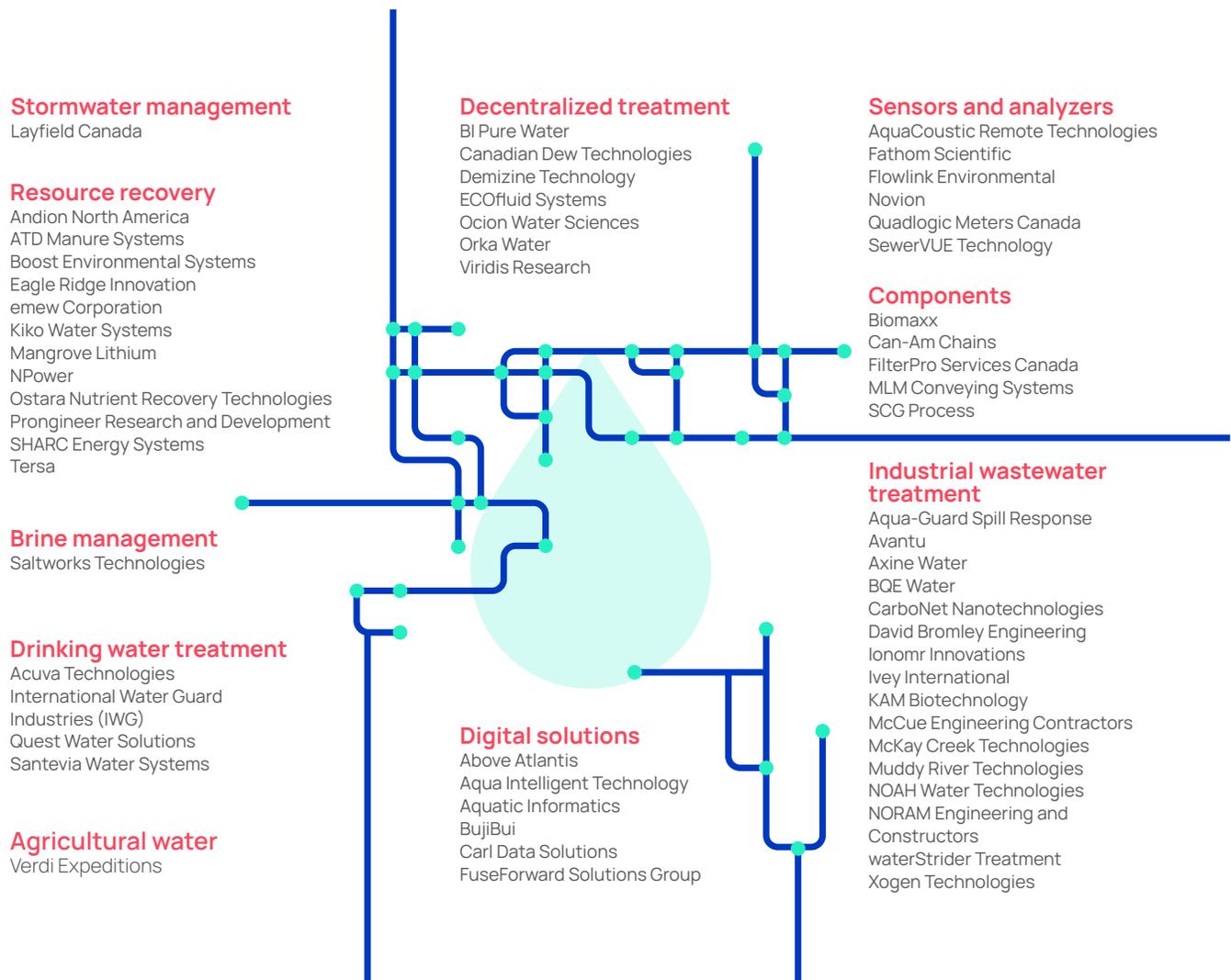


Figure 2: Metro Vancouver-based water tech firms (June 2022)

The largest functional area is *industrial wastewater treatment*, where, for example, Axine Water Technologies Inc. is mitigating the risk to the environment due to industrial activities through a wireless and remotely monitored industrial wastewater treatment system that utilizes catalysts and electricity to oxidize pollutants from industrial wastewater. The second largest area is resource recovery where, for example, Ostara Nutrient Recovery Technologies Inc. is recovering phosphorus and nitrogen from industrial, agricultural and municipal water treatment facilities and transforming them into a premium and sustainable fertilizer.

The region has the least representation among firms in *agricultural water*, *brine management*, and *stormwater management*.⁵

While Figure 2 serves as a snapshot in time of regional strengths and capabilities, there are longer-term opportunities to continue building on strengths in industrial, resource recovery, decentralized treatment, and digital solutions and sensor technologies.

⁵ BlueTech Research has identified brine management and stormwater as areas growing globally, with the latter expected to generate considerable demand locally as climate change increases the frequency and intensity of rainfall events.



Factors Supporting Sector Development and Growth

Water Tech Innovation-Supporting Institutions

The region's innovation ecosystem, most notably the institutions highlighted in Figure 3, plays a key role in the water tech sector. Younger firms in the sector, especially, have strong ties to research universities and institutions conducting relevant applied research and generating valuable intellectual property, along with a mix of incubators, entrepreneurship programs, and accelerators. Some of the more established water tech firms also maintain close ties with post-secondary institutions as a source for both talent and emerging technologies.

One of the newer supporting institutions for water tech innovation, launched in 2020, is Foresight Canada's waterNEXT network initiative. A regional and national initiative, waterNEXT brings together stakeholders from across the water innovation ecosystem to accelerate the commercialization and adoption of technologies for the world's most pressing water challenges.

Two of the region's lesser known assets, Metro Vancouver Regional District's Annacis Research Centre and the BC Research Centre's Technology Commercialization and Innovation Centre, allow for testing and piloting of water technologies under



Figure 3: Water Tech Innovation-Supporting Institutions

real-time operating conditions. Physical spaces that allow for testing and piloting of new technologies, particularly that allow for water, are a rarity, and are crucial to the success of the sector. Firms need to be able to test their technologies, try novel approaches, and demonstrate proof-of-concept to secure funding or contracts necessary to advance into the next stage of development. This need is underscored by the

scarcity of large-scale industrial water users in the region that could serve as potential real-world test sites and first-time customers.

These innovation-supporting institutions could be building blocks for the development of a water tech cluster, as explained later in the report.



Metro Vancouver's Annacis Research Centre is a purpose-built facility, designed to showcase ways of reusing wastewater resources and provide academic researchers, private businesses, and utilities with the space and resources needed to innovate and conduct trials in a controlled environment.



The BC Research Centre's Technology Commercialization and Innovation Centre is a custom-built facility focused on supporting pilot plant operations and technology development. The facility includes a wet lab, analytical room, chemical storage room and is operated by a multidisciplinary team of professionals, including scientists and engineers.



Water Tech Capital Formation and Investment

There is much less visible capital formation and investment activity in the water tech sector than in, for example, clean transportation or agritech, which were the last two industries examined by Invest Vancouver. Indeed, Metro Vancouver's water tech firms attracted \$333 million between 2017 and 2021.⁶ The most notable deals in the first half of 2022 were a \$7 million Series A1 venture funding raise by Mangrove Lithium in a deal led by BMW I Ventures, and \$3 million received by Acuva Technologies Inc. through Pacifica's Business Scale-Up and Productivity program.

The level of reported fundraising activity is not indicative of the potential in this sector and is explained by several factors. First, the reported total is almost certainly incomplete. The fundraising activities of publically listed firms (such as SHARC Energy), as well as some privately-held ones (such as NORAM), are not necessarily captured in the

Pitchbook data. Second, and most surprisingly, many of the firms, particularly those engaged in process innovation serving the resource economy, are able to start generating revenue very early in their development and thus have access to more traditional forms of debt financing (i.e. commercial bank loans). Interviewees in this situation reported that they were not seeking outside investors and were not looking to raise additional capital.

In common with the broader technology sector in the Metro Vancouver region, water tech firms report benefitting from access to government grants and incentives for R&D activities. Firms specifically praised the Scientific Research and Experimental Development (SR&ED) tax incentive and noted it as an attractive reason to operate in Canada over the U.S.



Image: Viridis Research

⁶ All dollar values in this section are from the PitchBook database of firms

Findings

This section of the report characterizes Metro Vancouver-based water tech firms, including areas of focus and opportunities for development; describes their sector-specific challenges; and explains how they are affected by ongoing regional challenges.

Water Tech Sector Characteristics and Trends

In general, firms developing solutions to water-related problems are part of the broader clean tech cluster, which can be loosely defined as technological products and services that reduce environmental harm, improve sustainability, and share, for example, supplier specializations, common inputs, specialized infrastructure, and labour market pools. With roots in both the clean tech innovation ecosystem and BC's resource extraction industries, however, the water tech sector in the Metro Vancouver region is not as easily categorized. Firms in the region are extremely varied and not simply identifiable as a part of the same interconnected industry segments sharing the same inputs, up- and down-stream channels, and complementary dynamics. Bottom line, there is a lack of cohesion within the region's water tech sector, and even within specific areas of focus, such as industrial wastewater treatment, as the firms can be working on quite dissimilar challenges.

This variety in firms is reflected in their relationships with technology development, capital formation, and talent acquisition. Some of the region's water tech firms focus on process innovation. These firms are applying already proven technological solutions in a novel way, thus improving various processes. In this group are businesses where, as one company founder explains, "there is not a lot of new transformative intellectual property; the 'magic' is in applying well understood science" to produce "simple, bomb-proof

solutions" in an innovative way. The primary challenge is "getting past the first 52 ways it doesn't work". Firms in this group generate revenue at an early stage, are more likely to finance their growth using debt (traditional lending from banks), and seek workers with skills to build, modify, and repair physical goods.

Aside from these process innovators, other regionally-based water tech firms look more like the rest of the Metro Vancouver region's technology sector, in that they are developing new technologies, raising funds from investors, and drawing from the regional talent pools in engineering, software development, machine learning and artificial intelligence. Firms in this area are emerging from the engineering and clean tech expertise within the post-secondary system. SFU and UBC both have research centres focused on addressing water issues, particularly those in rural and remote communities, some of which are Indigenous, where water technologies can help to overcome some of the unique challenges presented in these less connected communities.

Regional water tech sector strengths revolve around several areas of focus, as described in the above Global Themes section, including: industrial and decentralized treatment, resource recovery, and digital solutions and sensor technologies. These areas of focus are poised to benefit from multiple overlapping trends, which will result in increased demand for their products. For example, cost pressures are driving a shift in capital expenditures toward digital solutions and sensor technologies and decentralized solutions; both of which can extend the life of existing infrastructure or avoid the construction of new (traditional) infrastructure. Circular economy initiatives encourage resource recovery from wastewater, including energy (e.g., renewable natural gas from biosolids), heat (e.g., renewable district



heating), nutrients (e.g., phosphate), and metals (e.g., lithium). A trend toward modular technologies and alternative business models plays to regional strengths including digital solutions (software as a service, data as a service), resource recovery (off-take agreements), and industrial wastewater treatment (treatment as a service).

Regulations as an Idea and Demand Catalyst

Environmental and public health and safety regulations, both those that exist currently and those that are projected to come online in the future, are stimulating growth and innovation in the water tech sector. Regulatory requirements create markets for a number of regional firms, such as Flowlink Environmental (Flowlink), Viridis Research Inc. (Viridis), and SHARC International System Inc. (SHARC Energy). Flowlink provides real-time effluent monitoring, primarily for construction sites. The firm's technology continuously checks compliance with applicable local water discharge regulations, and redirects water back to the site if allowable levels are exceeded. Viridis is developing decentralized treatment technology that will remove microplastics shed by clothing during washing before the water leaves the machine. Regulations requiring such capture are already under consideration in Europe. SHARC Energy provides sewage heat recovery that can be deployed in buildings and district energy systems to reduce energy consumption and building-related greenhouse gas emissions. The use of such systems is expected to receive a major boost from regulations to curb emissions from buildings, such as New York City's Local Law 97.⁷

Specific Challenges for Water Tech Sector Firms in the Metro Vancouver Region

As noted, water tech firms in the region are not a particularly prominent part of the regional economy. Yet, this industry, and these regionally-headquartered water tech firms are deserving of more attention. One reason for this lack of recognition (and appreciation) may be the absence of a clear identity that would allow for formation of a distinct and tightly focused industry cluster. While there are many firms working in industrial wastewater treatment, for example, they serve multiple different sectors, markets, and applications. The result looks more like a collection of silos than a cluster, even in areas such as resource recovery, which has strong players in the region and a comparatively unified purpose (extracting valuable resources from wastewater).

Water technology development is very dependent on the ability to test emerging solutions. Despite the availability of valuable testing spaces at Annacis Research Centre and the BC Research Centre, firms are in need of more demonstration opportunities in the region. With one major utility handling water and wastewater treatment, i.e. Metro Vancouver, and very few large-scale water-intensive industrial operations in the region, the limited scope for end-user testing of real-world applications under operating conditions through pilot projects makes it harder to expand and further develop water technology solutions. Interviewees reported the challenge of not being able to showcase their technologies close to their own headquarters, but instead having to bring interested clients to demonstration sites hundreds of kilometres outside of the region.

⁷ New York City's Local Law 97, part of the Climate Mobilization Act (2019), requires most buildings over 25,000 square feet to meet energy efficiency and greenhouse gas emissions limits beginning in 2024.

Smaller and newer firms have additional challenges. Potential customers, particularly those from the public sector, tend to favour commercially proven products from established firms, and prefer “turn-key” solutions, i.e. products or services that are sold as a complete package. A firm, especially a new one, would likely have greater appeal to municipal buyers and export markets if its technology were integrated into a larger system. To overcome this hurdle, tighter collaboration is needed between the water tech firms and engineering firms and those firms responsible for integrating systems.

Finally, water technology firms, as part of the broader clean tech cluster, lack an identifiable government ministry responsive to them. Complicating matters further, water touches everything and is a shared responsibility between multiple BC Government ministries, as well as other orders of government. Multiple interviewees brought up the lack of clear government responsibility, which impedes the sector in advocating for its needs, seeking regulatory clarity or accessing other forms of government assistance.

Image: Ostara Nutrient Recovery Technologies Inc.



Regional Challenges: The “Usual Suspects”

Firms in the Metro Vancouver region face a litany of familiar challenges: (i) the high cost of living, particularly for housing; (ii) infrastructure-related mobility bottlenecks; (iii) scarce and costly industrial land; and, for those selling to government, (iv) innovation-averse public sector procurement processes. These challenges were raised repeatedly in interviews, and are worth recapping in this report because they undercut the business case for locating a globally competitive business in the Metro Vancouver region, rather than in Calgary, Portland, or Shenzhen, when firms have many choices about where to locate.

I. High Cost of Living and Talent Attraction

The region has a critical mass and base of talent underpinning its global competitiveness; however, it will need to expand the number of highly skilled workers further as key sectors, such as water tech, grow and demand a larger number of employees. Unfortunately, housing costs give workers seeking affordable homes an incentive to leave, and make it much harder to recruit people from elsewhere. One water tech firm has adapted to this challenge by hiring exclusively from local universities because the students “are already used to living in a ‘shoebox’ and want to stay”. But, this approach just ensures a firm has enough talent, not necessarily sufficiently skilled or the best talent. Multiple interviewees praised recent immigrants (whether educated here or abroad) for their contributions to the overall talent pool and, in particular, to their firms. In addition to recent graduates, firms also need workers with,

according to one interviewee, “practical experience solving problems and fixing stuff, not necessarily book smarts”. Whatever the skillset, talent attraction and retention is undercut by high housing costs.

II. Transportation & Congestion

Access to talent within the region can also be curtailed by transportation bottlenecks. The water tech firms in the North Delta/Tilbury Island area, for example, all reported significant problems created by the Massey tunnel bottleneck. For these firms, chronic traffic congestion makes it difficult to connect with customers and suppliers, and creates a challenge recruiting people who live north of the Fraser River. When firms are effectively cut off from part of the regional talent pool because potential hires are unwilling to accept an unpleasant commute, it undermines a core regional strength. To compete effectively with (often much more populous) global regions, Metro Vancouver needs a tightly integrated, efficient transportation network that supports seamless business-to-business interactions and customer development, as well as a region-wide labour market catchment area characterized by easy movement and convenient commutes.

III. Physical Spaces

Even more pressing than the need for talent, for many firms, is the acute shortage of suitable industrial spaces. CBRE reports that vacancy rates for light industrial space have dipped to historic lows.⁸ Comments from interviewees reflect a problem that afflicts multiple industries. Successful water tech firms are “bursting at the seams” in their current locations, with no local options for expansion. Finding a viable

⁸ CBRE Vancouver Industrial Figures Q1 (June 1, 2022) reports that Metro Vancouver’s industrial vacancy rate was a record low 0.5%, with subsets of the market (larger properties, inventory with loading docks) in even shorter supply.

space can take many months, even upwards of one year or more. And, most new industrial properties coming online are spoken for far in advance. Specialized spaces appropriate for designing and testing novel processes and equipment that involve water – and thus might leak – are nearly impossible to find, particularly for the earliest stage firms; in fact, interviewees reported testing newly developed water tech “in my kitchen” and “in the back yard of one of the cofounders”.

The lack of light industrial space is shaping up as a potential regional Achilles’ heel, as growing firms are at risk of leaving if they can’t find a larger space, and established firms utilizing rental properties view the eventual redevelopment of their current space as “inevitable” and worry about finding a replacement site. Even firms that own their facilities, and which therefore appear insulated from the industrial land shortage, are feeling the pinch as the higher industrial land costs work their way into the supply chain and are passed on to them by their local suppliers. Against this backdrop, economic development agencies in jurisdictions with adequate, low(er)-cost industrial land are seeking to lure away successful local firms. For instance, one interviewee described receiving recruiting calls and offers – including tax incentives – from Texas and North Carolina. The Metro Vancouver region needs to protect its current industrial land base and pursue creative solutions to address the shortage.

IV. Procurement

Procurement is another frequently cited pain point. Embracing creative solutions may require a shift in thinking within the region; interviewees in water tech describe a “yawning gap” between ambitious policies to tackle climate change and a general unwillingness to embrace novel solutions developed in the region.

Echoing their colleagues in other areas of the clean tech sector, interviewees repeatedly raised the issue of not being able to secure government clients within the region without first securing dozens of contracts in other markets. The Canadian market was described as generally slow to embrace innovation, with BC specifically mentioned as a notable laggard in this area.

Interviewees from local water tech firms acknowledged that municipal procurement is necessarily conservative, given the need to maintain consistent delivery and regulatory compliance for drinking water and wastewater treatment. The process could be better, however, starting with a clearer delineation of authority. In particular, interviewees reported months of being passed from one department to the next, seeking someone with decision making authority. They expressed sympathy for municipal staff who faced “nothing but downside career risk” for championing a new approach or firm. The lopsided risk-reward equation for embracing innovation makes it much harder to find senior-level, internal champions, and as one firm discovered, losing such a champion (to a job change or retirement) can derail a scheduled trial.

It is easy to dismiss as sour grapes the interviewee who summed up the general perception of bidding on government contracts as “ponderous, bureaucratic, impenetrable”. Realistically, government procurement is probably going to be slower and more burdensome than working with a private sector client. Nonetheless, governments in the Metro Vancouver region should look to other examples, in Canada and abroad, regarding how local governments are doing a better job of embracing innovation.



Recommendations

Support 'Water Tech' Industry Clustering

Draw on lessons from WaterCampus Leeuwarden in the Netherlands.

The water tech sector would be strengthened with increased profile. The public perception of the water sector begins with drinking water and ends with wastewater services. Local water abundance keeps water supply issues in the background unless there is *too much* supply, i.e. flooding. And as noted, the region's water tech sector is more a loose collection of firms than an interconnected industry cluster.

In spite of this, the region's supporting role in the mining and oil and gas sectors; its high tech innovation ecosystem; and its deep talent pools in science, technology, and engineering fields, have produced a bevy of firms in water technology, with collections of firms in industrial wastewater treatment, resource extraction, and digital solutions and sensor technologies. And with global trends driving growing demand for water-related products, processes, services, and technologies, including some already provided by Metro Vancouver region-based firms, there is an opportunity for further development of the region's water tech sector as an export industry.

The Metro Vancouver region should proceed cautiously as building an industry cluster is difficult. There are numerous examples of U.S. cities that have tried, and failed, to build a cluster of water-related firms. In Canada, Ontario's Water Technology Acceleration Project (WaterTAP), intended to promote and foster the growth of Ontario's innovative water technology companies, ceased operations in June, 2019 due to lack of support from the Ontario government. The failures seen in water cluster building were partly due to region-specific factors and the particular mix of firms involved, but are mostly attributable to the difficulty of building *any* industry cluster, as attested by the many unsuccessful variations on 'Silicon Somewhere'.

Despite the Metro Vancouver region's lack of concerted effort in building a water technology cluster, the beginnings of one has sprung up somewhat naturally here. To help the water tech sector reach its potential, the region should look to the Netherlands, a world-leader in water technology development, commercialization, and export, for ways to strengthen the sector by building on existing assets. The successful WaterCampus Leeuwarden ("WaterCampus"), in the Netherlands, offers a path forward based on similarities with Metro Vancouver in water tech themes (resource recovery, water re-use, problematic pollutant removal, and digital solutions and sensor technologies) and its mix of mostly small and medium water tech enterprises.

WaterCampus represents almost 20 years of effort in creating a Dutch centre of water technology innovation, education, and entrepreneurship based on collaboration among businesses, universities, and governments. WaterCampus was not an immediate success. Skeptics in the business community and government felt in 2011 that there was insufficient demand in the global marketplace; the campus would serve only firms seeking subsidies; cluster building lacked a compelling rationale and was seen to be cost ineffective; and Leeuwarden was neither sufficiently large nor geographically central enough for a hub.⁹ Just over five years ago, academics concluded that Leeuwarden was not yet a vibrant example of a water technology cluster.¹⁰ Today, WaterCampus appears to be thriving.¹¹

Figure 4 outlines the three branches of WaterCampus and the various activities they encompass. Importantly, all of these activities are connected to create a robust water cluster responsive to the latest advances in science, real-world applications, and the current business climate.

WaterCampus has three distinct branches focusing on (i) science, (ii) applied research, and (iii) business. On the science side, WaterCampus fosters cooperation among 24 participating research institutes and 107 participating companies who share facilities for application-oriented research into sustainable water technologies, organized around research themes. On the applied research side, WaterCampus focuses on product development and real-world testing of water technologies.

The Water Application Centre is a WaterCampus facility where firms can conduct tests or contract to have the testing carried out on their behalf, and provides access to demo sites at hospitals, industrial operations, and other partner locations where firms can conduct larger scale trials of new technology. Finally, the business branch focuses on the global business promotion side of water tech, organizing conferences, attending trade shows, networking, and seeking potential partners and clients.

Some elements of the functionality of WaterCampus already exist in the Metro Vancouver region. With coordination, collaboration, investment, and promotion, the region could, over time, support a similarly robust ecosystem here.



Figure 4: WaterCampus Innovation Value Chain

9 Miranda Ebbekink and Arnoud Legendijk, "The sustainable water campus in Leeuwarden: towards an anchoring milieu or a 'hollow term'?" in Kebir et al., ed., Sustainable Innovation and Regional Development: Rethinking Innovative Milieus (Edward Elgar Publishing, 2017).

10 Ibid.

11 See, for example, World Trade Centre Association "Dutch Water Technology Conquers the World" (Sep 30, 2021) and Kira Taylor "Can Europe buck the trend of deprivation in rural areas?" (EURACTIVE.com, Dec 6, 2020).



Deepen connections between players in the water tech ecosystem

To create broader understanding of and reduce fragmentation in the water tech sector, people with domain knowledge need a forum to inform and educate those with decision-making authority. Industry, academia and government often have broad agreement on values, but may lack the formal opportunity to meet and share experiences, ideas, resources, connections, and best management practices. This collaboration may yield needed policy supports, promotional activities, trade missions, and cross-functional intellectual property development to lay the groundwork for a water cluster, as part of BC's burgeoning clean tech sector.

Explore opportunities for collaborative research

WaterCampus takes a deeply collaborative approach to water tech research. The research facilities are located in Leeuwarden, but the researchers hail from many European universities, funded in part by long-term agreements with companies. The Metro Vancouver region has the research capabilities, and examples of cooperative educational partnerships, such as the Centre for Digital Media, a collaboration between UBC, SFU, Emily Carr University, and the British Columbia Institute of Technology (BCIT). The WaterCampus approach to contract research and intellectual property rights is similar to the model adopted by 4D Labs at SFU in materials science. Institutions and firms in the region should start by exploring the possibilities for greater integration and cooperation on water tech research. Academic institutions are information and knowledge brokers and many academics are well positioned to identify policy changes that will enable the growth of the sector.

Maximize and expand existing assets

WaterCampus' applied research arm focuses on product development, and testing. The Metro Vancouver region has similar capabilities. BC Research offers the same services and the Annacis Research Centre offers lab space, testing facilities and access to live wastewater streams.

The Annacis Research Centre is marketed primarily through water industry trade journals, and typically about 80 percent of the available space is rented. With industrial land vacancy rates at 0.5 percent and early stage water tech ventures consistently reporting difficulty locating appropriate spaces for testing and development, the Metro Vancouver region should aggressively promote the Annacis Research Centre to developing firms. The facility should be integrated into the regional clean tech innovation ecosystem by fostering connections with post-secondary research institutions (professors and graduate students), accelerators, and incubators. The short-term goal should be to quickly reach full utilization with a waiting list of potential clients. Longer term, there is room to increase capacity by expanding the outdoor research area on the site.

Promote the regional water tech industry

For the water tech sector to reach its potential, it needs to be more visible to the public, government officials, potential investors, water industry mavens (e.g., recognized industry leaders, buy- and sell-side investment analysts) and connectors, large water multi-national corporations (e.g., Veolia, Suez), and overseas markets. The first step is celebrating regional success stories in the water tech sector.

Economic development, industry, and trade organizations, such as the World Trade Centre – Vancouver, BC Business Council, Surrey Board of Trade, Foresight Canada, Vancouver Economic Commission, and Invest Vancouver, must play a key role in promoting this sector and its interests both within the region and to an international investor audience. Additional activities must centre around developing deeper knowledge of local tech and applied research strengths relevant to water tech, and understanding the corresponding opportunities in international markets.

Highlighting and celebrating the water tech sector, as part of BC's burgeoning clean tech sector, will raise its profile, and remind decision makers, deal makers, and market makers that the transition to a greener economy and cleaner environment is a chance to increase regional prosperity by developing and exporting environmentally responsible solutions.



Image: BI Pure Water

In the Spotlight: NORAM Group

Vancouver-based NORAM group is a global leader in the fields of nitration, sulfuric acid and electrochemistry; provides wastewater solutions for oil refineries and petrochemical plants; and, through its ECOfluid Systems subsidiary, provides compact wastewater treatment bioreactors for remote and off-grid applications. NORAM contributes to the regional innovation ecosystem as the owner and operator of the BC Research facility, which offers contract research to help move early stage technologies from proof-concept to full-scale demonstration projects.

Promote Government Engagement and Economic Development Role Sharing

Create a BC Clean Tech Concierge program to act as a champion, conduit, and primary point of contact for clean tech firms.

Clean growth is a priority for the provincial government, which has made reducing greenhouse gas emission, developing low carbon goods and technology, and fostering innovation a major component of the [StrongerBC Economic Plan](#). Meeting BC's climate goals, while adding jobs, will involve changes that reach across the economy; much the way the widespread adoption of computers and information technology has affected sectors far removed from computer manufacturing and software design. As such, clean tech, which includes water tech, affects areas that are the responsibility of multiple provincial ministries. The BC government could promote the development of the clean tech sector by creating an office, modeled on the BC Agritech Concierge Program, to act as a champion, conduit, and primary point of contact for clean tech firms and the supporting ecosystem.

A BC Clean Tech Concierge Program would overcome multiple challenges raised by interviewees in the water tech sector, including problems that apply to the broader sector. Players throughout the ecosystem, which includes university entrepreneurship and incubation programs, accelerators, and firms, reported difficulty connecting with the correct person in government, whether the inquiry related to procurement, regulation and policy, or other issues. The Clean Tech Concierge could act as the first point

of contact, providing help directly or connecting non-government actors with the appropriate person in the right government ministry.

The concierge role would also include responsibility for keeping abreast of clean tech developments and their implications for public policy. This matters because innovative products and processes can sometimes be unwittingly excluded if rules are not updated as new solutions become available. To illustrate, a huge improvement in surveying endangered species by detecting trace DNA in water samples languished because it was not one of the approved methodologies for environmental assessments. To avoid similar occurrences, the Clean Tech Concierge should be charged with working with BC firms throughout the clean tech sector, having a role to clear unintended barriers and complications arising from rules and regulations written long before some of the newest innovations were commercialized and available as a solution to many issues the government is aiming to address.

The Clean Tech Concierge Program could also replicate for clean tech some of the services provided by the BC Agritech Concierge, including supporting navigating government processes and connections to municipal, regional, federal and foreign governments, as well as to potential industry partners and collaborators.



In the Spotlight: Flowlink Environmental

Coquitlam-based Flowlink Environmental integrates water sensors, meters, valves and other sub-components with their monitoring and control software to provide effective solutions for environmental compliance and risk mitigation. Flowlink's effluent monitoring solutions can re-route non-compliant discharge back to a site for re-treatment or an alternative disposal, based on any combination of conditions, including dynamic parameters, to comply with the specific, local environmental regulations.

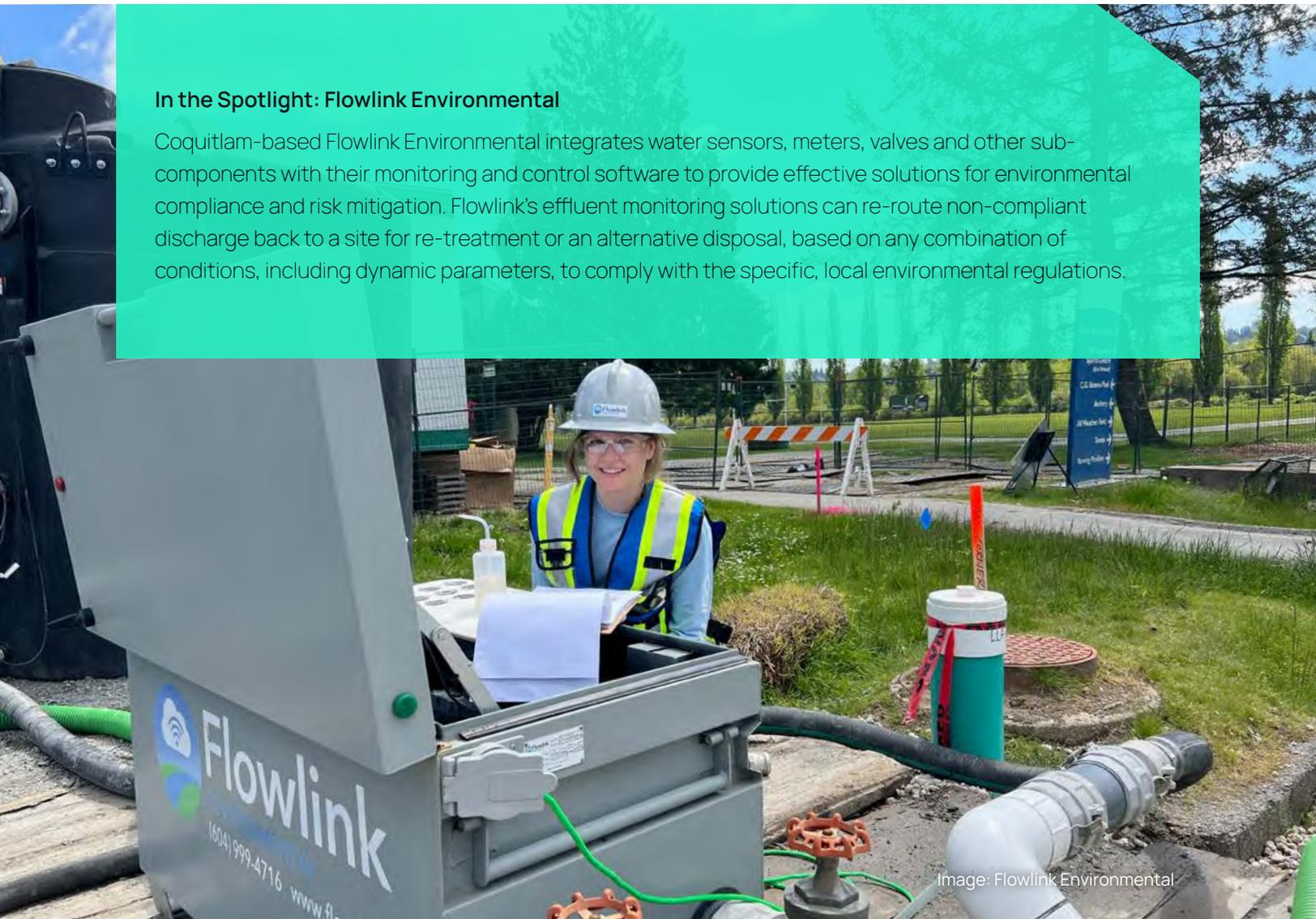


Image: Flowlink Environmental

Stimulate Novel Technology Adoption

Develop a program to showcase best practices in water technology adoption for public utility staff.

Public utilities, often risk-averse and conservative organizations, face barriers to adopting new technologies. Some utility providers simply lack awareness of the relevant technological options available. More acutely, interviewees shared concerns surrounding trialing new technologies that risk regulatory compliance or jeopardize public health and safety. They also shared that while big data analytics would be a beneficial tool, resources are lacking to put the systems in place to manage the large volume of data generated by utility systems. But without fully investigating the water technology opportunities available, barriers to adoption, such as risk or required resources, may be based more on perception than on fact.

To better inform decision making, municipal staff would benefit from a program highlighting best management practices from other jurisdictions on technological options to reduce risk in the water sector. Such a program should be delivered by a neutral third party, such as the BC Water and Waste Association. This program would assist in raising awareness of water technology opportunities available to public utilities, pave the way to deeper explorations of potential technological solutions, and ensure decisions are based on up-to-date information rather than conjecture. Not only would this program create potential opportunity for the local water tech sector, but it would also result in efficiencies and risk mitigation within public utilities.



In the Spotlight: SHARC Energy Systems

SHARC Energy Systems, in Port Coquitlam, builds systems that recover energy from wastewater in buildings and sewer systems. SHARC Energy's closed loop system powers the Olympic Village renewable district heating system in Vancouver and the newly opened National Western Center in Denver, Colorado, the largest wastewater energy district in North America.



Image: SHARC Energy Systems

Conclusion

In a part of the world where water is not generally perceived to be a risk, the number of firms revealed to be working in this sector was seen as worthy of investigation. Markedly different than the industries assessed in the previous Invest Vancouver-authored asset and gap analyses, i.e. the agritech and clean transportation sectors, the water tech sector does not have the same level of definition, recognition, or regional commitment behind it. Indeed, it seems somewhat invisible despite the central importance of water and the looming uncertainty around water use as climate change accelerates drought, flooding, and other extreme weather events. Intensifying water-related risks are matched with an increasing economic opportunity and a growing global, multi-billion-dollar market in 10 areas: resource recovery, stormwater management, brine management, advanced drinking water treatment, agricultural water, to name a few. In short, much like the hidden infrastructure that delivers fresh drinking water and removes wastewater, **the water tech sector is an unseen asset that, if supported, could become an economic driver for the region.**

The quest for new economic opportunities for the region should start by identifying and building on regional strengths. The broader clean tech industry cluster will represent a major, growing driver of BC's economic activity into the future. Within clean tech, water tech is an existing, underappreciated strength, making it a logical place to focus economic development efforts. To reduce fragmentation and unlock the value of this sector, those with domain knowledge need to educate decision makers and the broader public. Building on the strengths already present, the region can then look to the successful WaterCampus model in the Netherlands to propel the water tech sector to the next level and realize its full potential.

Prepared by Invest Vancouver

This Invest Vancouver report was authored by Lejla Uzicanin, Vice President, Data, Research and Policy, Gregory Freeman, Senior Economist, and Megan Gerryts, Senior Policy Advisor.

The Data, Research and Policy team supports investment and job creation in key export-oriented industries, conducting research, discerning the factors driving their growth, identifying gaps along the product-service value chains, and articulating the underlying competitive advantages of the Metro Vancouver region. Through the identification of opportunities and challenges faced by firms in these industries, the team develops recommendations to inform policy and to influence decision-makers in strengthening the regional value proposition across key industries in order to increase the region's global competitiveness.

The work of Invest Vancouver is built around three integrated functional areas: Data, Research and Policy; Collaboration; and Strategic Investment. The work of Data, Research and Policy informs the Collaboration function, which then influences the Strategic Investment program. Additionally, the investment needs guide work done in Data, Research and Policy and Collaboration.

For any questions about the report contact:
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To: Invest Vancouver Management Board

From: Chris Heine, Vice President, Strategic Investment, Invest Vancouver

Date: July 6, 2022

Meeting Date: July 20, 2022

Subject: **International Target Market Intelligence**

RECOMMENDATION

That the MVRD Board receive for information the report dated July 6, 2022, titled “International Target Market Intelligence”.

EXECUTIVE SUMMARY

Invest Vancouver continues to build and grow the Strategic Investment function in 2022 with the addition of a new Investor Services staff member and execution of objectives within the Invest Vancouver 2022 Annual Plan as the function continues to support attraction and retention of catalytic investment in the Metro Vancouver region within the key industries. As Invest Vancouver matures and increases capacity across all of its three integrated functional areas, a key consideration is activating a priority market approach to investment promotion, attraction and lead generation. In addition to Invest Vancouver’s position as the region’s “global front door” for direct or referral investment inquiries, a current and medium-term objective is to undertake proactive, targeted initiatives on behalf of the region in key international markets and, particularly, in relation to industries which resonate with investors in those geographies. In order to do this effectively, it is important to reflect on a number of factors including the current state-of-play for foreign direct investment (FDI) in Canada, alignment with key partners positioned in key international markets, geopolitical considerations, other prospective partner organizations to support investment attraction/promotion, and reflecting on trends and observations during Invest Vancouver’s inaugural year. According to Statistics Canada, FDI growth in Canada reached a 15-year high in 2021, 50% above the historical average annual growth rate of the preceding decade. This growth has been led by a few countries, with the United States accounting for the largest increase (up by \$40.8 billion in 2021 to reach \$500.7 billion of total FDI stock) followed by European investors. Trends observed by Invest Vancouver on source country of opportunity inquiries are also seen to be dominated by the United States followed closely by Europe.

Foreign direct investment from the United States rose by \$37.6 billion, compared with a decline of \$14.2 billion in 2020. Investors from the United States (46.3%) continued to be the primary holders of foreign direct investment in Canada, followed by European investors (35.9%). On a country basis, the Netherlands (\$147.5 billion), the United Kingdom (\$73.6 billion) and Luxembourg (\$61.9 billion) had the largest Canadian holdings after the United States.

PURPOSE

The purpose of this report is to provide the Invest Vancouver Management Board with information and findings relating to foreign direct investment in Canada and observations made by Invest Vancouver.

BACKGROUND

Why does foreign investment matter?

As open, globally connected economies, Canada, British Columbia, and the Metro Vancouver region rely on foreign direct investment (FDI) and international trade to drive domestic growth. In fact, among the G7 nations, Canada ranks second only to Germany in terms of trade openness and FDI, according to the World Bank. In British Columbia, foreign multinational enterprises are key drivers of skilled employment and exports of BC produced goods and services. According to Statistics Canada's [Activities of Multinational Enterprises](#), foreign multinational enterprises in BC accounted for approximately 18.8% of provincial GDP, employed 16.6% of BC's workforce, and accounted for 31.7% of BC's good exports in 2019.

Global Affairs Canada's Office of the Chief Economist undertakes economic research and analysis about Canada's position amidst global trade and investment conditions. In its annual [State of Trade](#) for 2021, the report took a closer look at FDI specifically pointing a number of key benefits foreign enterprises contribute to Canada's economy. These include:

- bring new technology and know-how
- contribute to skills upgrading of local workers
- boost supply chain integration and international trade
- foster competition among domestic firms

The reporting points to supporting evidence on the relationship between foreign investment and productivity in that multinational firms typically demonstrate higher productivity than purely domestic firms, and strong evidence of productivity spillovers from foreign to domestic firms. There is also evidence that foreign-controlled firms pay higher wages than domestic firms and are key contributors to Canada's innovation ecosystem through new technology introduction and investment in research and development (R&D), accounting for 41% of intramural R&D expenditures and employment of over one third of R&D personnel in Canada.

Current state of FDI in Canada

According to Statistics Canada data and recently reported by Invest in Canada, annual FDI inflows into Canada reached \$74.8 billion in 2021, their highest mark since 2007. This figure is 50% above the historical annual average in the decade since 2011 and represents a 141% increase over 2020. The United States was the largest source of FDI in 2021, contributing \$37.6 billion, or approximately half of total inbound FDI. The table below represents total stock of FDI in Canada (ie. established foreign enterprises in Canada).

Top 10 Ultimate Investing Countries in Canada by Total Stock of FDI, 2017 vs. 2021

	2021 inward FDI, top 10 source countries	2017 value (\$bn)	2017 % of total	2021 value (\$bn)	2021 % of total	% change in position value, 2017-2021
1	United States	426.4	51.4	557.7	51.5	30.8
2	United Kingdom	46.3	5.6	70.7	6.5	52.9
3	Switzerland	29.5	3.6	47.7	4.4	61.8
4	Japan	38.8	4.7	46.0	4.3	18.5
5	Canada (round tripping)*	12.6	1.5	40.6	3.7	223.0
6	Netherlands	20.0	2.4	39.4	3.6	97.3
7	China (mainland)	26.9	3.2	33.8	3.1	25.8
8	Germany	26.8	3.2	31.9	2.9	19.0
9	Luxembourg	22.9	2.8	27.7	2.6	21.3
10	Australia	8.4	1.0	18.5	1.7	121.0

Source: Statistics Canada

Total stock is the accumulative value held in direct investment originating from a given country

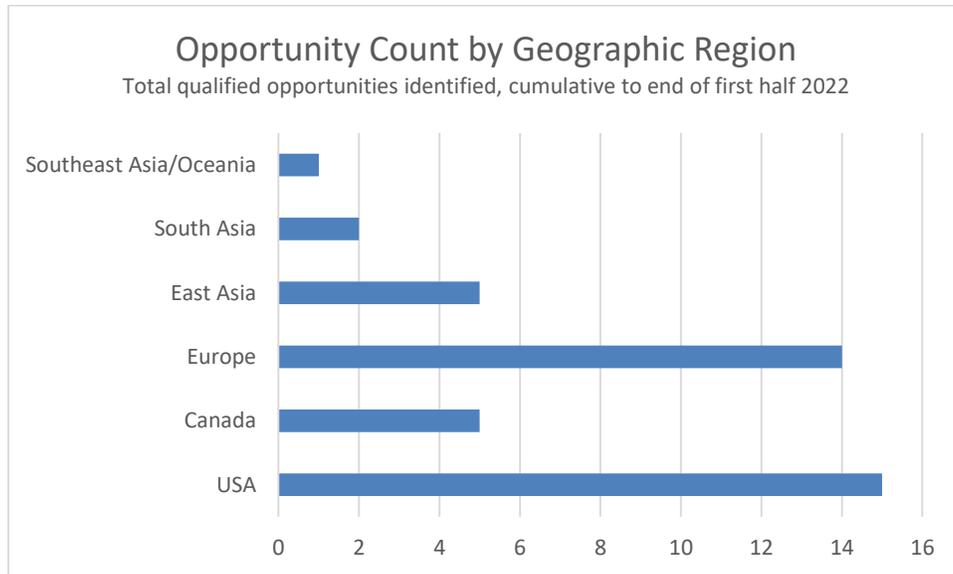
* Data presented by ultimate investing country reveals inward investment controlled by investors in the reporting economy, ie. "round-tripping" funds channeled abroad by resident investors and ultimately returned to the domestic economy in the form of direct investment.

Invest Vancouver Trends Observed

The launch of Invest Vancouver and the awareness and profile the service has built has resulted in dozens of qualified strategic investment leads serviced to date by Invest Vancouver staff. The source of these leads is through a variety of channels including provincial and federal partners, peer organizations within Canada, member jurisdictions, as well as direct inquiries. Working directly with these partners, particularly engaging in-market partners as critical on-the-ground support, ensures quality of leads and validates capacity and potential to land projects in the Metro Vancouver region.

Over the past nine months since the launch of the Invest Vancouver brand, to the end of the first half of 2022, the Strategic Investment team has identified approximately one dozen new, qualified investment lead opportunity leads per quarter, ensuring alignment with Invest Vancouver's seven key industry clusters. Not all opportunity leads will come to fruition, and some may take several years to close. Nevertheless, building a robust pipeline now will lead to positive future outcomes.

Upon analysis of deal count through internal tracking by global region of origin, the majority of opportunities entering Invest Vancouver's investment pipeline to date are from the United States (15), followed closely behind by Europe (14).



International networks and support for FDI attraction efforts:

Canada's agenda to expand bilateral and multilateral free trade agreements (FTAs) and trade diversification globally has resulted in 15 FTA covering 49 countries. This provides business operating in the Metro Vancouver region unprecedented access to international markets representing 1.5 billion of the world's consumers and 60% of global GDP. Trade, market openness, and FDI are intrinsically linked, offering prospective investors an advantageous position with increased access to global markets and investor certainty. FTAs also include specific investor provisions and support intercompany mobility, for example, which are key considerations for prospective investors and help to assure investor confidence when investing in Canada. Invest Vancouver works extremely closely with Canada's Trade Commissioner Service, located on the ground in more than 160 cities worldwide and dedicated FDI officers positioned in key international markets across the US, Europe, Asia and beyond.

Outlined in the Province's *StrongerBC* economic plan, BC is embarking on a Trade Diversification Strategy to allow businesses to connect with more international partners, increase FDI, grow jobs, and help BC companies and stakeholders navigate market instability and geographically specific trends and changes. BC already enjoys the most diverse trading portfolio of any province in Canada. Invest Vancouver currently works very closely with BC's global network of sixteen Trade and Investment Representatives. The focus on market diversification and complements to the existing network will help support Invest Vancouver's efforts develop priority market specific strategies going forward, and enhance the service's position to tap into FDI opportunities in established and emerging markets, and similarly diversifying source markets of prospective FDI opportunities. Invest Vancouver is proud to have been consulted in the Province's stakeholder engagement to date relating to the Trade Diversification Strategy and has provided input on current markets of activity and share views on new and emerging markets of opportunity.

Next Steps

This summer, Invest Vancouver will be seeking to retain specialized consulting services in support of attracting and retaining FDI, supported, in part, through the CanExport Community Investments grant program. Part of the purpose of this project will be to develop sector strategies based on asset and opportunity analyses of the Metro Vancouver region's globally competitive key industry clusters and provide a validated, informed and tactical approach to FDI attraction, including identification of complementary and target markets for attracting FDI. Through this process, Invest Vancouver intends to establish and confirm a selection of key target markets and priority sectors or sub-sectors relevant for each, for which to engage in targeted lead generation and key account relationship building.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

There are no financial implications related to this report.

CONCLUSION

Invest Vancouver continues to expand and develop capacity across all of its three integrated functional areas to support attraction and retention of catalytic investment for the Metro Vancouver region. Much work has been completed to date to establish the service and reach through internationally located partners in global markets. A key next step is to further align and identify priority international markets for which to undertake proactive, targeted initiatives and for which the Metro Vancouver region can be ideally positioned with a globally competitive value proposition in target markets. To this end, and aligned with the 2022 Annual Plan, Invest Vancouver will seek to retain consulting services in mid-2022, supported through the CanExport Community Investments grant program, to develop a validated and strategic approach to priority market engagement for proactive lead generation and attraction of catalytic FDI.

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To: Invest Vancouver Management Board

From: Jacquie Griffiths, President, Invest Vancouver
Katie Fitzmaurice, Vice President, Collaboration, Invest Vancouver

Date: July 4, 2022 Meeting Date: July 20, 2022

Subject: **Invest Vancouver June 2022 Event Outcomes**

RECOMMENDATION

That the MVRD Board receive for information the reported dated July 4, 2022, titled “Invest Vancouver June 2022 Event Outcomes”.

EXECUTIVE SUMMARY

In June of 2022, Invest Vancouver hosted two industry-focused events, “Agritech Today, Building for Tomorrow” on June 17, and “Motivate VANCOUVER” on June 29. Both events align with the Invest Vancouver 2022 Annual Plan goals and objectives. “Agritech Today, Building for Tomorrow” was hosted in collaboration with local agritech firm Semios to socialize the recommendations laid out in Invest Vancouver’s May 2021 report of the same name to an audience of fifty representatives. Invest Vancouver partnered with CoMotion and Silicon Valley Bank to host “Motivate VANCOUVER”. This one-day, in-person event featured pitches, panels, and networking gatherings enabling a curated group of regional and Canadian start-ups to present to a global audience of venture capitalists, business development leaders, and investors. Over 240 individuals registered for the event, including attendees from over 20 venture capital firms, representing approximately \$6 billion under asset management. The program included 35 speakers as well as 12 start-ups who pitched their concepts to the audience.

PURPOSE

To provide the Invest Vancouver Management Board an update related to the two events that Invest Vancouver hosted in June of 2022: “Agritech Today, Building for Tomorrow”, and “Motivate Vancouver”.

BACKGROUND

As outlined in the [Invest Vancouver 2022 Annual Plan](#), presented to the Invest Vancouver Management Board on February 16, 2022, hosting and participating in events relevant to our region’s key, export-oriented industries helps to support goals in the 2022 Invest Vancouver Annual Plan, including “cultivating meaningful partnerships” and “increasing visibility and profile”. Furthermore, a specific goal was included to “host a marquee inbound business development event,” Motivate VANCOUVER.

The report will provide an overview of the two events, including a summary of key outcomes and key performance indicators.

AGRITECH TODAY, BUILDING FOR TOMORROW

The event “Agritech Today, Building for Tomorrow” was hosted by Invest Vancouver at the Semios Mount Pleasant office on Friday, June 17th from 12:30 PM to 3:00 PM. The goal of this event was to discuss the strengths in agritech in the Metro Vancouver region, the opportunities emerging in the region, and what actions are needed to support and advance the continued growth of the sector. In addition, the event helped to socialize the recommendations laid out in Invest Vancouver’s May 2021 [report](#) of the same name.

The event was anchored by two panels, and included time for networking for attendees. The first panel, “*Semios Case Study: From Start-up to Unicorn*,” included Dr. Michael Gilbert, CEO & Founder, Semios, and Tom Urban, Founder, Agribusiness Advisors. The purpose of this panel was to walk through Semios’ path to success as a home-grown agritech “unicorn” in the Metro Vancouver region and to identify what actions are needed to more readily enable local startups to follow that same path to scale and success. The second panel, “*Realizing Agritech’s Potential in the Metro Vancouver Region*,” included: Dr. Sylvain Moreno, Founder and Director, Agritech Innovation Sandbox at Simon Fraser University; Mike Manion, Executive in Residence, Ramp-Up Accelerator IAFBC and Innovation Advisor, Bioenterprise; and Alycia van der Gracht, Founder, Quantotech Solutions. The purpose of this panel was to talk through the challenges that start-ups and medium-sized agritech organizations in the region are facing, and what can be done to enable and further the growth of the agritech sector within the Metro Vancouver region. Both panels were moderated by Bill Tam, Invest Vancouver Management Board member and Co-Founder and COO, Digital Technology Supercluster.

The event was recorded, and a pre-event interview was completed with Dr. Michael Gilbert, in order to ensure that information and key messaging could be shared virtually to a broader audience of influencers, including key messaging regarding opportunities to invest in agritech in the Metro Vancouver region.

As the event was held at Semios, event attendance was capped at fifty attendees and access was provided on an invite-only basis. Ultimately, the event was oversubscribed, with over fifty guests and speakers in attendance. Attendees included representatives from various levels of government, small, medium, and large agritech organizations based in the Metro Vancouver region, accelerators and industry organizations, academia and education leaders, investors, and members of the media. The mix of attendees was carefully selected in alignment with the recommendations in the report, enabling the ecosystem of agritech players to connect, network, and further discuss proposed actions to support sector growth.

In a post-event survey, attendees noted that they came away understanding actions that could support the growth of agritech, and other sectors, in the Metro Vancouver region; that they forged or strengthened relationships in the Agritech ecosystem; and, that the event increased their awareness of Invest Vancouver and opportunities for investment in the Metro Vancouver region. Positive feedback was received regarding the mix of government and industry attendees, as well as the high quality of the panel discussions.

The event is correlated with increased interest in Invest Vancouver’s Agritech report as demonstrated by the fact that the investvancouver.ca webpage supporting the report (see [here](#)) was visited 125 times in the weeks surrounding the event (June 5, 2022 through June 25, 2022).

Invest Vancouver will seek to host similar events, completed in partnership with industry, to complement future reports and publications in key industries.

MOTIVATE VANCOUVER

In November, 2021, Invest Vancouver released “[Clean Transportation: Findings and actions to strengthen the sector in the Metro Vancouver region](#)”. The report identified that the clean transportation sector in the Metro Vancouver region is anchored by a world-leading hydrogen cluster with developed specializations in low and zero emission vehicles and components, renewable and low carbon fuels and charging infrastructure, and transferable technologies and services.

In the lead up to the clean transportation research, Invest Vancouver was approached to host North America’s first ever next-generation mobility investor conference, creating an opportunity to shine a global spotlight on the region’s most dynamic early-stage companies in the rapidly-evolving emerging mobility and clean transportation space and to further cement the Metro Vancouver region as a leader in the clean transportation space.

Further to the report provided September 1, 2021, Invest Vancouver partnered with CoMotion to host [Motivate VANCOUVER](#). This one-day, in-person event featured pitches, panels, and networking gatherings enabling a curated group of regional and Canadian start-ups to present to a global audience of venture capitalists, business development leaders, and investors. To support the one-day of programming, the day prior to the event, Invest Vancouver and CoMotion partnered with Translink and with the Vancouver Entrepreneur Forum to jointly sponsor a reception, enabling Motivate VANCOUVER attendees to gain access to the Vancouver Entrepreneur Forum event, “Future of Transportation”. Following the event, an evening event was held for Invest Vancouver Management Board members, key Motivate VANCOUVER speakers as well as investors and partners. A post-event reception (sponsored by Helijet) was also held to support continued relationship building and promote investment opportunities following Motivate VANCOUVER.

Overall, Invest Vancouver’s role in the event was as a partner to the event organizer, CoMotion. Key responsibilities included informing the direction of the event (e.g., identification of regional productive advantages and emerging specializations in next-gen mobility and clean transportation that should be featured at the event, connection with local companies, leaders, and venture capitalists, etc.), generating social media posts, coordinating public announcements, and managing press releases and media related to the event. Programming, including the organization of speakers, panels, and pitches from global start-ups, was organized by event partner CoMotion. The event program included 35 speakers as well as 12 start-ups who pitched their concepts to the audience to attract additional investment in order to scale.

The target was for 150-200 attendees, with approximately 50 percent local attendees and 50 percent global attendees. Ultimately, over 240 attendees registered and the event was successfully over-subscribed, with an appropriate mix of global and domestic attendees. Attendees included

representation from the venture capital and investment community, clean transportation and new mobility organizations, various levels of government, academia, and industry organizations. With respect to the venture capital and investment community, representation from over 20 firms and an estimated \$2 billion in capital were present, representing substantial opportunity for attendees showcasing investment opportunities.

Critical to the credibility of this first-time event was securing an investment banking partner. Invest Vancouver sought to meaningfully bring on Silicon Valley Bank in order to utilize their networks and expertise to further elevate Motivate VANCOUVER. Silicon Valley Bank supported the pitch application process, participated in the event as industry experts and as a part of the pitch review panels, and supported marketing and communications activities. Other event partners and sponsors included the Port of Vancouver, Foresight, Helijet, Neuron, Coop Carbone, Canadian Advanced Air Mobility Consortium, the Vancouver Tech Journal, Business in Vancouver, Betakit, and the American Consul-General.

Invest Vancouver will complete a longitudinal survey of the twelve companies who pitched to enquire if they received any interest stemming from relationships forged at Motivate VANCOUVER and if that interest will result in increased investment within the Metro Vancouver region.

CoMotion intends to further invest and scale the Motivate VANCOUVER event for 2023 (Attachment 1), making Metro Vancouver a tent-pole stop on their global tour. Motivate VANCOUVER 2023 would be a multi-day event, showcasing not only the best next-gen mobility and clean transportation opportunities in the region, but also the beauty and unique nature of geography and natural surroundings for investors.

ALTERNATIVES

The is an information report. No alternatives are provided.

FINANCIAL IMPLICATIONS

Events referenced within this report were completed within the 2022 Invest Vancouver budget. With respect to Motivate VANCOUVER 2023, a request for sponsorship/partnership has not yet been received. Invest Vancouver will evaluate sponsorship opportunities in alignment with available resources and partnership strategies and protocols.

CONCLUSION

Corresponding with Invest Vancouver 2022 Annual Plan goals and objectives, Invest Vancouver hosted two industry-focused events in June 2022. In collaboration with local agritech firm Semios, “Agritech Today, Building for Tomorrow” socialized the recommendations laid out in Invest Vancouver’s May 2021 report of the same name to an audience of fifty attendees. “Motivate VANCOUVER”, in partnership with CoMotion, was a one-day, in-person event; over 240 individuals registered to attend a day of pitches, panels, and networking gatherings enabling a curated group of regional and Canadian start-ups to present to a global audience of venture capitalists, business development leaders, and investors.

ATTACHMENTS

1. Presentation titled “Motivate Vancouver 2023” dated July 13, 2022

REFERENCES

1. [Agritech Today, Building for Tomorrow: Findings and actions to strengthen the sector in the Metro Vancouver region](#)
2. [Invest Vancouver Agritech webpage](#)
3. [Clean Transportation: Findings and actions to strengthen the sector in the Metro Vancouver region](#)
4. [Motivate Vancouver](#)

50652464

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The world's leading investment conference on next-gen mobility

📅 June 2023 | In-person, Vancouver, B.C.

Motivate » VANCOUVER

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Motivate VANCOUVER connects global leaders of the mobility industry, emerging fast-growth companies, startups, investors & policymakers driving the \$4 trillion Mobility Revolution, growing at 15% each year.

Motivate VANCOUVER puts Vancouver, British Columbia and Canada at the very heart of this rapidly-expanding global ecosystem.

“We had a great experience at Motivate VANCOUVER. It was an amazing opportunity to share what we do with an audience of investors and industry members! We were able to increase our exposure and are now meeting with some of these individuals who saw our pitch to see if there are areas where we can collaborate, especially in terms of investment and second life battery supply”



Sumreem Rattan
Co-Founder & COO



Motivate VANCOUVER '22 - Insights

A highly successful proof of concept

\$6bn

In assets under management

22

Funds / VC's represented

34

Companies present

65+

Startup applicants

12

Startups presenting

Motivate VANCOUVER '22 - Insights

A highly successful proof of concept

Participants from across:

- Canada
- Silicon Valley, SoCal
- New York & Boston
- United Kingdom
- Germany
- Spain
- Mexico
- Israel

Government representatives:

- Mexico
- Netherlands
- United Kingdom
- USA

VC's & investment firms present:

RedBlue Capital
Roynat Capital
Nathwani Capital
Elites Investment
Renewal Funds
Modalis Infrastructure
Fort Capital Partners
New Vista Capital
InBC Investment Corp
Innovate BC
UpCapital

Pangaea Ventures
Fusion Fund
Active Impact Investments
VAI Capital
OGCI Climate Investments
Trucks VC
Renewal Funds
MKB
Honda Innovations
Evok Innovations
Badhouse Ventures
UpperStage Capital

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Motivate VANCOUVER '22 - Insights

Extensive coverage throughout social media from thought-leaders & innovators



Harjit S. Sajjan
Minister of International Development

PacificCan aims to spur innovation in BC, just like #MotivateVancouver. That's why I joined North America's first next-gen mobility inventor conference today. Let's innovate and work together to build a sustainable future.



Jacque Griffiths and 32 others
2 comments



Bruce Ralston
BC Minister of Energy, Mines, and Low Carbon Innovation

It was exciting to hear from a few of Metro Vancouver's most dynamic early-stage companies in BC's rapidly-evolving emerging mobility and clean transportation space at Motivate Vancouver yesterday! Thx to @CoMotionNEWS

@Invest_Van for inviting me to close out the day! Thanks



CoMotion »
19

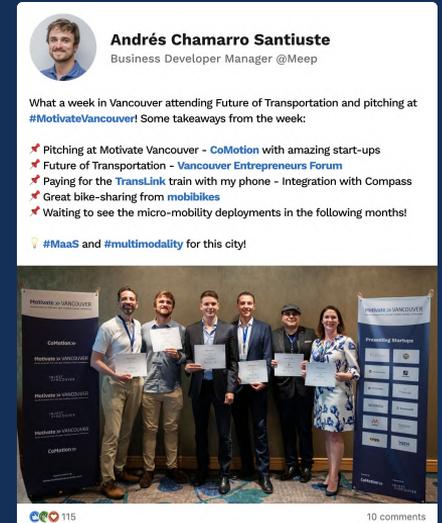


Jacquie Griffiths
President, Invest Vancouver

So much gratitude for all the efforts of the Invest Vancouver team. Thanks also to partners CoMotion and Silicon Valley Bank who made it all possible. The start of great things in #metrovancouver region for amplifying #cleantransport investment.



CoMotion »
2 comments



Andrés Chamarro Santiuste
Business Developer Manager @Meep

What a week in Vancouver attending Future of Transportation and pitching at #MotivateVancouver! Some takeaways from the week:

- 🔴 Pitching at Motivate Vancouver - CoMotion with amazing start-ups
- 🔴 Future of Transportation - Vancouver Entrepreneurs Forum
- 🔴 Paying for the TransLink train with my phone - Integration with Compass
- 🔴 Great bike-sharing from mobibikes
- 🔴 Waiting to see the micro-mobility deployments in the following months!

#MaaS and #multimodality for this city!



CoMotion »
10 comments

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100,000+
Accounts reached

30,000+
direct impressions



Homan Yuen
Partner at Fusion Fund

With disruption in the mobility space accelerating, where is the smart money headed now? Join me and the other incredible speakers answering this question at [#MotivateVANCOUVER](#) in the session "Innovation and Investment in Mobility - What's Next?"



20



Adam McLeod
Sales Leader, Lucid Motors

WOW!

What an amazing last two days it's been, presenting [#LucidMotors](#) as part of [#CleanEnergy](#) Month in Vancouver! 🙌

A huge thank you 🙌 to [Graham Cavanagh](#) for allowing us to showcase the amazing technology inside [#LucidAir](#) at the [TransLink](#) New Mobility Forum yesterday.

My sincerest gratitude also goes to [Heall Thirtwell](#) and [Vancouver Entrepreneurs Forum](#) for the invitation to show and discuss [#sustainability](#) and [#electricalvehicles](#). 🙌 🙌

Lastly, my thanks to John Rossant, [CoMotion](#) and [Invest Vancouver](#) for the opportunity to demonstrate and share Lucid's mission to inspire the adoption of [#sustainable](#) energy by creating the most captivating [#electric vehicles](#), centred around the human experience.

Can't wait for what's next...



145

4 comments • 5 shares



Shayna Rector Bleeker
Co-founder & VP at 7 Generation Capital

This was an excellent day discussing opportunities and enablers to accelerate the next-gen mobility we need to see in a net zero, or better yet, nature positive world.

Congratulations to our fellow start-up finalists that pitched, such as [Zyff](#), [CAPSolar](#), [Mazmobi](#) and [LyteHorse Labs](#) to name a few.

And a huge thanks to the thoughtful and capable organizing teams from [CoMotion](#) and [Invest Vancouver](#) and [Metro Vancouver](#). We look forward to next year's event! [#drivetozero](#)



38

2 comments • 1 share

MKB **MKB & Co.**
2,086 followers

Today, MKB's managing partner [Antonio Occhionero](#) joined [CoMotion](#) panel at [#MotivateVancouver](#) to discuss what's next in innovation and investment in mobility alongside [Sara A. Jones](#), [Prescott Watson](#), [Homan Yuen](#), [Kathryn \(Kate\) Schox](#).

[#innovation](#) [#mobility](#)



38

2 comments • 1 share

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Sheila Solby

Marketing Lead, Canada at Silicon Valley Bank

Our team at [Silicon Valley Bank](#) is excited to be partnering with the [CoMotion](#) and [Invest Vancouver](#) teams as they co-host #MotivateVANCOUVER on June 29th.

Excited to have SVB Canada's [Graeme Millen](#) join the esteemed list of panelists and presenters at this inaugural conference highlighting the next generation of innovators in the [#mobilitytech](#) sector in Canada.

Motivate >> VANCOUVER

10



Vancouver Maritime Centre for Climate

918 followers

Thank you [Invest Vancouver](#) for the great opportunity to speak at the Motivate Vancouver conference! The conference allowed the chance to meet other innovative startups who are shaking up the mobility ecosystem in Vancouver!

[#thankyou](#) [#startups](#) [#maritime](#) [#climatechange](#)



CCE 28

2 comments · 2 shares



Esteban Sanchez

Co-founder & CTO, Commutifi

Just concluded two days of amazing events in [#Vancouver](#)

- Participated in [TransLink](#) Mobility Forum to exchange ideas on the future of mobility in the city
- Joined inspiring technology talks at [Vancouver Entrepreneurs Forum](#) Transportation event
- Pitched [Commutifi](#) as a finalist for [Motivate Vancouver](#), North America's first next-gen mobility investor conference by [CoMotion](#)



CE 31

7 comments



Kate Wilson

Managing Editor, Vancouver Tech Journal

I'll be speaking at the exciting [#MotivateVANCOUVER](#) conference on Wednesday! Join me and the other amazing panelists for exciting conversations about investing in the future of mobility.

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CoMotion >> INVEST VANCOUVER

Fireside Chat: Dr. Matthias Jurytko in conversation with Kate Wilson

Wednesday, June 29th (2:00 - 2:30 PM)



Dr. Matthias Jurytko

CEO

SelfiSense



Kate Wilson

Managing Editor

Vancouver Tech Journal

CE 31

2 comments

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Fusion Fund

2,917 followers

What will happen to the mobility sector as inflation, tight monetary policy, and high energy costs grip the economy? Partner at Fusion Fund, **Homan Yuen** will join a panel at **CoMotion #MotivateVANCOUVER** to discuss this question and the **#futureofmobility**.

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Sponsored by CoMotion »

Panel: Innovation & Investment in Mobility - What's Next?

Wednesday, June 28th (10:55 - 11:40 AM)



Sara Jones Senior Vice President
Antonio Occhiolero Managing Partner
Prescott Watson General Partner
Homan Yuen Partner
Kate Schex Founding Partner

4

1 comment



Kevin McLaughlin

CEO, Zygg

This is the "money shot" for me. Thank you, **Patrick Nangle**

My new venture, **Zygg** with one of the shared mobility pioneers, **Modo** - a company I helped launch, in 1997.

Great day at **#futureoftransportation** event in Vancouver. Looking forward to the **#MotivateVancouver** event by **CoMotion** tomorrow.

Sandra Phillips **John Rossant** **Sachit Chawla**



142

10 comments



Katie Fitzmaurice

Vice President, Collaboration at Invest Vancouver

North America's first ever (!) next-gen mobility investor conference is a wrap. What an incredible milestone! 🎉

At **#MotivateVancouver** we heard directly from global leaders that they consider Metro Vancouver to be the Silicon Valley for hydrogen; we saw meaningful connections form between companies and investors; and, we heard from leading experts about where the smart money is headed in emerging areas in clean transportation.



Frans Tjallingii and 62 others

6 comments



Curtis Schickner

Investor at OGCI Climate Investments

Looking forward to attending **#MotivateVancouver** today and tomorrow with **Yuan Shi** **Jean-Marc Landry** **John Rossant** **Dominique Kwong**. Let me know if you are in Vancouver and want to meet up!

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Panel: Electrifying the Mobility Market

Wednesday, June 29th (3:30 - 4:15 PM)



Daim Kwong Co-Founder & CEO
Jean-Marc Landry New Business Development
Adam McLeod Sales Manager for Western Quebec
Curtis Schickner Investment Principal
Yuan Shi Principal (retiree)

52

1 comment

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Selected Startups and early-stage Companies from Motivate VANCOUVER '22

Vancouver, Canada

Vancouver, Canada

Boulder, US

Vancouver, Canada

Madrid, Spain

Vancouver, Canada



Montreal, Canada

Regina, Canada

Mexico City, Mexico

Port Coquitlam, Canada

Toronto, Canada

Vancouver, Canada



Presenting Startups



Learn more at
www.motivatevancouver.com

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Confidential & Proprietary

408 of 755

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INVEST
Learn more at:
www.motivatevancouver.com

Motivate VANCOUVER: The Right Sector, The Right Time

Motivate VANCOUVER addresses a sector that is exploding - and approaching in value the Internet and healthcare

- Electric vehicle market is growing at 24% a year and will reach nearly \$1 trillion in sales by 2030.
- Electric vehicle market to expand to 1.4 trillion by 2027.

Green Hydrogen Market Size to Surpass US\$ 89.18 Bn by 2030

According to Precedence Research, the global green hydrogen market size is expected to surpass around US\$ 89.18 billion by 2030 and is expanding growth at a registered CAGR of 54% from 2021 to 2030.

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“Motivate VANCOUVER gave us a reason to visit this beautiful city for the first time. The conference is a fast track into meeting key stakeholders across the local ecosystem and it is thanks to the amazing work of the CoMotion team that the event was such a success!”



Olaf Sakkers

General Partner

RedBlue

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conference on next-gen mobility

We believe **Motivate VANCOUVER** can grow into one of the most important and cutting edge investment gatherings in the world, the annual gathering of investors and innovators in a \$4 trillion industry growing at 15% each year.

The mobility and transportation sector is now larger than global healthcare and is growing faster.

Motivate VANCOUVER's goal is to be for the mobility and transportation investment community what the JP Morgan Healthcare Conference is to the healthcare and biotech industry, with over 3,000 participants and 625 companies represented.

A Four Year Growth Plan

2022

- 250 participants
- 22 VCs
- 12 startups
- 1 day

2023

- 500 participants
- 30 VC's, of which at least 2 sovereign wealth funds (for example: Public Investment Fund, Saudi Arabia Government Pension Fund Global/Norway)
- 20 startups
- Introduction of 'sell-side' track, with sell-side analysts of publicly-traded mobility companies, along with CFO presentations from selected public companies like Rivian, Lucid, Joby.
- 2 days, including half-day mountain, sea programming

2024

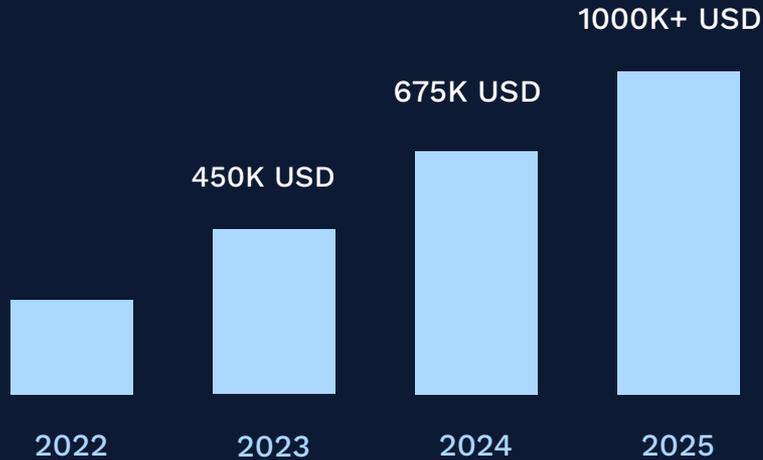
- 750-1,000 participants (of which 750 outside Canada)
- 40 VCs, of which at least 4 sovereign wealth fund
- 3 days, including one day mountain, sea programming
- Further development of 'sell-side' track.

2025

- 1,500 participants (of which 1,000 outside Canada)
- 45 VC's, of which 5 sovereign wealth funds
- 3 days, including one day mountain, sea programming.

A Four Year Growth Plan

Direct Benefits to Metro Vancouver Economy:



Indirect benefits:

Positioning Vancouver as global Hub of Mobility Revolution, boosts FDI into region.

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*"Congratulations, it was an excellent event
and we are happy to have participated."*



Anonio Occionero
Managing Partner MKB



Motivate VANCOUVER '23: Raising the bar

Dedicated track on investing in green hydrogen. (Include NEOM + new H2 vehicle startups: Hopium (France), Rimac (Croatia), ZeroAvia (US and UK), Cellcentric...)

Track on Creating Best Regulatory Environments for Fostering Innovation (Catapult London, UK govt, French government, NEOM, Singapore...)

New electric vehicles form factors:
Three-wheelers, LEVs, electric motorcycles, AAM

Startups in 2023 should be
judged by sector categories:

- Hydrogen
- AAM+maritime
- EV's MaaS and SaaS
- Logistics

Motivate VANCOUVER: a once-in-a-generation opportunity to leverage Vancouver's, BC's & Canada's strengths, on a global scale

but will need:

Increased investment in Year 2 to build team, raising global awareness (>250KUSD): CoMotion to hire 1 FTE in Vancouver to work exclusively on Motivate.

Getting Vancouver stakeholders behind Motivate: Invest Vancouver, Translink, UBC, CHFCA, CAAC, BCInvest, Port of Vancouver, etc al.
Bringing key private sector groups to support Motivate: SVB, MKB, Scotia, etc.

Continued Canadian federal government support (involvement of Canadian Ministry of Transportation and presence of Hon.

Omar Alghabra, Minister of Transportation; Minister Alghabra to extend invitation to Motivate VANCOUVER '23 to U.S. Secretary of Transportation Pete Buttigieg)

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Let's make Vancouver
shine even brighter

Contact:



John Rossant

Founder & CEO,
CoMotion

jrossant@comotionglobal.com



Tim Gribaudo

Managing Director,
CoMotion

tgribaudo@comotionglobal.com

To: Invest Vancouver Management Board

From: Katie Fitzmaurice, Vice President, Collaboration, Invest Vancouver

Date: June 20, 2022 Meeting Date: July 20, 2022

Subject: **Technology Education and Career Hub Update**

RECOMMENDATION

That the MVRD Board receive for information the reported dated June 20, 2022, titled “Technology Education and Career Hub Update”.

EXECUTIVE SUMMARY

“Investing in people” is the first of four economic development strategies outlined in Invest Vancouver’s Technical Paper outlining the strategic priorities for the region (March, 2021). In alignment with that strategy, Invest Vancouver signed an agreement-in-principle in September, 2021 to create a workforce development initiative that will prepare Metro Vancouver residents for well-paying jobs in the region’s growing tech sector. Key accomplishments of this initiative, referred to as the Technology Education and Career Hub to date include hosting industry workshops, facilitating a successful connection to a workforce development nonprofit organization, applying for grant funding, and convening educational leaders. Actions planned for the remainder of the year include articulating a project plan for the next 12 months, supporting a “train the educator” event in alignment with secondary school professional development days, applying for additional sources of funding, and broadening and securing additional project partners.

PURPOSE

To provide the Invest Vancouver Management Board a progress update related to the Technology Education and Career Hub initiative and outline key actions envisioned for the remainder of the calendar year.

BACKGROUND

The Invest Vancouver [Technical Paper: Preparing Metro Vancouver for the Digital Economy](#), published in March 2021, sets out the four pillars of the Invest Vancouver economic development strategy. The first component of that strategy is to “invest in people” and support a regional education and talent system that is adaptive and responsive, demand-drive, “future-proof”, and equity-centered. In alignment with the strategy, the [Invest Vancouver 2022 Annual Plan](#) articulates Invest Vancouver’s annual goals and objectives required in order to advance the strategic priorities. As it relates to investing in people, a critical goal for Invest Vancouver to accomplish within 2022 is to roll out the Technology Education and Career Hub (T.E.C.H.) program. The remainder of this report provides an overview of the T.E.C.H. program, a summary of accomplishments to date, and an outline of key actions envisioned for the remainder of the calendar year.

ABOUT THE T.E.C.H. PROGRAM

Invest Vancouver and Amazon Web Services (AWS), a subsidiary of Amazon, signed an agreement-in-principle in September, 2021 to create a workforce development initiative, which came to be referred to as T.E.C.H., that will prepare Metro Vancouver residents for well-paying jobs in the region's growing tech sector.

Acting as a regional convener, Invest Vancouver facilitates collaboration with industry, educational, and nonprofit institutions in order to advance economic mobility within the region by fostering achievable career pathways for all residents; this includes creating opportunities for affordable and accessible training in careers that are at low risk of automation and in high demand by the industries that are driving the region's economy. In addition to AWS, initial project collaborators included representatives from BCIT.

Achievements to Date

Following the launch of the T.E.C.H. program in September, 2021, Invest Vancouver facilitated industry focus groups in November, 2021 in order to identify and articulate key challenges and opportunities relevant to tech talent development within the region, as well as to confirm the strategic direction of the T.E.C.H. program. The findings of the industry workshops (summarized in attachment 1) confirm the need to prioritize workforce development activities addressing accessibility, laddering, and scale, and reinforce the opportunities targeting secondary school students.

Accordingly, the T.E.C.H. steering committee, comprised of representatives from Invest Vancouver, AWS, and BCIT, narrowed the program focus to concentrate efforts on systemic solutions to address three priority areas (1) secondary student learning opportunities, (2) upskilling opportunities; and, (3) opportunities targeting indigenous learners.

In order to meaningfully advance programming in these areas, Invest Vancouver and Amazon Web Services contributed letters of support to BCIT related to grant applications for innovative educational programming in alignment with the goals and objectives of the T.E.C.H. program. The results of the grant application will be known before the end of the year and will influence planning for 2023. Of note, outside of the T.E.C.H. program, Invest Vancouver provided letters of support to other educational institutions where the programming aligned with the specific economic development and workforce development strategies and objectives as set out in the Technical Paper referenced above.

In addition to securing grant funding, Invest Vancouver collaborated with BCIT to explore secondary school educational offerings and connected AWS with NPower Canada, a charitable organization that launches Canadian job-seekers into meaningful and sustainable careers.

In May 2022, education leaders interested or involved in teaching, or those managing or coordinating tech skills programs such as cloud in secondary schools and high education, were convened at AWS to explore tech workforce development opportunities. "AWS Education to Workforce Day," included panels discussing "Creating a Diverse Talent Pipeline" and "Working Backwards from What Employers

Need.” Attendees were also invited to learn about various free programs available from AWS, network with other stakeholders, and meet the cloud computing students competing in the *Skills Canada National Competition*.

Key Actions for the Remainder of the Year

Key actions for the remainder of the year are as follows:

- Host a T.E.C.H. Steering Committee to review accomplishments to date and articulate a project plan for the next 12 months (August, 2022)
- Support a “train the educator” event in alignment with secondary school professional development days (October, 2022)
- Apply for additional sources of funding, or identify future sources or funding, to support and expand the T.E.C.H. program
- Stemming from the “AWS Education to Workforce Day”, follow-up and secure additional project partners

ALTERNATIVES

This is an information report. No alternatives are provided.

FINANCIAL IMPLICATIONS

There are no financial implications related to this report.

CONCLUSION

One of the four economic development strategies as outlined in Invest Vancouver’s Technical Paper is to “invest in people” in order to best prepare the region’s workforce for the digital economy. In alignment with that approach, Invest Vancouver signed an agreement-in-principle in September, 2021 to create a workforce development initiative, referred to as the Technology and Education Career Hub (or “T.E.C.H.”), that will prepare Metro Vancouver residents for well-paying jobs in the region’s growing tech sector. Key accomplishments to date include hosting industry workshops, identifying priority areas of focus, facilitating a successful connection to a workforce development nonprofit organization, applying for grant funding, and convening educational leaders to discuss tech workforce development opportunities and current available educational AWS offerings. Actions planned for the remainder of the year include articulating a project plan for the next 12 months, supporting a “train the educator” event in alignment with secondary school professional development days, applying for additional sources of funding or identifying future sources of funding, and broadening and securing additional project partners.

Attachments

1. “Industry Workshop: Addressing Tech Workforce Challenges and Opportunities”, November 2022

References

1. [Technical Paper: Preparing Metro Vancouver for the Digital Economy](#)
2. [Invest Vancouver 2022 Annual Plan](#)

Industry Workshop

Addressing Tech Workforce Challenges and Opportunities

Employers from across the Metro Vancouver region have identified that access to tech talent is a significant constraint to growth. Representatives from industry, industry associations, and post-secondary organizations identified the following challenges and opportunities specific to the tech workforce at workshops held on November 23, 2021.

WHAT WE HEARD – Challenges

Labour and skill shortages exist within the Metro Vancouver region.

Post-secondary institutions and industry associations report oversubscription to tech training programs with direct placement into tech careers. Industry reports that lack of access to talent across levels and specializations has impacted salary competition, outsourcing of work (increasing the allocation of work to countries such as Romania, Argentina, and India), and the ability to accept new projects.

“Access to talent is the number one issue we face.”

Attracting and retaining mid- to senior-level talent is an acute and immediate challenge.

Access to intermediate and executive talent with the requisite combination of leadership skills, experience, and comfort with computer science at scale is required in order for organizations to grow, prepare their workforce, and for the development of a strong and effective industry sector within the Metro Vancouver region. Access to talent is also an issue faced by post-secondary institutions, both public and private, who must compete to attract and retain educators from this same talent pool.

“Because we don’t have the required intermediate and senior staff, it is holding us back from scaling and onboarding and supporting junior staff.”

Entry-level staff require substantial onboarding and mentoring due to lack of workforce readiness.

Enhancing the practical skillset of entry-level talent to better align with industry need would increase productivity and support scaling (e.g., coding)

“If candidates graduating from programs have more relevant skillsets, the need to onboard them over 6-12 months can be reduced. This reduces the demands on mid- and senior-level staff. To be actionable, [candidates] need a depth of knowledge. This is not present right now in many programs or co-op experiences.”

WHAT WE HEARD – Opportunities

Experiential learning opportunities are highly effective. There is an opportunity to consider education models enabling greater application of learned competencies and theories to real-time challenges faced by industry.

Excellent education opportunities are available within the Metro Vancouver region through formal and informal streams, spanning from microcredentials, to bootcamps, to degrees. These education offerings are strengthened through experiential learning opportunities such as co-ops. Industry reported that participation in co-ops and similar opportunities can be resource intensive and exacerbate demands placed on the mid- and senior-level staff who are already in short supply.

Experiential learning opportunities must be meaningful to both the employee and the employer, ideally taking a project from start to finish, delivering a live project on time. A work experience of four months, however, is often not long enough. An opportunity exists to consider expanding and enhancing the length of co-ops and to consider alternate models (e.g. an apprenticeship-like model, offering training and education in parallel such as with devdegree.ca).

“For entry-level talent to be actionable, they need a depth of knowledge. This is not present right now in many programs or co-op experiences.”

An opportunity exists to strengthen and scale computer science education opportunities within the secondary school system.

Many K-12 educators are collaborating with industry and accessing innovative programs and training offered by organizations such as BC Tech and provided directly through employers. There is an opportunity to increase digital literacy and awareness of tech careers at a younger age. Industry recommends reviewing the current computer science program, requesting a greater focus on algorithm development skills (as opposed to a focus on using applications) and establishing the program as a prerequisite for university science programs. Enhancing computer science education and programming targeting secondary school students at scale was identified as a priority in order to address accessibility, equity, and inclusion.

“If we could improve high school computer science education and make it satisfy science prerequisites for university, we would get a lot of bright students going into this field.”

Immigration is supporting the tech industry in the region. Enhancements to the immigration system will ensure the region continues to attract and retain tech leaders.

Recognizing that there are many available avenues for highly-skilled tech workers to gain permanent residency in Canada, industry noted that more can still be done to improve immigration systems. In particular, education visas allotted to students completing tech education programs have a limited timeframe. As a result, these students may not be able to participate in effective experiential learning opportunities or commit to employers after successfully completing co-op positions.

“Typically, recent graduates from programs are only able to get 1-year work permits. Fostering these individuals into permanent residents and citizenship over time would be helpful. We end up turning away really good talent because of the work permit issue.”

What's next?

Invest Vancouver, the Metro Vancouver region's economic development leadership service, and Amazon Web Services (AWS), a subsidiary of Amazon, have an agreement-in-principle to create a workforce development initiative that will prepare thousands of Metro Vancouver residents for well-paying jobs in the region's growing tech sector, helping to attract high tech firms to the area. The findings of the workshop will be used to shape and advocate for innovative workforce development programming. To follow project developments related to the Technology Education & Career Hub (TECH), subscribe [here](#).

**INVEST
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Opportunity, Amplified. In a region like no other.

To: MVRD District Board of Directors

From: Sean Galloway, Director, Regional Planning and Electoral Area Services
James Stiver, Division Manager, Regional Land Use Policy and Planning
Erin Rennie, Senior Planner, Regional Land Use Policy and Planning

Date: July 12, 2022 Meeting Date: July 29, 2022

Subject: **Metro 2050 – Outcome of Acceptance Period and Next Steps**

RECOMMENDATION

That the MVRD Board:

- a) notify the Minister of Municipal Affairs that the Township of Langley and the City of Surrey have refused to accept *Metro 2050* and request that the Minister initiate a non-binding resolution process to attempt to reach acceptance on any outstanding concerns that cannot be resolved;
 - b) request that the Minister of Municipal Affairs appoint a facilitator for the remainder of the *Metro 2050* adoption process; and
 - c) direct staff to engage with the Township of Langley and City of Surrey to explore options that would resolve some or all of the noted outstanding concerns with *Metro 2050*.
-

EXECUTIVE SUMMARY

Out of the 24 affected local governments considering acceptance of *Metro 2050*, the update to the regional growth strategy, 22 have accepted *Metro 2050*, while the City of Surrey and the Township of Langley have refused to accept it.

The Board can now consider next steps. Staff assessed three potential paths forward:

1. continue to engage with the objecting members through a non-binding dispute resolution process;
2. adopt *Metro 2050* with the caveat that certain provisions would not apply to the City of Surrey and Langley Township; and
3. pause the adoption process to continue engagement with the City of Surrey and Langley Township, but not initiate a formal process under the *Local Government Act* at this time.

Analysis concluded that the Path 2 is not viable due to Langley Township's refusal to accept *Metro 2050* even if certain provisions are not binding on their jurisdiction. Staff are recommending a combination of Paths 1 and 3, which involve both continued engagement with the two objecting members to attempt to resolve some objections early on, and as required in the *Local Government Act*, requesting that the Minister of Municipal Affairs initiate a non-binding dispute resolution process.

This approach allows for early collaborative conversation to attempt to decrease the number of issues to be addressed through dispute resolution, limits the matters of discussion to those objected to by Surrey and Langley Township, limits costs, and provides the most transparency. Under this approach, all affected local governments will have the opportunity to review and accept the final version of

Metro 2050 should any changes be made to the bylaw as a result of dispute resolution. *Metro Vancouver 2040: Shaping our Future* remains in effect until such time as *Metro 2050* is adopted.

PURPOSE

To provide an update on the acceptance process for *Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022*, the bylaw conveying *Metro 2050*, the update to the regional growth strategy, to describe the procedural options available to the Board, and to recommend a path forward towards the adoption of *Metro 2050*.

BACKGROUND

On April 29, 2022 the Metro Vancouver Board referred *Metro 2050* to all affected local governments for acceptance. *Bylaw No. 1339, 2022* was read a first and second time on March 25, 2022 and a Public Hearing was held on April 20. *Metro 2050* has been under development since the Board directed staff to update *Metro 2040*, the current regional growth strategy, in April 2019. Since that time, Metro Vancouver has worked closely with all affected local governments, particularly TransLink and member jurisdictions, as well as with local First Nations, regional stakeholder agencies, and members of the public, to draft, amend, and improve the policies in the regional growth strategy to better address the growing challenges facing the region today and over the next 30 years.

The update was scoped to focus on improving the strategies and policies of the regional growth strategy based on: the lessons learned over the past 10 years of implementing *Metro 2040*; aligning closely with *Transport 2050*, the regional transportation strategy that was being developed by TransLink at the same time; coordinating closely with the work surrounding *Climate 2050*; and making improvements on key issue areas such as climate action, resilience, affordable housing, equity, and environmental protection. After three years of engagement, analysis, review, and revision, including a 5-month long comment period in late 2021, *Metro 2050* was finalized. *Metro 2050* is a reflection of that collaborative work and a shared long-term regional vision. This report conveys the level of acceptance by affected local governments, and seeks the Board's direction on next steps.

AFFECTED LOCAL GOVERNMENT ACCEPTANCES AND REFUSALS TO ACCEPT

After second reading and a Public Hearing, a regional growth strategy bylaw is to be referred for acceptance by all affected local governments. On April 29, 2022 the Board referred *Metro 2050* out to all affected local governments for consideration of acceptance. In accordance with the provisions of the *Local Government Act*, affected local governments are to notify Metro Vancouver during a 60-day acceptance period of their respective acceptance or refusal to accept the regional growth strategy. All affected local governments responded in writing during the acceptance period, and the results were provided to the Regional Planning Committee at its July 2022 meeting and are summarized in a separate report on the Board's agenda titled "*Metro 2050: Summary of Affected Local Government Acceptances*".

22 of 24 affected local governments accepted *Metro 2050* as the update to the regional growth strategy. Two affected local governments refused to accept: The Township of Langley and the City of Surrey. Each has indicated which provisions that they object to, the reason for their objection, and whether they are willing to accept *Metro 2050* if the specific provisions do not apply to their

jurisdiction. In addition, the City of Surrey has requested that a facilitator be appointed by the Minister.

Township of Langley

The Township of Langley's response lists 12 objections: that 4 topics in *Metro 2050* fall outside the category of 'land use' or 'planning' matters and shouldn't be included in the regional growth strategy (e.g. tenant protection, invasive species, affordable housing, and agricultural awareness – the last two are in *Metro 2040*); that *Metro 2050* does not go far enough in protecting the quality and quantity of groundwater; the request to show the Agricultural Land Reserve on a map in its Regional Context Statement; the policy that requires the Agricultural Land Commission to exclude land from the ALR before consideration of a proposed amendment to the regional Agricultural or Rural land use designation (already in *Metro 2040*); that the flexibility for residential on Employment lands near rapid transit is not sufficient; that there should be flexibility to use better data for sensitive ecosystem protection than Metro Vancouver's Inventory; that the University District lands should be shown as General Urban, not Agricultural (lands are included in the ALR); that the correction to the wording of policy 6.9.1 regarding 'Rural lands within the sewerage area' is incorrect, and that there is an error in the legend of Map 12.

The City of Surrey

The City of Surrey's noted objections are to two structural elements of the regional growth strategy that have been carried forward unchanged from *Metro 2040* into *Metro 2050*:

- 1) the requirement that the Urban Containment Boundary be depicted on a map in Regional Context Statements (1.1.9). The stated reason for the objection is that there is a limited land supply and more land is needed in Surrey given its population and employment growth and escalating land costs; and
- 2) the Type 2 Amendment process which requires a 2/3 weighted vote at the Board before a Rural parcel can be redesignated to another land use designation (6.3.3). While the City supports the goal to focus growth within the Urban Containment Boundary, there is a high demand for more employment land in the region and the City's Rural designated lands could support that, and the requirements and process to amend the Rural lands in the regional growth strategy to Industrial, Employment, or General Urban should be at the discretion of the City, not the MVRD Board.

The Urban Containment Boundary has been a critical tool for the federation to manage growth and limit sprawl since the adoption of the Livable Region Strategic Plan in 1996.

ACCEPTANCE ON THE GROUNDS THAT SPECIFIC PROVISIONS DO NOT APPLY TO OBJECTING JURISDICTIONS

A regional growth strategy must be accepted by all affected local governments before its implementing bylaw can be adopted by a Regional District Board. However, there is an exception: the regional growth strategy may be adopted without acceptance by one or more local governments, if: 1) the specific provision(s) to which a local government(s) objects is included on the basis that it is not binding on that local government; and 2) if the Board considers that it is not essential to the regional growth strategy that the provision apply to that jurisdiction (Section 432 *Local Government Act*).

Township of Langley

The Township has objected to the following list of provisions, but it has indicated that it would be willing to accept *Metro 2050* if those provisions are not binding to their jurisdiction:

- 1.4.3 (e) (to protect ecosystems on Rural lands),
- 2.3.4 (to not redesignate Agricultural or Rural lands in the ALR),
- 2.3.12(a) (to depict Agricultural lands in ALR on a map),
- 2.3.13 (supporting agricultural awareness),
- 3.2.7(c)(iii) (managing invasive species),
- 4.2.7(d)(iv) (protecting tenants from impacts of redevelopment or renovation in Regional Context Statements),
- 4.2.8(b) (protecting tenants from impacts of redevelopment or renovation in housing strategy), and
- 4.3.8(b) (supporting community acceptance of affordable and supportive housing).

Policy actions 1.4.3 (e), 2.3.13, 3.2.7 (c)(iii), 4.2.7 (d)(iv), 4.2.8 (b), and 4.38 (b) are all important policies and should equally be applied to Langley Township just as they would apply to all other members of Metro Vancouver, however they are not integral policies to the regional growth strategy. Policy actions 2.3.4 and 2.3.12 (a) are foundational to the core objective of the regional growth strategy to support the protection of the region’s agricultural lands; it is also noted that if any member jurisdiction is given the ability to redesignate Agriculturally designated land in *Metro 2050* that is also included in the Agricultural Land Reserve, it doesn’t amend the permitted use as only the Agricultural Land Commission can authorize that.

In addition, the Township of Langley has indicated that it is not willing to accept *Metro 2050* even if Policy Action 2.2.9 (d)(v), 6.9.1, Strategy 3.2, and Maps 2, 3, 4, 5, 6, 8, 9 and 12, do not apply to the Township. This stipulation on the Township’s objection prevents the Board adopting *Metro 2050* using this exception at this time.

The City of Surrey

The City of Surrey has indicated that it is willing to accept *Metro 2050* if the provisions in *Metro 2050* it objects to do not apply to Surrey, these include Part D – Definition of the Urban Containment Boundary, 1.1.9 (depicting the Urban Containment Boundary on a map), 6.3.3 (requirement for a Type 2 amendment to re-designate Rural lands), and Map 2 (depicting the Urban Containment Boundary and the land use designations). Staff recognize that Surrey’s objective is not to remove the Urban Containment Boundary altogether, but only for Rural designated lands. Nevertheless, these provisions are foundational to the regional growth strategy and the key Regional Planning principles of containing growth, preventing urban sprawl, building compact and complete communities, protecting important lands, and supporting the provision of efficient and cost effective water, sewer, and transit infrastructure depends on these tools applying to all member jurisdictions.

THE ROLE OF THE FACILITATOR IN REGIONAL GROWTH STRATEGY DEVELOPMENT

At any point during the development of a regional growth strategy, the Minister of Municipal Affairs may appoint a facilitator to monitor and assist local governments in reaching agreement on the acceptance of a regional growth strategy during its development. This may be done to facilitate negotiations and the resolution of anticipated objections, assist in using non-binding resolution

processes, and facilitate the involvement of Provincial agencies and other organizations (Section 435, *Local Government Act*). The facilitator's primary role is to help to keep discussions on track and improve communication between parties in a dispute over a regional growth strategy (Attachment 4). To date a facilitator has not been appointed. Staff recommend that Metro Vancouver request that the Minister of Municipal Affairs appoint a facilitator to assist with the next stage of the approvals process as there are points of objection from the two municipalities that conflict with long-standing and Board-endorsed growth management principles and the shared regional vision.

POTENTIAL PATHS EXPLORED

Regional growth strategies are envisioned as a policy framework that reflects consensus among affected local governments and a shared vision for the future of the region. Although great effort has been made to reach consensus within the Board-approved project timeline, the members of the regional federation are not yet fully aligned and more time is needed to arrive at consensus. Staff have considered three possible options for a path forward on *Metro 2050*.

Path 1: Request that the Minister of Municipal Affairs initiate a non-binding dispute resolution process amongst the parties.

The *Local Government Act* sets out several options for a formal process in the case of an impasse over a new or significant amendment to a regional growth strategy. These processes are envisioned as alternative dispute resolution processes that emphasize interest-based negotiation, communication, and relationship. They need not be acrimonious and can indeed lead to stronger relationship and better policy implementation (Reference 4).

These options, in order of increasing formality, include:

- A. Non-Binding Resolution Process
- B. Settlement Process (binding) under section 440 of the *Local Government Act*, of which there are three sub-options:
 - i. Peer panel settlement in accordance with section 441 (1);
 - ii. Final proposal arbitration in accordance with section 441 (2);
 - iii. Full arbitration in accordance with section 441 (3).

A key advantage of non-binding resolution is that only the provisions that have been objected-to by the City of Surrey and the Township of Langley would be open for discussion and amendment, avoiding opening up the entirety of *Metro 2050* to further debate. It is also a more transparent process that allows all members to have the opportunity to consider any changes to *Metro 2050* as a result of the resolution process.

Staff recommend Option 1A, which is the less-formal non-binding resolution process, given that staff are optimistic that most if not all of the concerns of the objecting members can be resolved through additional dialogue, and because it allows for greater local control over the process design and the final outcome.

Under all process options above, all objecting affected local governments participate in one single resolution process. Financial costs for all options would be split between Metro Vancouver and the objecting members, according to assessed land values of each respective jurisdiction.

The Difference Between Non-Binding Resolution vs. Settlement

The choice of process is to be determined by agreement between the Board and the affected local government(s) that refused to accept the regional growth strategy but, if the Minister of Municipal Affairs considers that these parties will not be able to reach agreement, the Minister directs which process is to be used. The principal differences between the “non-binding resolution process” and the three options for “settlement processes” are:

- ***The non-binding resolution process is flexible as it can be determined by the parties, and the outcome is not legally binding on the parties; any changes to the regional growth strategy must then be re-submitted to all affected local governments for acceptance;*** and
- ***The three “settlement” processes are legally binding on all parties and the process is determined by the panel or the arbitrator, not the participants; the revised regional growth strategy becomes binding on all affected local governments.*** A principal difference between the three “settlement” processes has to do with who develops the solution to the disputed issues:
 - under “peer panel settlement” a panel of 3 people make changes to the regional growth strategy to resolve the dispute;
 - under “final proposal arbitration” the decision is made by a single arbitrator who chooses from submitted written suggestions made by the parties; and
 - under “full arbitration” the single arbitrator determines the final changes to the regional growth strategy and is not bound by the written submissions made by the parties.

Path 2: Proceed with the Adoption of *Metro 2050*, allowing that specific policies would not apply to Surrey or Langley Township.

This option is not possible as there are provisions that Langley Township objects to that they are not willing to support even if the provisions do not apply to its jurisdiction. In addition, the provisions to which the City of Surrey objects (the Urban Containment Boundary and the Type 2 amendment process for re-designating Rural lands) are fundamental to the regional growth strategy, and have been in place, in the case of the Urban Containment Boundary, since 1996 and in the case of the minor amendment process, since 2011.

Path 3: Metro Vancouver continues to engage with the Township of Langley and City of Surrey in an attempt to reduce or address the members’ concerns with *Metro 2050*.

This option involves pausing the formal *Metro 2050* adoption process to allow for additional engagement focusing specifically on the objecting members and those areas of concern that were identified by their councils. Metro Vancouver would continue to meet with objecting member jurisdictions to review and discuss the proposed policy language, and work on areas of shared interests with the intention of reaching consensus. Any agreed-upon adjustments would have to be considered by the respective municipal councils and be presented to the Board for consideration.

If any changes are proposed to *Metro 2050*, it would result in the Board considering whether another public hearing should be held, and re-doing the acceptance period for all affected local governments. The risk with this option is that all elements and policies in the plan would be open for consideration again, and the consensus built with 22 affected local government acceptances would be lost.

Staff recommend that the preliminary work described in this option be combined with Path 1 in an attempt to reduce the matters of contention while waiting for the Minister of Municipal Affairs to appoint a facilitator to guide the non-binding resolution process.

ALTERNATIVES

1. That the MVRD Board:
 - a) notify the Minister of Municipal Affairs that the Township of Langley and the City of Surrey have refused to accept *Metro 2050* and request that the Minister initiate a non-binding resolution process to attempt to reach acceptance on any outstanding concerns that cannot be resolved;
 - b) request that the Minister of Municipal Affairs appoint a facilitator for the remainder of the *Metro 2050* adoption process; and
 - c) direct staff to engage with the Township of Langley and City of Surrey to explore options that would resolve some or all of the noted outstanding concerns with *Metro 2050*.
2. That the MVRD Board notify the Minister of Municipal Affairs that the Township of Langley and the City of Surrey have refused to accept *Metro 2050*, pause the adoption process, and continue to engage with the two objecting member jurisdictions.

FINANCIAL IMPLICATIONS

If the Board chooses Alternative 1, the cost of the non-binding resolution process (fees and administrative costs) will be shared proportionally between the objecting municipalities and Metro Vancouver process on the basis of the converted value of land and improvements in their jurisdictions (section 439(6), *Local Government Act*).

If the Board chooses Alternative 2, a portion of the 2023 Regional Planning budget will need to be reallocated to support an extended *Metro 2050* engagement program with the objecting members. This could include staff time, promotional expenses, and potentially the costs associated with a second Public Hearing. If any changes are proposed to *Metro 2050*, it would result in needing to rescind 2nd reading, consider whether another public hearing should be held, and re-doing the acceptance period for all affected local governments. All elements and policies in the plan would be open for consideration again, and the consensus built with 22 affected local government acceptances would be lost.

Regardless of the alternative chosen, *Metro 2040*, the current regional growth strategy, remains in effect until such time as *Metro 2050* is adopted. In addition, regardless of the alternative chosen, staff will notify affected local governments, in-region First Nations, and affected regional stakeholders that objections to *Metro 2050* have been received by Metro Vancouver, and as a result, the Board is unable to adopt the updated regional growth strategy within the Board-directed timeline. Details on next steps will also be provided.

CONCLUSION

After three years of engagement, study, background research, collaborative policy development, and iterative review and revision, *Metro 2050* has been accepted by 22 out of 24 affected local governments. This, during the disruptions of the COVID-19 pandemic, reflects the dedication and constructive participation of member jurisdictions, First Nations, regional stakeholders, and the public to setting a long-term forward-looking regional growth strategy, as well as, the strong foundation laid down by the current regional growth strategy, *Metro 2040*.

Metro 2050 is an innovative, forward-looking plan that sets the course for a more sustainable, equitable, and prosperous region. While great efforts have been made over the past three years to reach consensus within the Board-approved project timeline, the timeline will need to be extended in order to address the outstanding objections through a non-binding resolution process supported by a Minister-appointed facilitator. Staff are hopeful that the end result will be an even stronger, more enduring regional growth strategy that works for all members of the federation. Staff recommend Alternative 1.

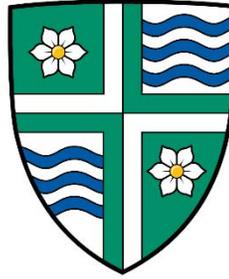
Attachments

1. Township of Langley Letter Detailing Refusal to Accept *Metro 2050* June 2022
2. City of Surrey Letter Detailing Refusal to Accept *Metro 2050* June 2022

References

1. [MVRD Regional Growth Strategy Bylaw No. 1339, 2022, a bylaw to adopt Metro 2050 – Public Hearing Minutes and Bylaw Referral for Acceptance, Staff Report, April 29, 2022](#)
2. [Local Government Act](#)
3. [REACHING AGREEMENT ON REGIONAL GROWTH STRATEGIES, Government of British Columbia](#)
4. [Draft Metro 2050: Referral for Comment, Staff report dated May 25, 2021](#)
5. [Towards Metro 2050: Updating Metro Vancouver 2040: Shaping our Future, Staff report dated March 28, 2019](#)
6. [Metro 2050 Engagement Plan, Staff report dated August 15, 2019](#)

53795409

Township of
Langley

Est. 1873

June 6, 2021

File No. 6540-04

Chris Plagnol, Corporate Officer, Metro Vancouver
Chris.Plagnol@metrovancover.org

Dear Chris:

Re: MVRD Regional Growth Strategy Bylaw No. 1339, 2022, a bylaw to adopt Metro 2050

At its May 30, 2022 Regular Meeting, Township Council adopted the following resolution:

That Council advise the Metro Vancouver Regional District (MVRD) Board that the Township of Langley refuses to accept MVRD Regional Growth Strategy Bylaw No. 1339, 2022, a bylaw to adopt Metro 2050, and that a) the provisions to which it objects, b) the reasons for its objections, and c) whether it is willing that a provision to which it objects be included in the Regional Growth Strategy on the basis that the provision will not apply to the jurisdiction of the Township, are as follows:

- A. The Township objects to policy 1.4.3(e) as this provision does not provide appropriate flexibility to use more detailed local ecological and cultural datasets in protecting, enhancing, restoring, and expanding ecosystems. The Township is willing that this provision be included in Metro 2050 on the basis that it does not apply to its jurisdiction.*
- B. The Township objects to policies 2.3.13, 3.2.7(c)(iii), and 4.3.8(b) as they are outside of the scope of planning and land use management. The Township is willing that these provisions be included in Metro 2050 on the basis that they do not apply to its jurisdiction.*
- C. The Township objects to policies 4.2.7(d)(iv) and 4.2.8(b) as addressing potential impacts on renter households due to renovation is a matter of provincial jurisdiction. The Township is willing these provisions be included in Metro 2050 on the basis that they do not apply to its jurisdiction.*
- D. The Township objects to policy 6.9.1 as it introduces conditions to sewer servicing in the Rural within the Sewerage Area, not recognizing the historic and current entitlement to sewer servicing in this area. The Township is not willing that this provision be included in Metro 2050 on the basis that it does not apply to its jurisdiction.*
- E. The Township objects to maps 2, 3, 4, 5, 6, 8, 9 and 12 as the Agricultural designation of the lands designated University District in the Township's Official Community Plan is inconsistent with that Plan, and the areas identified as Rural within the Sewerage Area and Sewerage Extension Area on map 12 are incorrect. The Township is not willing that these maps be included in Metro 2050 on the basis that they do not apply to its jurisdiction.*

- F. The Township objects to the intent statement for the Employment land use designation and policy 2.2.9(d)(v) as these provisions do not provide appropriate flexibility for permitting residential uses as part of mixed-use developments. The Township is not willing that these provisions be included in Metro 2050 on the basis that they do not apply to its jurisdiction.*
- G. The Township objects to strategy 3.2 as it does not adequately address protecting the quality and quantity of ground water. The Township is not willing that this provision be included in Metro 2050 on the basis that it does not apply to its jurisdiction.*
- H. The Township objects to policy 2.3.12(a) as it requires Regional Context Statements to denote lands within the Agricultural Land Reserve. The Township is willing that this provision be included in Metro 2050 on the basis that it does not apply to its jurisdiction.*
- I. The Township objects to policy 2.3.4 as it requires Agricultural Land Commission (ALC) exclusion of sites subject to Section 23(1) of the ALC Act prior to Metro Vancouver consideration of amending the Agricultural or Rural land use designation. The Township is willing that this provision be included in Metro 2050 on the basis that it does not apply to its jurisdiction.*

A certified copy of this resolution and Report 22-56 are enclosed.

If you have any questions or require any additional clarification, please contact the undersigned at 604-533-6050.

Yours truly,



Ramin Seifi, P.Eng., MCIP, RPP, R.I.
GENERAL MANAGER
ENGINEERING & COMMUNITY DEVELOPMENT

Enclosures: Report 22-56
Certified Resolution

Copies to: Mark Bakken, Chief Administrative Officer, Township of Langley

REPORT TO MAYOR AND COUNCIL

PRESENTED: MAY 30, 2022 – REGULAR MEETING
FROM: COMMUNITY DEVELOPMENT DIVISION
SUBJECT: METRO 2050 REGIONAL GROWTH STRATEGY UPDATE

REPORT: 22-56
FILE: 6540-04

EXECUTIVE SUMMARY:

At its Regular Meeting of November 22, 2021, Council adopted resolutions authorizing staff to forward comments on draft Metro 2050, the proposed Regional Growth Strategy (RGS) update, to Metro Vancouver. Comments submitted by member jurisdictions to Metro Vancouver received a response in a report to the Metro Vancouver Regional District (MVRD) Board on January 28, 2022.

There were seven comments put forward by the Township as outlined in more detail in the body of this report. In staff's opinion, only two of the Township's seven comments appear to have been addressed by Metro Vancouver.

Notwithstanding the comments put forward by the Township, on April 29, 2022, the MVRD Board passed a resolution referring the MVRD Regional Growth Strategy Bylaw No. 1339, 2022, a bylaw to adopt Metro 2050 (Attachment A), to member jurisdictions for consideration of acceptance. Pursuant to Section 436(4) of the Local Government Act (the Act), the Township has sixty days by resolution to either: a) accept; or b) refuse to accept, Metro 2050. Given the unresolved status of Township comments, staff recommend that Council not accept Metro 2050 at this time, until said comments

BACKGROUND/HISTORY:

Metro 2040, the current Regional Growth Strategy (RGS), was accepted by the Township on March 7, 2011 and subsequently adopted by the MVRD Board on July 29, 2011. Pursuant to the Act, a Regional Growth Strategy (RGS) is a long-term regional planning framework for land use management that may be adopted by the MVRD Board. A RGS is intended to be a high-level strategy that **provides a vision and guides decisions** related to growth and development in the region by addressing matters of regional significance.

Despite the high-level intent of a RGS as contemplated in the provincial legislation, the 2011 RGS was structured as a more regulatory document with parcel-based mapping and strict requirements to manage growth and development across the region. While this shift was a significant departure from the historic approach, it was nevertheless accepted by all member municipalities culminating in its adoption by the MVRD Board in 2011.

A RGS is linked to municipal plans through a Regional Context Statement (RCS) that is required to be included in an Official Community Plan (OCP) being adopted by affected local governments. The RCS must identify the relationship between the OCP and the goals, strategies, and actions identified in the RGS and if inconsistencies exist, how the OCP is to be made consistent with the RGS over time. A new RCS must be prepared by all member jurisdictions and submitted to the MVRD Board within two years of a new RGS being adopted.

The Act requires regional districts that have adopted a RGS to review and, if deemed necessary, update the RGS at least every five years from the time of adoption. On April 26, 2019, the MVRD Board passed a resolution to initiate an update to Metro 2040. The purpose of the update was identified to extend the planning horizon of the strategy to the year 2050, respond to issues such as climate change, social equity, resilience, and housing affordability, and integrate with TransLink's Transport 2050 (the updated regional transportation strategy completed in January 2022). An overview of Metro 2050 is included in Report 21-120 (Attachment B).

At its June 25, 2021 meeting, the MVRD Board referred a draft Metro 2050 to member jurisdictions for comment. At its Regular Meeting of November 22, 2021, Council authorized staff to forward the comments presented as Attachment B to Report No. 21-120 to Metro Vancouver Regional District; and further resolved to add two additional sets of comments as items 6 and 7 as follows:

"That the following be added as item number six (6) on the Township of Langley comments summary, Attachment B:

1. *Portions of the Williams Neighbourhood Plan (NP) area, located on the northwest corner of 216 Street and 80 Avenue, are not designated as Business Park; but rather various forms of "Commercial" (Subject Lands);*
2. *The existing Metro Vancouver Regional Growth Strategy (MV 2040) designates both of these areas referenced in 1 above (designated Business Park and various Commercial in the Williams NP) as "Mixed Employment", with no distinction;*
3. *The areas designated as various forms of "Commercial" in the Williams NP are considered suitable for more intensive forms of mixed-use development, including residential uses, given their prominent location, unique geographic context and close proximity to employment-generating lands, institutional uses and major transportation corridors.*

Accordingly, as part of an improved mixed-use development to better respond to the identified regional objectives of climate action, housing supply, walkability, residential proximity to employment, and housing affordability via additional supply, the designation of the Subject Lands provide for additional residential uses as part of mixed use developments within 250m of existing or approved University Districts."

And further,

“That strategy 3.2 be amended to include protection of aquifers and aquifer recharge areas as well as existing tree canopy coverage in aquifer recharge areas.”

All comments submitted by member jurisdictions to Metro Vancouver received a response in a report to the MVRD Board on January 28, 2022. Revisions to Metro 2050 resulting from the comment period were generally minor in nature and primarily to provide clarification. The MVRD Board gave first and second reading to Metro 2050 on March 25, 2022 and a public hearing was subsequently held on April 20, 2022.

DISCUSSION/ANALYSIS:

Pursuant to the Act, Metro 2050 must be accepted by all affected local governments before it can be adopted by the MVRD Board. Or failing acceptance, become binding on affected local governments through a settlement process as prescribed by the Minister of Municipal Affairs. On April 29, 2022 the MVRD Board referred Metro 2050 (Attachment A) to member jurisdictions for consideration of acceptance. Accordingly, the Township has sixty days to by resolution: a) accept Metro 2050; or b) refuse to accept Metro 2050. Should a RGS not be acceptable, a resolution refusing to accept from an affected local government must include the following:

- each provision to which the local government objects;
- the reasons for objection; and
- whether it is willing that a provision to which it objects be included in the RGS on the basis that the provision will not apply to that jurisdiction.

If an affected local government fails to act within the prescribed sixty day period (for acceptance or refusal), the local government is deemed to have accepted Metro 2050 by default.

Township of Langley Comments and Metro Vancouver Response:

Metro Vancouver’s responses to the Township’s November 22, 2021 comments are copied below, along with supplemental staff comment on Metro Vancouver’s responses. Staff note that Metro Vancouver’s responses are copied from the report received by the MVRD Board on January 28, 2022 rather than from communications with Township staff. Metro Vancouver staff did not offer a meeting with Township staff to further discuss the Township’s November 22, 2021 comments prior to MVRD Board consideration of the Metro 2050 bylaw on March 25, 2022 and its subsequent referral to affected local governments on April 29, 2022.

Comment No. 1: Scope of Policy Actions

detection, and range expansion. Soil movement associated with land use and development is one of the main vectors of spread. Metro Vancouver has retained Action 3.2.7c)iii) as it is, and advances the recommendations of the Board-endorsed directions of the Metro 2040 policy reviews and because no other member jurisdiction has requested the exclusion of this Action.

Metro 2050 revision:

No change.

May 9 Township staff comment:

Metro Vancouver's response is focused on Policy 3.2.7c)iii), which was included in the Township's November 22 comments only as an example (as indicated in the subject comment) of the apparent overarching, and unjustified, reach of a RGS that is fundamentally intended as a long-term and visionary land use document. Metro 2050 continues to include a number of policies that, in staff's opinion, are beyond the scope of planning and land use management, are not regional matters, and/or do not provide an appropriate level of municipal flexibility (see Attachment C), resulting in reduced local autonomy in comparison to Metro 2040.

Comment No. 2: Policy 2.3.12(c)(vi) – Agriculture Regulations

Metro 2050 revision:

Change policy 2.3.12(c)(vi) to read: “align policies and regulations, where applicable, with the Minister's Bylaw Standards and Agricultural Land Commission legislation and regulations.”

May 9 Township staff comment:

The revision to Metro 2050 satisfies Township's concerns with the removal of words “zoning regulations” and addition of the words “where applicable”.

Comment No. 3: Policy 6.9.1 – Rural Area Sewer Servicing

Metro 2050 revision:

Change the policy to add the following text in bold to 6.9.1: "...and within the area identified on Map 12 as "Sewerage Extension Areas", known as North Salmon River Uplands and South Fernridge, regional sewer servicing will be permitted subject only to land uses being consistent with the applicable regional land use designation ..."

May 9 Township staff comment:

Staff do not agree with the Metro Vancouver response that no conditions to sewer servicing in the "Rural within the Sewerage Area" are being added in Metro 2050. Metro 2040 states that the subject area "is contained within the Greater Vancouver Sewerage and Drainage District's (GVS&DD) Fraser Sewerage Area" period (i.e., with no conditions of sewer servicing). However, with no apparent reason, while Metro 2050 continues to identify the subject area as being contained within the Fraser Sewerage Area, it has been redrafted to go on to state that: "regional sewer servicing will be permitted subject only to land uses being consistent with the applicable regional land use designation and normal Greater Vancouver Sewerage and Drainage District technical considerations."

Comment No. 4: Regional Land Use Designations

Comment No. 5: Major Transit Network

January 28 Metro Vancouver response:

Site specific land use designation change requests are beyond the scope of the current Metro 2050 update process. This land use designation change can be proposed as an RGS amendment in accordance with the prescribed amendment process post-adoption of Metro 2050.

Metro 2050 revision:

No change.

May 9 Township staff comment:

Township was not seeking a land use designation change, rather additional flexibility for mixed-use developments in the Metro 2050 Employment land use designation for sites within 250 m of existing or approved University Districts. It is noted that Metro 2050 currently includes flexibility in the Employment land use designation allowing mixed-use developments for sites within an Urban Centre or Frequent Transit Development Area that are within 200 m of a rapid transit station. This current flexibility for mixed-use sites in the Employment designation would not apply to the northwest corner of 216 Street and 80 Avenue as it is not located in an Urban Centre or Frequent Transit Development Area and is not within 200 m of a rapid transit station.

Township comment No. 7: Protection of Aquifers

Additional Comments on Metro 2050:

As noted above, some revisions to Metro 2050 were made as an outcome of the comments submitted by member jurisdictions and other organizations. Though these revisions were generally minor in nature and primarily to provide clarification, staff have identified the following new issues with Metro 2050 as a result of those revisions.

Metro 2050 Item	Staff Comment
2.3.12(a) Member Jurisdictions will adopt Regional Context Statements that specify the Agricultural lands within their jurisdiction, denoting those within the Agricultural Land	

Implications of Refusal of Acceptance:

The MVRD Board must notify the Minister of Municipal Affairs if an affected local government refuses to accept Metro 2050. After being notified, the Minister must require a non-binding resolution process to attempt to reach acceptance on Metro 2050, or, if satisfied that resolution using a non-binding resolution process is unlikely, direct that Metro 2050 be settled by an arbitrator or panel. If changes to Metro 2050 are proposed as a result of a non-binding resolution process, Metro 2050 must be submitted again to all affected local governments for acceptance.

Unless otherwise agreed by the parties participating in the process, administrative costs of a non-binding resolution or settlement process are to be shared proportionally between the MVRD Board and the affected local governments that participate in the process, on the basis of the converted value of land and improvements in their jurisdictions.

Respectfully submitted,

Patrick Ward
STRATEGIC/SOCIAL PLANNER
for
COMMUNITY DEVELOPMENT DIVISION

ATTACHMENT A	Metro 2050
ATTACHMENT B	Report 21-120 (without Attachment A)
ATTACHMENT C	Metro 2050 Policies Beyond Regional Growth Strategy Scope
ATTACHMENT D	Recommended Resolution and Township Comments Concordance Table



REPORT TO MAYOR AND COUNCIL

ATTACHMENT B

PRESENTED: OCTOBER 18, 2021 - REGULAR MEETING
FROM: COMMUNITY DEVELOPMENT DIVISION
SUBJECT: DRAFT METRO 2050
 REGIONAL GROWTH STRATEGY UPDATE

REPORT: 21-120
FILE: 6540-04

RECOMMENDATION:

That Council authorize staff to forward the comments on draft Metro 2050 in the form substantially presented as Attachment B to this report to Metro Vancouver Regional District.

EXECUTIVE SUMMARY:

On April 26, 2019, the Metro Vancouver Regional District (MVRD) initiated an update to Metro 2040, the current regional growth strategy (RGS). A RGS is intended to be a high-level strategy that provides a vision and guides decisions related to growth and development by addressing matters of regional significance. A RGS is linked to municipal plans through a Regional Context Statement (RCS) that is required in an Official Community Plan (OCP).

At its June 25, 2021 meeting, the MVRD Board referred the draft RGS update ("Metro 2050") to member jurisdictions for comment (see Attachment A). For Council's consideration, staff have prepared comments on draft Metro 2050 (see Attachment B). Overall, draft Metro 2050 is generally consistent with Township land use goals, objectives, and policies related to sustainable growth and land use management as articulated in the OCP. However, it is noted that some of the proposed changes in draft Metro 2050 are not regional matters and/or are beyond the scope of planning and land use management. Staff have also identified some specific items with particular implications for the Township.

Metro Vancouver requires that Township comments on draft Metro 2050 be submitted by Council resolution by November 26, 2021. It is currently anticipated that the formal bylaw and adoption process for Metro 2050 will begin in January 2022, with member jurisdictions, including the Township, consideration of acceptance by Council resolution between March and May 2022.

PURPOSE:

This report provides an overview of the regional growth strategy update and seeks Council authorization to forward Township of Langley comments on draft Metro 2050 to the Metro Vancouver Regional District.

BACKGROUND/HISTORY:

On April 26, 2019, the Metro Vancouver Regional District (MVRD) Board passed a resolution to initiate an update to the current regional growth strategy, Metro Vancouver 2040: Shaping our Future (“Metro 2040”). Metro 2040, was accepted by the Township on March 7, 2011 and adopted by the MVRD Board on July 29, 2011.

Pursuant to the Local Government Act, a Regional Growth Strategy (RGS) is a long-term regional planning framework for land use management that may be adopted by the MVRD Board. A RGS is intended to be a high-level strategy that provides a vision and guides decisions related to growth and development in the region by addressing matters of regional significance.

A RGS is linked to municipal plans through a Regional Context Statement (RCS) that is required in an Official Community Plan (OCP). The RCS must identify the relationship between the OCP and the goals, strategies and actions identified in the RGS and, if inconsistencies exist, how the OCP is to be made consistent with the RGS over time. A new RCS must be prepared by all member jurisdictions and submitted to the MVRD Board within two years of a new RGS being adopted.

Over the past two years, Metro Vancouver staff have worked with staff from member jurisdictions, including the Township, to identify opportunities to enhance the RGS and address policy gaps. Between January and May 2021, Township staff participated on the Metro 2050 Intergovernmental Advisory Committee to review and provide feedback on early draft content for Metro 2050.

At its June 25, 2021 meeting, the MVRD Board referred the draft RGS update (“Metro 2050” – Attachment A) to member jurisdictions for comment. On September 20, 2021, Metro Vancouver staff presented an overview of draft Metro 2050 to Council. Metro Vancouver requires that Township comments on draft Metro 2050 be submitted by Council resolution by November 26, 2021.

DISCUSSION/ANALYSIS:

According to Metro Vancouver, the purpose of the RGS update is to extend the planning horizon of the strategy to the year 2050, respond to issues such as climate change, social equity, resilience, and housing affordability, and integrate with TransLink’s Transport 2050 planning process (the update to the regional transportation strategy).

Overview of Draft Metro 2050 Content:

Draft Metro 2050 (Attachment A) has nine (9) sections. The overview below highlights the more pertinent sections and proposed updates in terms of policy and procedural implications for the Township, based on staff’s review and analysis.

Section D: Urban Containment Boundary, Regional Land Use Designations, Overlays, and Projections

Section D includes the descriptions of the core policy tools in the regional growth strategy including:

- The Urban Containment Boundary
- The six regional land use designations (i.e. General Urban, Industrial, Employment, Rural, Agricultural, and Conservation and Recreation)
- The five regional overlays (i.e. Urban Centres, Frequent Transit Development Areas, Major Transit Growth Corridors, Trade-Oriented Lands, and Natural Resource Areas)

The Urban Containment Boundary is a long-term, regionally defined area for urban development. The regional land use designations describe the intended land uses. Where they apply, the regional overlays provide additional land use policies that are meant to be interpreted in conjunction with the land use designations. These policy tools are the basis of the regional land use framework and inform the review and acceptance of RCSs.

Draft Metro 2050 does not propose any significant changes to the descriptions of the Urban Containment Boundary, regional land use designations, Urban Centres overlay, or Frequent Transit Development Areas overlay. The following new overlays are proposed in the current draft of Metro 2050:

- Major Transit Growth Corridors are areas along TransLink's Major Transit Network where member jurisdictions, in consultation with Metro Vancouver and TransLink, may identify new Frequent Transit Development Areas
- Trade-Oriented Lands are areas that may be identified in a RCS with a more defined set of permitted uses that support inter-regional, provincial, national, and international trade within the Industrial regional land use designation
- Natural Resource Areas are intended to illustrate existing provincially-approved natural resource uses within the Conservation and Recreation regional land use designation

Metro Vancouver proposes to add a new Major Transit Growth Corridor along 200 Street, between Willowbrook and Carvolth, with the latter being designated as a Frequent Transit Development Area. The proposed addition is to reflect changes to the Carvolth Neighbourhood Plan and Latimer Neighbourhood Plan to accommodate transit-supportive developments along the 200 Street corridor.

Section D also presents the population, dwelling unit, and employment growth projections. Draft Metro 2050 forecasts that the region will need to accommodate approximately one million more residents over the next 30 years, requiring approximately 500,000 additional housing units and almost 500,000 additional jobs over that period. Unlike Metro 2040 that presents growth projections for each municipality, draft Metro 2050 presents growth projections for six subregions. In future, member jurisdiction projections will still be prepared as a service to member jurisdictions, and will be reported annually, outside of the regional growth strategy.

Section E: Goals, Strategies and Actions

Section E includes the goals, strategies, and policy actions. The table below compares the Metro 2040 goals and strategies and the draft Metro 2050 goals and strategies.

Metro 2040	Draft Metro 2050
<p>Goal 1: Create a Compact Urban Area</p> <ul style="list-style-type: none"> • Strategy 1.1: Contain urban development within the Urban Containment Boundary • Strategy 1.2: Focus growth in Urban Centres and Frequent Transit Development Areas • Strategy 1.3: Protect Rural areas from urban development 	<p>Goal 1: Create a Compact Urban Area</p> <ul style="list-style-type: none"> • Strategy 1.1: Contain urban development within the Urban Containment Boundary • Strategy 1.2: Focus growth in Urban Centres and Frequent Transit Development Areas • Strategy 1.3: Develop resilient, healthy, connected, and complete communities with a range of services and amenities • Strategy 1.4: Protect Rural Lands from urban development

Metro 2040	Draft Metro 2050
<p>Goal 2: Support a Sustainable Economy</p> <ul style="list-style-type: none"> • Strategy 2.1: Promote land development patterns that support a diverse regional economy and employment close to where people live • Strategy 2.2: Protect the supply of industrial land. • Strategy 2.3: Protect the supply of agricultural land and promote agricultural viability with an emphasis on food production 	<p>Goal 2: Support a Sustainable Economy</p> <ul style="list-style-type: none"> • Strategy 2.1: Promote land development patterns that support a diverse regional economy and employment opportunities close to where people live • Strategy 2.2: Protect the supply, and enhance the efficient utilization, of industrial land • Strategy 2.3: Protect the supply of agricultural land and strengthen agricultural viability
<p>Goal 3: Protect the Environment and Respond to Climate Change Impacts</p> <ul style="list-style-type: none"> • Strategy 3.1: Protect Conservation and Recreation lands • Strategy 3.2: Protect and enhance natural features and their connectivity • Strategy 3.3: Encourage land use and transportation infrastructure that reduce energy consumption and greenhouse gas emissions, and improve air quality • Strategy 3.4: Encourage land use and transportation infrastructure that improve the ability to withstand climate change impacts and natural hazard risks 	<p>Goal 3: Protect the Environment and Respond to Climate Change and Natural Hazards</p> <ul style="list-style-type: none"> • Strategy 3.1: Protect and enhance Conservation and Recreation lands • Strategy 3.2: Protect, enhance, restore, and connect ecosystems • Strategy 3.3: Encourage land use, infrastructure, and human settlement patterns that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality • Strategy 3.4: Encourage land use, infrastructure, and human settlement patterns that improve resilience to climate change impacts and natural hazards
<p>Goal 4: Develop Complete Communities</p> <ul style="list-style-type: none"> • Strategy 4.1: Provide diverse and affordable housing choices • Strategy 4.2: Develop healthy and complete communities with access to a range of services and amenities 	<p>Goal 4: Provide Diverse and Affordable Housing Choices</p> <ul style="list-style-type: none"> • Strategy 4.1: Expand the supply and diversity of housing to meet a variety of needs • Strategy 4.2: Expand, retain, and renew rental housing supply and protect tenants • Strategy 4.3: Meet the housing needs of lower income households and populations experiencing or at risk of homelessness
<p>Goal 5: Support Sustainable Transportation Choices</p> <ul style="list-style-type: none"> • Strategy 5.1: Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking • Strategy 5.2: Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods and services 	<p>Goal 5: Support Sustainable Transportation Choices</p> <ul style="list-style-type: none"> • Strategy 5.1: Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking • Strategy 5.2: Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods, and services

As shown in the table above, the primary difference in the goal structure of Metro 2050 is that Goal 4 has become “Provide Diverse and Affordable Housing Choices” and now includes three strategies about housing. The content of Metro 2040 Strategy 4.2 “Develop healthy and complete communities with access to a range of services and amenities” (previously under Goal 4) has been moved to Goal 1 as a new Strategy 1.3 entitled “Develop resilient, healthy, connected, and complete communities with a range of services and amenities.”

Within each strategy, there are policy actions for Metro Vancouver and member jurisdictions (e.g. municipalities). For member jurisdictions, the policy actions are to be considered and adopted through a new RCS and, in the case of Strategies 4.1, 4.2 and 4.3, housing strategies or action plans. There are more policy actions for member jurisdictions in draft Metro 2050 than in Metro 2040.

Proposed policy action updates in draft Metro 2050 include:

- Enhanced clarity on Urban Centres and Frequent Transit Development Areas
- Stronger alignment of planned locations for growth with transit investment through Major Transit Growth Corridors
- More explicit integration of equity outcomes
- Emphasis on building relationships with First Nations
- Stronger protection for Industrial lands, particularly Trade-Oriented Lands
- Target to protect 50% of land for nature and achieve 40% tree canopy cover within the Urban Containment Boundary
- Stronger climate action, including collective actions to meet greenhouse gas emission reduction targets and prepare for impacts
- Target that 15% of new and redeveloped housing in Urban Centres and Frequent Transit Development Areas be affordable, rental housing
- Additional policies to encourage transit-oriented affordable housing and protect existing non-market rental units

Section F: Implementation

The Implementation section describes the procedures for implementing and amending the RGS. Draft Metro 2050 retains the same three amendment types and procedures as Metro 2040, except that the requirement for a regional public hearing is removed from the Type 2 amendment process.

Section I: Maps

Draft Metro 2050 retains the same parcel-based mapping approach that was introduced in Metro 2040, and no changes are proposed to the Urban Containment Boundary or land use designations. Map 5 “Major Transit Growth Corridors” and Map 11 “Sensitive Ecosystem Inventory” are new maps being introduced in draft Metro 2050.

Comments on Draft Metro 2050:

For Council’s consideration, staff have prepared comments on draft Metro 2050 (Attachment B). These comments are based on staff’s focused review of draft Metro 2050 content with implications for member jurisdictions, including the Township of Langley.

Overall, draft Metro 2050 is generally consistent with Township land use goals, objectives, and policies related to sustainable growth and land use management as articulated in the OCP.

However, it is noteworthy that some of the policy action updates proposed in draft Metro 2050 are not regional matters and/or are beyond the scope of planning and land use management. Specific items with particular implications for the Township are identified in Attachment B.

It is noted that Township and Metro Vancouver staff have engaged in a number of discussions on draft Metro 2050 since the MVRD Board formally referred it to member jurisdictions for comment on June 25, 2021. As a result, several of the comments have been resolved in principle, but have nevertheless been included for Council's consideration of endorsement, so that they may form part of the Township's formal submission for records purposes.

Financial Implications:

There are no financial implications associated with the recommendation in this report. Within two years of adoption of the RGS, municipalities are required to prepare and submit an updated RCS to Metro Vancouver. The scope of this work will depend on the final policy actions in the new RGS that need to be considered and adopted as part of an RCS update. At this point, staff anticipate that a relatively minor RCS and concurrent OCP update would be required following the adoption of Metro 2050.

Conclusion and Next Steps:

This report provides an overview of the RGS update and seeks Council authorization to forward Township of Langley comments on draft Metro 2050 to the Metro Vancouver Regional District. As noted above, Metro Vancouver requires that Township comments on draft Metro 2050 be submitted by Council resolution by November 26, 2021. It is currently anticipated that the formal bylaw adoption process for Metro 2050 will begin in January 2022, with member jurisdictions, including the Township, consideration of acceptance by Council resolution between March and May 2022.

Respectfully submitted,

Patrick Ward
 SOCIAL/STRATEGIC PLANNER
 for
 COMMUNITY DEVELOPMENT DIVISION

ATTACHMENT A Draft Metro 2050, Regional Growth Strategy
 ATTACHMENT B Township of Langley comments on draft Metro 2050

Township of Langley comments on draft Metro 2050

1. Scope of policy actions

Some draft policy actions do not appear to be regional matters and/or appear beyond the scope of planning and land use management. An example is Policy Action 3.2.7c)iii): “Adopt Regional Context Statements that include policies that reduce the spread of invasive species by employing best practices, such as the implementation of soil removal and deposit bylaws, development permit requirements, and invasive species management plans.” It is recommended that Metro Vancouver, in collaboration with member jurisdictions, further review draft Metro 2050 to identify and omit policy actions that may not be regional matters and/or are not related to planning and land use management.

2. Policy 2.3.12(c)(vi)

Draft policy action 2.3.12(c)(vi) reads as follows: “Adopt Regional Context Statements that include policies that protect the supply of agricultural land and strengthen agriculture viability including those that align Official Community Plan policies and zoning regulations with the Minister’s Bylaw Standards and Agricultural Land Commission legislation and regulations.”

The following comments are provided on this draft policy:

- An Official Community Plan (OCP) is a policy-oriented document whereas Minister’s Bylaw Standards and ALC legislation and regulations are regulatory-oriented documents. The Township does not support aligning a policy-oriented document with these regulatory-oriented documents as this exercise would introduce an inappropriate level of detail to the OCP.
- The reference to zoning regulations is inappropriate in a regional plan, which is meant to deal with regional matters.
- As one of the only two regulated municipalities within the region, the Township has the ability to propose farm or zoning bylaws that vary from the Minister’s Bylaw Standards, subject to the approval of the Minister of Agriculture.
- Section 46 of the ALC Act requires an OCP and Zoning Bylaw to be consistent with the ALC Act and regulations. This existing section sufficiently addresses the intent of the proposed Metro 2050 policy.
- The proposed policy does not reference the importance of food production, unlike existing Metro 2040 policy.

3. Policy 6.9.1

Draft policy action 6.9.1 reads as follows: “Notwithstanding any other provision in the regional growth strategy, within the area identified on Map 12 as “Rural within the Sewerage Area”, which includes part of the Salmon River Uplands in the Township of Langley that is contained within the Greater Vancouver Sewerage and Drainage District’s Fraser Sewerage Area, and within the area identified on Map 12 as “Sewerage Extension Areas”, regional sewer servicing will be permitted subject only to land uses being consistent with the applicable regional land use designation and normal Greater Vancouver Sewerage and Drainage District technical considerations.”

Policy 6.9.1 in Metro 2040 currently reads as follows: “Notwithstanding any other provision in this Regional Growth Strategy, the area identified on Map 12 as “Rural within the Sewerage Area” includes part of the Salmon River Uplands in the Township of Langley that is contained within the Greater Vancouver Sewerage and Drainage District’s (GVS&DD) Fraser Sewerage Area. For the areas identified on Map 12 as “Sewerage Extension Areas” known as North Salmon River Uplands and South Fernridge in the Township of Langley, sewer servicing will be permitted subject only to land uses being consistent with the applicable regional land use designation and normal GVS&DD technical considerations.”

There are two key differences between Policy 6.9.1 in Metro 2040 and draft Metro 2050:

- In draft Metro 2050, regional sewer servicing in the “Rural within the Sewerage Area” (i.e. south Salmon River Uplands) is subject to “the land uses being consistent with the applicable regional land use designation and normal Greater Vancouver Sewerage and Drainage District technical considerations.” Under Metro 2040, there are no conditions of regional sewer servicing in this area.
- In draft Metro 2050, the references to North Salmon River Uplands and South Fernridge in Metro 2040 are removed.

The changes proposed in draft Metro 2050 are not supported as they do not recognize the historic sewer servicing entitlements in the subject areas.

4. Regional Land Use Designations

There are two locations where the regional land use designations shown on draft Metro 2050 maps are not consistent with the land use designations shown on the Township’s existing Regional Context Statement map, as described in the table below and shown in Appendix 1.

Location	TOL RCS Designation	Draft Metro 2050 Designation
Fort Langley Airport	Industrial	Agricultural
University District	Urban	Agricultural

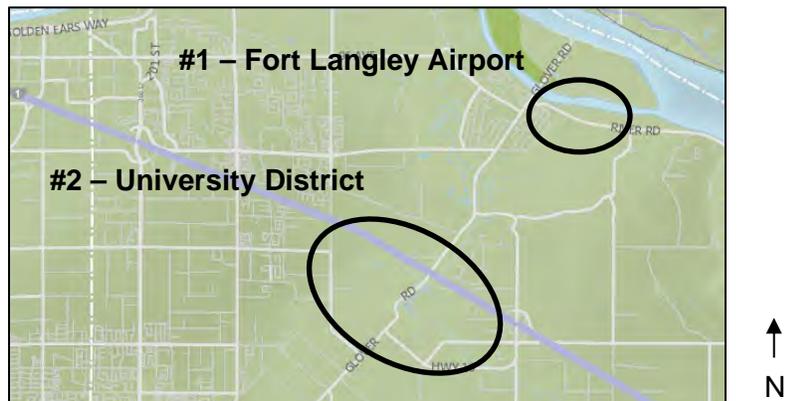
It is recommended that the regional land use designations reflect the land use designations shown on the Township’s existing Regional Context Statement map (per the table above).

5. Major Transit Network

Map 5 of draft Metro 2050 shows the Major Transit Network concept, reflecting the draft transit network proposed by TransLink as part of the development of Transport 2050. It is noted that the Aldergrove Municipal Town Centre is not connected to the Major Transit Network, being one of only two Urban Centres in the region not connected to this network. The Township will continue to work with TransLink on appropriate transit service planning for the Aldergrove Municipal Town Centre and recommends that draft Metro 2050 maps be updated, as required, to reflect the outcome of the Township-TransLink discussions.

Appendix 1 – Land Use Designation Maps

Key Map



TOL RCS and Draft Metro 2050 Land Use Designations

#	TOL RCS	Draft Metro 2050
1		
2		

- General Urban
- Industrial
- Mixed Employment
- Agricultural
- Rural

ATTACHMENT C**Metro 2050 policies beyond RGS scope**

The table below summarizes Metro 2050 policies that, in staff's opinion, are beyond the scope of planning and land use management, are not regional matters, and/or do not provide appropriate municipal flexibility (i.e., November 22, 2021 Township comment #1: Scope of policy actions). It is noted that staff are not necessarily objecting to the intent of these policies, rather their merit in a Regional Growth Strategy (RGS), which is meant, pursuant to the Local Government Act, to deal with regional matters (i.e., "a matter that involves coordination between or affects more than one municipality") related to "human settlement" (i.e., planning and land use management).

Metro 2050 policy	Staff comment
1.4.3(e) Adopt Regional Context Statements that support the protection, enhancement, restoration, and expansion of ecosystems identified on Map 11 to maintain ecological integrity, enable ecosystem connectivity, increase natural carbon sinks and enable adaptation to the impacts of climate change.	This policy does not provide appropriate municipal flexibility. In particular, it does not reference the ability to refer to "more detailed local ecological and cultural datasets" in protecting, enhancing, restoring, and expanding ecosystems as in Policy 3.2.7(b).
2.3.13 In partnership with other agencies and organizations, support agricultural awareness and promote the importance of the agricultural industry, the importance of protecting agricultural land, and the value of local agricultural products and experiences.	While this policy action is currently reflected in the Township's Agricultural Viability Strategy, it is not related to planning and land use management, and therefore is outside of the scope of an RGS.
3.2.7(c)(iii) Adopt Regional Context Statements that include policies that reduce the spread of invasive species by employing best practices, such as the implementation of soil removal and deposit bylaws, development permit requirements, and invasive species management plans.	While this policy action is currently reflected by various Township regulations and practices, it is not related to planning and land use management, and therefore is outside of the scope of an RGS.
4.2.7(d)(iv) Adopt Regional Context Statements that identify policies and actions that contribute to the following outcomes mitigated impacts on renter households due to renovation or redevelopment, and strengthened protections for tenants.	This policy is overly prescriptive. Tenant protections related to renovation may be best addressed by the Provincial Residential Tenancy Branch.
4.2.8(b) Prepare and implement housing strategies or action plans that encourage tenant protections and assistance for renter households impacted by renovation or redevelopment of existing purpose-built rental housing.	This policy is overly prescriptive. Tenant protections and assistance related to renovation may be best addressed by the Provincial Residential Tenancy Branch.
4.3.8(b) Prepare and implement housing strategies or action plans that identify strategies to increase community acceptance and communicate the benefits of affordable and supportive housing development.	While this policy action is currently reflected in the Township's Housing Action Plan, it is not related to planning and land use management, and therefore is outside of the scope of an RGS.

ATTACHMENT D**Recommended Resolution and Township Comments Concordance Table**

The table below shows the relationship between the recommended Council resolution and unresolved November 22, 2021 Township comments and the issues identified from revisions to Metro 2050 since November.

Recommended Council Resolution	Township Comments
	<i>Unresolved November 22, 2021 comments</i>
A, B, and C	Scope of Policy Actions (see Attachment C)
D	Policy 6.9.1 – Rural Area Sewer Servicing
E	Regional Land Use Designations (University District)
F	Portions of the Williams Neighbourhood Plan Area
G	Protection of Aquifers (Strategy 3.2)
	<i>Issues from revisions to Metro 2050 since November</i>
H	Policy 2.3.12(a) – Requirement to denote ALR in TOL RCS
I	Policy 2.3.4 – Additional approval required for lands exempt from ALC
E	Map 12 – Incorrect symbology to depict the “Rural within the Sewerage Area” and “Sewerage Extension Area”

THE TOWNSHIP OF LANGLEY

The following is a certified correct copy of a resolution passed by Langley Township Council at its Regular Council Meeting held May 30, 2022:

Metro 2050 Regional Growth Strategy Update

Report 22-56

File CD 6540-04

That Council advise the Metro Vancouver Regional District (MVRD) Board that the Township of Langley refuses to accept MVRD Regional Growth Strategy Bylaw No. 1339, 2022, a bylaw to adopt Metro 2050, and that (a) the provisions to which it objects, (b) the reasons for its objections, and (c) whether it is willing that a provision to which it objects be included in the Regional Growth Strategy on the basis that the provision will not apply to the jurisdiction of the Township, are as follows:

- A. The Township objects to policy 1.4.3(e) as this provision does not provide appropriate flexibility to use more detailed local ecological and cultural datasets in protecting, enhancing, restoring, and expanding ecosystems. The Township is willing that this provision be included in Metro 2050 on the basis that it does not apply to its jurisdiction.
- B. The Township objects to policies 2.3.13, 3.2.7(c)(iii), and 4.3.8(b) as they are outside of the scope of planning and land use management. The Township is willing that these provisions be included in Metro 2050 on the basis that they do not apply to its jurisdiction.
- C. The Township objects to policies 4.2.7(d)(iv) and 4.2.8(b) as addressing potential impacts on renter households due to renovation is a matter of provincial jurisdiction. The Township is willing these provisions be included in Metro 2050 on the basis that they do not apply to its jurisdiction.
- D. The Township objects to policy 6.9.1 as it introduces conditions to sewer servicing in the Rural within the Sewerage Area, not recognizing the historic and current entitlement to sewer servicing in this area. The Township is not willing that this provision be included in Metro 2050 on the basis that it does not apply to its jurisdiction.
- E. The Township objects to maps 2, 3, 4, 5, 6, 8, 9 and 12 as the Agricultural designation of the lands designated University District in the Township's Official Community Plan is inconsistent with that Plan, and the areas identified as Rural within the Sewerage Area and Sewerage Extension Area on map 12 are incorrect. The Township is not willing that these maps be included in Metro 2050 on the basis that they do not apply to its jurisdiction.
- F. The Township objects to the intent statement for the Employment land use designation and policy 2.2.9(d)(v) as these provisions do not provide appropriate flexibility for permitting residential uses as part of mixed-use developments. The Township is not willing that these provisions be included in Metro 2050 on the basis that they do not apply to its jurisdiction.
- G. The Township objects to strategy 3.2 as it does not adequately address protecting the quality and quantity of ground water. The Township is not willing that this provision be included in Metro 2050 on the basis that it does not apply to its jurisdiction.

- H. The Township objects to policy 2.3.12(a) as it requires Regional Context Statements to denote lands within the Agricultural Land Reserve. The Township is willing that this provision be included in Metro 2050 on the basis that it does not apply to its jurisdiction.
- I. The Township objects to policy 2.3.4 as it requires Agricultural Land Commission (ALC) exclusion of sites subject to Section 23(1) of the ALC Act prior to Metro Vancouver consideration of amending the Agricultural or Rural land use designation. The Township is willing that this provision be included in Metro 2050 on the basis that it does not apply to its jurisdiction.

CARRIED

CERTIFIED A CORRECT COPY:



Wendy Bauer, CMC
TOWNSHIP CLERK

June 14, 2022

File: 0450-30 (Metro 2050)

Via email: chris.plagnol@metrovancover.org

Chris Plagnol
Corporate Officer
Metro Vancouver
604-432-6250

Dear Mr. Plagnol:

Re: Response to Metro Vancouver Regional Growth Strategy Bylaw No. 1339, 2022

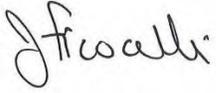
At the June 13, 2022 Regular Council – Public Hearing meeting, Council considered Corporate Report No. 2022-R119: Response to Metro Vancouver Regional Growth Strategy Bylaw No. 1339, 2022, and passed the following resolution

“That Council:

1. Receive this Corporate Report R119 for information;
2. In accordance with Section 436 of the Local Government Act, not accept "Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022" (Metro 2050), on the basis of the reason outlined in the attached Appendix "I";
3. As required in Section 436 of the Local Government Act, advise Metro Vancouver that the City of Surrey is not willing to accept inclusion of the provisions to which it objects, as outlined in Appendix "I", into the Regional Growth Strategy, unless the provision to which it objects will not apply to Surrey;
4. If Metro Vancouver does not approve Council's request to remove the applicability of the above-noted provision to the City of Surrey then Council approves a request for a facilitator be appointed by the Province as provided for in Section 435 of the Local Government Act, to monitor and support discussions between Metro Vancouver and the City of Surrey to address the City of Surrey's objections to the proposed Regional Growth Strategy; and
5. Direct the City Clerk to forward a copy the report, along with the related Council resolution, to Metro Vancouver.

In accordance with the above resolution, enclosed herewith please find a copy of the relevant Corporate Report, together with Council Resolution RES. R22-1116.

Yours truly,

A handwritten signature in black ink, appearing to read "JFicocelli". The signature is written in a cursive, flowing style.

Jennifer Ficocelli
City Clerk

JF/GY

Encls.

CORPORATE REPORT

NO: R119

COUNCIL DATE: June 13, 2022

REGULAR COUNCIL

TO: Mayor & Council

DATE: June 9, 2022

FROM: Acting General Manager, Planning &
Development

FILE: 0450-30 (Metro
2050)

SUBJECT: Response to Metro Vancouver Regional Growth Strategy Bylaw No. 1339, 2022

RECOMMENDATION

The Planning & Development Department recommends that Council:

1. Receive this report for information;
2. In accordance with Section 436 of the *Local Government Act*, not accept "Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022" (Metro 2050), on the basis of the reason outlined in the attached Appendix "I";
3. As required in Section 436 of the *Local Government Act*, advise Metro Vancouver that the City of Surrey is not willing to accept inclusion of the provisions to which it objects, as outlined in Appendix "I", into the Regional Growth Strategy, unless the provision to which it objects will not apply to Surrey;
4. If Metro Vancouver does not approve Council's request to remove the applicability of the above-noted provision to the City of Surrey then Council approves a request for a facilitator be appointed by the Province as provided for in Section 435 of the *Local Government Act*, to monitor and support discussions between Metro Vancouver and the City of Surrey to address the City of Surrey's objections to the proposed Regional Growth Strategy; and
5. Direct the City Clerk to forward a copy this report, along with the related Council resolution, to Metro Vancouver.

INTENT

The purpose of this report is to respond to the statutory request by Metro Vancouver to member local governments for acceptance of the Regional Growth Strategy ("RGS") and to outline provisions within Metro 2050 that the City of Surrey (the "City") objects to and the rationale for the objection.

BACKGROUND

On April 26, 2019, the Metro Vancouver Regional District Board (the “MVRD Board”) passed a resolution to initiate an update to the RGS, Metro Vancouver Shaping Our Future (“Metro 2040”). This update (“Metro 2050”) would replace Metro 2040 and extend the RGS to the year 2050.

Between January and May of 2021, Metro Vancouver staff worked with staff from member jurisdictions, First Nations, and other regional stakeholders through the Metro 2050 Intergovernmental Advisory Committee. Drafts of each of the goal areas were presented to the Metro Vancouver Regional Planning Committee (“RPC”) and the MVRD Board between March and May 2021.

The complete draft of the updated RGS, Metro 2050, was provided to the RPC and the MVRD Board in June 2021, with a recommendation to commence a comment period for member jurisdictions, First Nations, and other regional stakeholders. The comment period ended on November 26, 2021.

At the November 22, 2021 Regular Council Public Hearing meeting, Council received Corporate Report No. R231; 2021 (attached as Appendix “II”) and referred it back to staff to add additional comments. Council highlighted areas of concern, including the overall scope of the RGS review and regional authority in land use matters. Further, Council noted that the City is best suited to understanding its local context in consideration of the Urban Containment Boundary (“UCB”). As well, to address the region’s limited supply of vacant industrial land, Council commented that the Metro 2050 scope of work be expanded to include a land use designation review including the redesignation of the rural area south of the South Campbell Heights Plan to Mixed Employment.

At the December 20, 2021 Regular Council Public Hearing meeting, Surrey Council passed the following resolution:

That Surrey Council request that Metro Vancouver allow additional time for Surrey Council to review and fully understand Metro Vancouver’s draft Regional Growth Strategy - Metro 2050, prior to the City providing comments on the strategy; and to assist with the review, Surrey Council requests that Metro Vancouver staff schedule a workshop with Surrey Council to provide an opportunity to review and ask questions regarding the draft Regional Growth Strategy - Metro 2050.

At the April 29, 2022 MVRD Board meeting, the proposed Metro Vancouver Regional Growth Strategy Bylaw (Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022) was referred to local governments, including the City of Surrey, for acceptance. On May 3, 2022, the City received the formal notice of the RGS acceptance request (Appendix “III”). In accordance with Section 436 of the *Local Government Act*, affected local governments must, by way of a Council resolution submitted to Metro Vancouver and within 60 days of receipt of the notice (July 2, 2022), accept the RGS or communicate to Metro Vancouver that they do not accept the RGS.

DISCUSSION

Objection to Provisions in Metro 2050

If an affected local government does not accept the RGS, it must indicate by way of a resolution within the 60-day period:

- (a) the provision(s) to which it objects;
- (b) the reasons for its objection; and
- (c) whether it is willing that a provision to which it objects be included in the RGS on the basis that the provision will not apply to its jurisdiction.

As referenced at the November 22, 2021 Council meeting, Council has identified a number of concerns with Metro 2050. In terms of the concerns that relate to provisions within the proposed RGS, these pertain to the UCB and Metro Vancouver's involvement in local land use issues. These specific provisions in Metro 2050 are listed in Appendix "I" of this report and are further detailed below:

Objection: The Current Urban Containment Boundary Does Not Appropriately Consider Surrey's Context.

The specific provisions in Metro 2050 that relate to this objection are:

- Part D Urban Containment Boundary, Regional Land Use Designations, Overlays and Projections, specifically Urban Containment Boundary and Map 2 (p.14 and p.105).
- Part E Goals, Strategies and Actions, specifically subsection 1.1.9 depicts the Urban Containment Boundary on a map, generally consistent with the Regional Land Use Designations and Map 2 (p.29 and p.105).
- Part F Implementation, specifically subsection 6.3.3 that requires Type 2 amendments require an affirmative two-thirds weighted vote of the MVRD Board for amendments from Rural to Industrial. Employment or General Urban regional land use designations (p. 89).

Rationale for Objection

Escalating Land Costs and Limited Land Supply

The Metro 2050 UCB does not give enough consideration to the issue of limited land supply and escalating land costs to accommodate large parcel sizes for employment uses. In this context, Surrey has accommodated a significant portion of the region's population and employment growth, and between 2011 and 2020, 98% of its growth has occurred within its UCB.

The UCB makes it challenging for municipalities to consider and respond to changing future market conditions, including regionally pressing issues such as diminishing supply of and increasing demand for industrial land. Additional industrial lands are needed to allow for uses such as warehouses and other distribution functions to provide for a resilient supply chain system. Activities associated with these uses cannot easily be accommodated in Urban Centres or Frequent Transit Development Areas, or in small fragmented industrial parcels.

While the City continues to support the goal to focus growth within the UCB, given the current limited employment land supply and escalation of land values, there is merit in expanding the UCB with existing Rural land to provide opportunities to accommodate additional employment growth as Surrey has Rural-Designated land that may be ideal for these types of industrial purposes: larger parcel sized land that is located close to major goods movement routes.

Intent of Rural Designation and Surrey's Significant Percentage of Agricultural Land

The intent of the Rural designation is to protect land for agriculture and natural areas and preserve a rural characteristic. Only 1% (380 ha.) of Surrey's land is designated for Rural; however, Surrey has approximately 30% (~9,300 ha.) of its land base designated for Agriculture, most of which is protected within the Agricultural Land Reserve ("ALR"). Given the significant proportion of protected agricultural land in Surrey, redesignation of these Rural lands outside of the ALR would have little impact on the intent to provide and protect land for natural areas and agricultural purposes.

Proposed Change to Address Objection

It is recommended that Metro Vancouver allow the City to amend Rural lands to Industrial, Employment or General Urban regional land use designations without the need for consideration by the MVRD Board.

Next Steps

Once the acceptance period is complete, Metro Vancouver staff will bring forward received acceptances with an assessment of alignment and support across the region. The MVRD Board will be given an opportunity to consider Third Reading, and if support has been broadly achieved, Final Reading and Adoption of the updated RGS bylaw. This opportunity is anticipated to occur at the MVRD Board's July 29, 2022 meeting.

If one or more affected local governments refuses to accept the RGS, as per Section 439 of the *Local Government Act*, the MVRD Board must notify the Minister of Municipal Affairs in writing. The Minister must then initiate a non-binding resolution process to attempt to reach acceptance on the RGS before the RGS is adopted. Any affected local government may participate in a non-binding resolution process. The choice of non-binding resolution process is determined collaboratively between the MVRD Board and the affected local government(s) that refused to accept the RGS.

Legal Services Review

Legal Services has reviewed this report and have no concerns.

SUSTAINABILITY CONSIDERATIONS

This work supports the objectives of the City's Sustainability Charter 2.0. In particular, this work relates to the Sustainability Charter 2.0 themes of Built Environment and Neighbourhoods, Ecosystems and Infrastructure. Specifically, they support the following Strategic Directions ("SD") and Desired Outcomes ("DO"):

- Neighbourhoods and Urban Design DO6: Land is used efficiently and sensitively, and development minimizes the impacts on the natural environment, viewscales, agricultural land and urban wildlife;
- Neighbourhoods and Urban Design DO8: The built environment enhances quality of life, happiness and well-being;
- Buildings and Sites DO15: All new buildings, public places and outdoor spaces are welcoming, safe and universally accessible;
- Buildings and Sites SD15: Provide greater multi-family housing choice and options for affordability and accessibility;
- Neighbourhoods and Urban Design SD6: Provide a range of community amenities including culture, recreation, health, and educational facilities in each Town Centre;
- Natural Areas, Biodiversity and Urban Forest DO1: Parks, natural areas, urban forests and habitat corridors are interconnected throughout Surrey and the region, creating healthy places for people and wildlife;
- Green Infrastructure DO12: Surrey protects ecosystem services and manages natural assets in order to create resiliency to adapt and thrive in a changing climate; and
- All Infrastructure DO4: Ecosystems and natural assets are an essential part of the community's infrastructure system.

CONCLUSION

This report responds to the statutory request by Metro Vancouver to member local governments for acceptance of the RGS, and outlines a provision within Metro 2050 that the City objects to as well as the rationale for this objection. Specifically, the City does not accept provisions in Metro 2050 on the basis that the current UCB does not appropriately consider Surrey's context and the need for additional industrial lands in the region.



Jeff Arason, P.Eng.
Acting General Manager,
Planning & Development

PH/cc

Appendix "I" – Summary of the City's Objection to Metro 2050

Appendix "II" – Corporate Report No. R231; 2021

Appendix "III" - MVRD Board Notice of Metro 2050 Acceptance Request

Summary of the City’s Objections to Metro 2050

Objection: The current Urban Containment Boundary does not appropriately consider Surrey’s context.

Provisions: Part D Urban Containment Boundary, Regional Land Use Designations, Overlays and Projections, specifically Urban Containment Boundary and Map 2 (p.14 and p.105); and Part E Goals, Strategies and Actions, specifically subsection 1.1.9 depicts the Urban Containment Boundary on a map, generally consistent with the Regional Land Use Designations and Map 2 (p.29 and p.105). Part F Implementation, specifically subsection 6.3.3 that requires Type 2 amendments require an affirmative two-thirds weighted vote of the MVRD Board for amendments from Rural to Industrial, Employment or General Urban regional land use designations (p. 89).

Reasons: The Metro 2050 Urban Containment Boundary (“UCB”) does not give enough consideration to the issue of limited land supply and escalating land costs to accommodate large parcel sizes for employment uses. In support of the UCB, Surrey has accommodated a significant portion of the region’s population and employment growth, and between 2011 and 2020, 98% of its growth has occurred within its UCB. While the City continues to support the goal to focus growth within the UCB, given the current limited employment land supply, escalation of land values and the limited amount of Rural lands in most member municipalities, there is merit in adding Rural Designated land (which only represents 1% of the land available in Surrey) to the UCB which will provide opportunity to accommodate additional employment growth.

CORPORATE REPORT

NO: R231

COUNCIL DATE: November 22, 2021

REGULAR COUNCIL

TO: Mayor & Council DATE: November 18, 2021

FROM: Acting General Manager, Planning & Development
General Manager, Engineering
General Manager, Parks, Recreation & Culture FILE: 0450-01

SUBJECT: Comments on Metro Vancouver's Draft Regional Growth Strategy -
Metro 2050

RECOMMENDATION

The Planning & Development, Engineering and Parks, Recreation & Culture Departments recommend that Council:

1. Receive this report for information;
2. Endorse staff's comments on Metro Vancouver's Draft Regional Growth Strategy - Metro 2050; and
3. Instruct the City Clerk to forward a copy of this report and the related Council resolution to Metro Vancouver before November 26, 2021.

INTENT

The purpose of this report is to provide information to Council on Metro Vancouver's Draft Regional Growth Strategy - Metro 2050 ("Metro 2050") attached as Appendix "I", and to provide staff comments on the draft for submission to Metro Vancouver within the consultation period ending November 26, 2021.

POLICY CONSIDERATIONS

Under the provisions of the *Local Government Act*, regional districts are required to prepare a regional scale land use plan, called a Regional Growth Strategy ("RGS"). The RGS must cover a period of at least 20 years and include a comprehensive statement on the future of the region, including social, economic, and environmental objectives, population and employment projections, and proposed actions regarding housing, transportation, regional services, parks and natural areas, and economic development.

Once a RGS has been adopted by a majority vote of the regional board, the *Local Government Act* requires that each municipality within the regional district prepare and adopt a Regional Context Statement (“RCS”) as a part of its Official Community Plan (“OCP”). The RCS must explain the relationship between the OCP and the RGS, and how the OCP will be made consistent with the RGS.

The current RGS, *Metro Vancouver 2040: Shaping our Future* (“Metro 2040”) was adopted by the Metro Vancouver Board and ratified by member municipalities in 2011. The proposed update to the RGS would replace the 2011 document. Within two years of the adoption of the revised RGS, all municipalities within Metro Vancouver will be required to update their RCS to work toward achieving the strategies in the RGS. The current draft of the RGS specifies approximately 40 areas where municipalities will be required to include specific policies and maps in its OCP consistent with the direction of the RGS.

BACKGROUND

On April 26, 2019, the Metro Vancouver Regional District Board (the “MVRD Board”) passed a resolution to initiate an update to Metro 2040. As part of that process, Metro Vancouver staff implemented an Engagement Plan, including eleven themed policy reviews to identify opportunities to enhance policies and identify and address policy gaps.

Between January and May of 2021, Metro Vancouver staff worked with staff from member jurisdictions, First Nations, and other regional stakeholders through the Metro 2050 Intergovernmental Advisory Committee (“IAC”). Drafts of each of the goal areas were presented to the Metro Vancouver Regional Planning Committee (“RPC”) and the MVRD Board between March and May 2021.

The complete draft of Metro 2050 was provided to the RPC and the MVRD Board in June 2021 with a recommendation to commence a comment period for member jurisdictions, First Nations, other regional stakeholders. The public was also invited to review and provide comment on the draft through the Metro 2050 webpage of the Metro Vancouver website and were able to submit comments by email or through an online comment form. Videos providing an overview of Metro 2050 were released and promoted over social media, and Metro Vancouver staff also hosted a public webinar in the Fall of 2021.

During the Summer and early Fall of 2021, Metro Vancouver staff convened a series of working group sessions for Metro 2050 IAC members focused on specific topic areas of Metro 2050. The objective of the sessions were to provide information and discuss concerns to support the preparation of formal comments. The working group topics included: Major Transit Growth Corridors; affordable housing targets; updated Urban Centre framework and permitting residential within employment areas near rapid transit stations. Surrey staff participated in these working groups and provided feedback.

The formal comment period will end on November 26, 2021. This scheduling allows for the relevant bylaws to be finalized and prepared for initial consideration by the MVRD Board in January 2022. The comment period will also provide an opportunity to assess general support for the overall direction outlined in Metro 2050, and, if necessary, to consider amending the timeline to allow for additional engagement.

DISCUSSION

The proposed RGS update extends the strategy to the year 2050 and builds on the existing framework. It provides a greater focus on climate adaptation and includes the addition of an equity lens. Policy actions for Metro Vancouver and municipalities have also been updated to reflect plans that have been completed since Metro 2040’s adoption, with a greater focus on affordable housing in transit locations and enhanced integration of land use and transportation planning.

Metro 2050 Adjusted Goal Framework

Metro 2050, reinforces and enhances existing policy directions and responds to new and emerging policy issues with new content in the following areas:

- Actions to reduce GHG emissions have been integrated across the five goal areas;
- Support for affordable housing to respond to the ongoing housing affordability crisis in the Metro Vancouver region;
- Social equity outcomes integrated throughout and noted as an objective of the strategy;
- Major Transit Growth Corridors Overlay – these corridors will serve as the as the organizing framework for transit-oriented growth in the region, working together and in support of Urban Centres and TransLink’s Major Transit Network;
- Trade-Oriented Overlay - this new overlay would identify industrial lands that are intended to support goods movement in, out and through the Metro Vancouver region;
- Allowance of residential uses in the Mixed Employment Designation within 200 metres of rapid transit stations; and
- Sub-regional Growth Projections - a new “sub-regional” approach to growth projections has been introduced; the region has been divided into six subregions.

The Metro 2050 Goals Framework has been adjusted to allow a greater focus on diverse and affordable housing policies. In Metro 2040, these housing policies were discussed under “Goal 4 Develop Complete Communities”. In Metro 2050, the housing policies are now a stand-alone goal: “Goal 4 Provide Diverse and Affordable Housing Choices”. The remaining policies related to complete communities under Metro 2040 Goal 4 have moved into “Goal 1 Create a Compact Urban Area”. The table below provides a comparison of the Metro 2050 and Metro 2040 Goals.

Metro 2040 Goals Framework		Metro 2050 Goals Framework	
Goal 1	Create a Compact Urban Area	Goal 1	Create a Compact Urban Area
Goal 2	Support a Sustainable Economy	Goal 2	Support a Sustainable Economy
Goal 3	Protect the Environment and Respond to Climate Change Impacts	Goal 3	Protect the Environment and Respond to Climate Change and Natural Hazards
Goal 4	Develop Complete Communities	Goal 4	Provide Diverse and Affordable Housing Choices
Goal 5	Support Sustainable Transportation Choices	Goal 5	Support Sustainable Transportation Choices

New Themes and Content in Metro 2050

Metro 2050 reinforces and enhances existing policy directions and responds to new and emerging policy issues in the following areas:

Climate Action Through Reduction of Greenhouse Gas Emissions

Actions to reduce greenhouse gas (“GHG”) emissions have been integrated across the five goal areas. Goal 1 includes supportive policies to limit development outside the Urban Containment Boundary and outside Urban Centres and Major Transit Growth Corridors. Goal 3 includes new GHG monitoring actions for Metro Vancouver and for member jurisdictions to demonstrate how they will contribute to the regional target of carbon neutrality by 2050.

These Metro 2050 policies are complementary to the City’s work on the update to the Climate Change Action Strategy (the “CCAS”). The CCAS similarly seeks to embed the work of climate action in plans, policies and programs across the City. These updates will strengthen the connections between Metro 2050 and the recently adopted climate action targets and will provide additional regional-level information that can support the ongoing update to the CCAS.

Climate Change and Natural Hazard Resiliency

In recognition of the multiple natural hazards and climate change impacts the region is exposed to, Metro 2050 contains a greater emphasis on adaptation actions such as encouraging the adoption of local flood hazard policies, discouraging new development in areas with known and unmitigated hazards, and an action for Metro Vancouver to lead the preparation of a multi-hazard risk assessment and map.

Surrey has identified and mapped specific Development Permit (“DP”) Areas in the OCP as Hazard Lands. These DP areas address development in steep slopes, as well as flood prone lands to protect people, property, and natural environment from natural hazards due to development in unsafe areas.

Ecosystem and Tree Canopy Cover Targets

Goal 3 contains two new regional targets for all members to work toward while respecting the context of their local community. First, a target to protect 50% of the region’s land base for nature (40% is protected now), and second, to expand the region’s Tree Canopy Cover (“TCC”) within the Urban Containment Boundary from 32% to 40%. Metro Vancouver’s current definition of ‘protected’ is limited to Federal, Provincial Parks, terrestrial-based Wildlife Management Areas, Ecological Reserves, Regional Parks, Watersheds, Lower Seymour Conservation Reserve, Municipal Parks, Buntzen Lake, UBC Malcolm Knapp, and BCIT sites. Other local protection measures (e.g., Development Permit Areas, covenants, etc.) are not represented in the Metro Vancouver map but will be updated over time.

The City is supportive of the targets, as the regional goal is accompanied by policy that allows municipalities to establish local targets which will ultimately contribute toward achieving the regional target. This allows flexibility to allow the City to consider its own context and establish an appropriate target for Surrey. The City is undertaking an Urban Forest Management Strategy to determine what TCC percent is appropriate for Surrey. The Strategy will also consider various zoning types and the kind of coverage that is typical for various types of development.

Surrey also has identified and mapped Sensitive Ecosystem Development Permit Areas in the OCP. These identify streamside areas and guidelines to ensure development activity does not encroach on aquatic habitat and riparian areas. As well, these Development Permit guidelines are intended to maintain and enhance ecosystems and critical habitat for at-risk species.

Surrey has a significant portion of land identified as the Green Infrastructure Network (“GIN”) as defined in Surrey’s Biodiversity Conservation Strategy (“BCS”). This land contributes substantial land area toward the regional goal. Surrey will continue to acquire lands identified in the GIN through the Secondary Land Use Plan process, and direct acquisition using the City-wide Development Cost Charge fund. The future acquisition of BCS lands and protection of land through the Development Permit Areas will further contribute to the regional ecosystem land base target.

Promoting and Supporting Affordable Housing

Metro 2050 contains a Goal and three new strategies dedicated to housing policies to respond to the ongoing housing affordability crisis in the region. These policy actions emphasize: the need to expand the supply of transit-oriented, affordable rental housing; the expansion of housing supply to meet a variety of needs; protecting renters; and providing options for people experiencing or at risk of homeless and people with very low incomes. There are also multiple new advocacy actions calling on senior levels of government to fund and legislate new measures enabling local governments to take stronger action on housing.

The third strategy, to expand and retain rental housing supply, includes a regional target of achieving 15% affordable rental housing in Urban Centres and Frequent Transit Development Areas. Municipalities will be required to indicate how, within their local context, they will work towards the regional target.

Policy work in Surrey aligns with the Metro 2050 focus on affordable housing. The City completed its Affordable Strategy in 2018, which focused on purpose-built market and non-market rental housing in Surrey. The strategies specifically are to:

- Prevent the loss of purpose-built rental housing;
- Strengthen protection for tenants;
- Encourage the development of new purpose-built rental housing; and
- Increase the supply of housing affordable to renter households with low to moderate incomes,

As well, the City has recently completed a Housing Needs Report to help establish need for various housing and unit types across the City. A report under separate cover at the November 22, 2021 Council Meeting will detail the Housing Needs Report. The Housing Needs Report will help to better understand current and future housing needs and inform future planning work. The Housing Needs Report focuses on key issues and populations including:

- Affordable housing;
- Rental housing;
- Special needs housing;
- Housing for seniors;
- Housing for families;

- Shelters for people experiencing homelessness and housing for people at risk of homelessness;
- Affordable housing along the Fraser Highway Skytrain Corridor Planning Area; and
- Urban Indigenous housing.

Mixed Employment Designation and Residential Uses at Transit Stations

Metro 2050 proposes changes to the Mixed Employment Designation to include a provision for added flexibility for areas near rapid rail transit stations. The current Regional Mixed Employment Designation in Metro 2040 does not permit residential uses. The proposal in Metro 2050 is to allow residential uses on upper floors of higher density buildings within 200 metres of SkyTrain stations within areas designated as Mixed Employment. Commercial and light industrial uses are to be located on the ground or lower floors. Residential uses are intended to support other regional growth strategy objectives regarding the provision of affordable rental housing near transit.

In Surrey, Mixed Employment Designations exist within 200 metres of proposed stations along the future Fraser Highway SkyTrain line. Rental residential would be considered important in such locations. If this change is supported, it would for example allow residential uses in the form of mixed-use development at sites located at the 166 Street Skytrain Station that are currently being used for large format commercial. The Fortis BC office already has employment uses, and expansion would likely include intensification of these uses, but the option for including residential is supportable.

Major Transit Growth Corridors Overlay

A new Major Transit Growth Corridor (“MTGC”) Overlay has been introduced in Metro 2050. This layer identifies locations where regionally significant growth is anticipated that aligns with some of the major transit investments that are planned. This supports member jurisdictions in determining where, how, and when growth and development density are distributed, including improved transit-oriented housing choices, while also supporting the regional need for greater coordination of growth and services. This approach supports the work to further integrate Metro 2050 and Transport 2050 planning.

The draft MTGC’s and draft Major Transit Network (“MTN”) are still subject to review and confirmation. The preliminary concept is shown on Map 5 of Appendix “I”. The draft MTN concept has been developed as part of TransLink’s Transport 2050 process and will be confirmed with the finalization of that work. An important consideration is that not all MTN corridors will have an associated MTGC. The MTGC is simply focused areas of transit related growth and the remaining MTN’s will have an associated growth that may not necessarily be as regionally significant.

The draft MTGC’s for Surrey have been identified along:

- Fraser Highway – to align with the Surrey Langley SkyTrain;
- King George Boulevard Corridor- between City Centre and South Surrey – to align with the existing R1 King George Rapid Bus and future Rapid Transit;
- Scott Road - between Scott Road Station and 72 Avenue – to align with the planned R6 Scott Road Rapid and future Rapid Transit; and

- 24 Avenue - between 152 Street and 176 Street – to align with proposed service improvements ultimately leading to potential rapid transit.

Trade-Oriented Land Overlay

The new Trade-Oriented Land overlay has been introduced to protect industrial lands that are intended to support goods movement in, out and through the Metro Vancouver region, and keep British Columbia and Canada connected to the global supply chain. These lands are occupied by such uses as: terminal facilities, distribution centres, warehouses, container storage, and freight forwarding activities that serve a national trade function and contribute to the provincial and regional economies. These operations generally require large sites and are located near major transportation infrastructure corridors and terminals. Industrial lands with a Trade-Oriented Land Overlay are not intended for stratification tenure or small lot subdivision.

City staff would need to assess if adding sites to the Trade-Oriented Overlay would be suitable. Metro Vancouver staff have confirmed that the addition of sites to this overlay are within the control of each municipality. As part of the upcoming OCP review process staff will assess sites to ensure that this overlay would make sense in Surrey. Staff concerns are two-fold: first, most of trade-oriented lands are not employment intensive (i.e., container storage). Second, the potential loss of flexibility for property owners due to the proposed reduction in ability for stratification tenure.

Given the importance of these types of trade-enabling lands, City staff support the introduction of the Trade-Oriented Overlay, as long as the decision to use or not to use the overlay remains with each municipality and their respected elected officials.

Regional Growth Projections

The Metro 2050 projections are proposed at the regional and sub-regional scale, rather than by member jurisdiction (as is done in Metro 2040). This enables better alignment between planned infrastructure investments being undertaken by Metro Vancouver Utilities and TransLink, while mitigating the static nature of the regional growth strategy and needed flexibility for member jurisdictions. The updated population, dwelling unit and employment projections to 2050 are based on improved methodology that is scenario-based with a range built in to address short terms shocks and uncertainties such as the one presented by COVID-19.

This subregional approach has the advantage of being less sensitive to the short-term oscillations and corrections that tend to happen within individual municipalities and changes in the housing market and economy. A principal benefit will be that the data behind the projections will be more accurate, and Metro 2050 will not need to be frequently amended to keep the projections current.

Specifically, the region has been divided into six subregions and the 30-year projections for growth are presented at the sub-regional level.

The Metro 2050 Sub-regions are:

- *North Shore:*
City of North Vancouver, Districts of North Vancouver and West Vancouver, Electoral Area A, and Lions Bay

- *Burrard Peninsula:*
Cities of Burnaby, New Westminster and Vancouver, UEL, and UBC
- *Tri-Cities:*
Cities of Coquitlam, Port Coquitlam, and Port Moody, Villages of Anmore and Belcarra
- *South of Fraser - West:*
Cities of Delta and Richmond, Tsawwassen First Nation
- *South of Fraser - East:*
Cities of Langley, Surrey, White Rock, and Langley Township
- *North East:*
Cities of Maple Ridge and Pitt Meadows

The sub-regional projections are shown in Table 1 of Appendix “I”. There was significant engagement with member jurisdictions, including Surrey, in the development of the projections. Surrey is part of the South of Fraser-East sub-region. By 2050, the for the South of Fraser East the population is projected to be 1,185,100, with 441,000 dwelling units and 465,200 jobs.

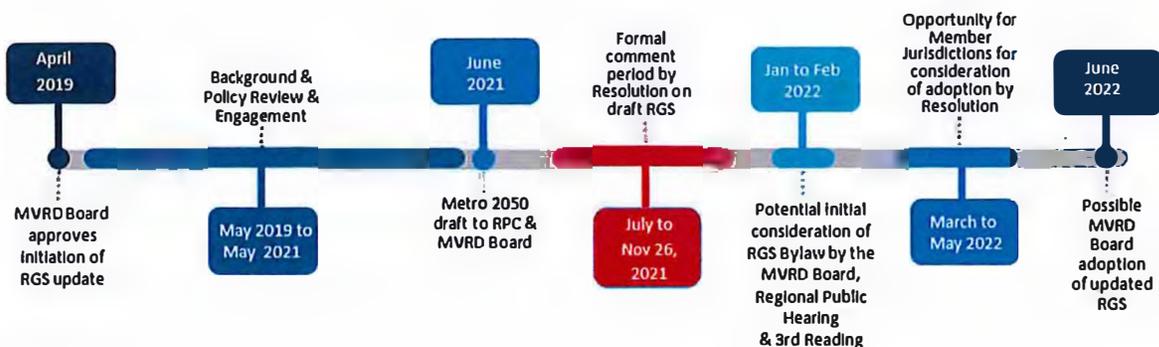
Individual member jurisdiction projections will still be prepared and will be reported out annually, independent of the RGS. Once the RGS is approved, along with the sub-regional projections, the individual municipal growth projections will be published as data on the Metro Vancouver website.

It is expected that over 70% of the sub-regional growth is projected to be in Surrey. Similarly, 67% of projected housing growth of sub-regional dwelling units is allocated to Surrey and 75% of the new sub-regional jobs (2016-2050) have been allocated to Surrey. These individual member projections will be updated annually.

Next Steps

Figure 1 below illustrates the process and draft timeline. Staff are currently in the formal comment period, shown in red.

Figure 1. RGS Update Process - Draft Timeline



The Metro 2050 comment period will close on November 26, 2021. If additional engagement is not requested by member jurisdictions, Metro Vancouver staff will produce a final draft RGS to present to the Regional Planning Committee and Metro Vancouver Board. As indicated in the discussion above, staff have found that Metro 2050 is complementary and/or consistent with actions the City has taken or plans that in development, and as such, staff have no concerns with Metro 2050 as it has been developed to date. Given the above, staff are not seeking an additional engagement opportunity with Metro Vancouver staff.

It is anticipated that the RGS will be forwarded for initial consideration by the MVRD Board in January 2022 in accordance with the Board approved timeline. A RGS Bylaw will be considered for First and Second reading by the RPC and MVRD Board, and a regional public hearing held, and third reading considered in February of 2022.

The period between March and May of 2022 will be the opportunity for member jurisdiction councils, and the Boards of the Fraser Valley and Squamish-Lillooet Regional Districts and TransLink, to consider acceptance of Metro 2050 by resolution. If a local government refuses to accept the RGS, it must indicate the provisions to which it objects and the reasons for its objection. If no response is provided to Metro Vancouver within the 60-day period, the local government is deemed to have accepted the RGS.

In June of 2022, at the end of the acceptance period, the Metro 2050 Bylaw will be presented to the MVRD Board for consideration of adoption. If one or more affected local governments refuse to accept, then the MVRD Board must notify the Minister, who will then set in motion the settlement process which will focus on and resolve the issues raised by the non-accepting municipalities. All affected local governments are entitled to participate in any non-binding resolution processes used to resolve an objection or anticipated objection by an affected local government.

Following the adoption of Metro 2050, the City will have two years (to July 2024) to submit a new RCS that demonstrates how Surrey's OCP is generally consistent, or will work towards consistency, with Metro 2050.

SUSTAINABILITY CONSIDERATIONS

This work supports the objectives of the City's Sustainability Charter 2.0. In particular, it relates to the Sustainability Charter 2.0 themes of Built Environment and Neighbourhoods, Ecosystems and Infrastructure. Specifically, they support the following Strategic Directions ("SD") and Desired Outcomes ("DO"):

- Neighbourhoods and Urban Design DO6: Land is used efficiently and sensitively, and development minimizes the impacts on the natural environment, views, agricultural land and urban wildlife;
- Neighbourhoods and Urban Design DO8: The built environment enhances quality of life, happiness and well-being;
- Buildings and Sites DO15: All new buildings, public places and outdoor spaces are welcoming, safe and universally accessible;
- Buildings and Sites SD15: Provide greater multi-family housing choice and options for affordability and accessibility;
- Neighbourhoods and Urban Design SD6: Provide a range of community amenities including culture, recreation, health, and educational facilities in each Town Centre;

- Natural Areas, Biodiversity and Urban Forest DO1: Parks, natural areas, urban forests and habitat corridors are interconnected throughout Surrey and the region, creating healthy places for people and wildlife;
- Green Infrastructure DO12: Surrey protects ecosystem services and manages natural assets in order to create resiliency to adapt and thrive in a changing climate; and
- All Infrastructure DO4: Ecosystems and natural assets are an essential part of the community's infrastructure system.

CONCLUSION

On April 26, 2019, the MVRD Board passed a resolution to initiate an update to Metro 2040. The current RGS, Metro 2040, was adopted by the Metro Vancouver Board and ratified by member municipalities in 2011. The proposed update to the RGS would replace the 2011 document.

The proposed RGS update (Metro 2050) extends the strategy to the year 2050 and builds on the existing Metro 2040 framework. It provides a greater focus on climate adaptation and includes the addition of an equity lens. Policy actions for Metro Vancouver and municipalities have also been updated to reflect plans that have been completed since Metro 2040's adoption, with a greater focus on affordable housing in transit locations and enhanced integration of land use and transportation planning.



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Parks, Recreation & Culture

PH/cc

Appendix "I" - Draft Metro Vancouver Regional Growth Strategy- Metro 2050

Note: Appendix available upon request

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

May 3, 2022

File: CR-12-01
Ref: RD 2022 Apr 29

Mayor Doug McCallum and Council
City of Surrey
13450 - 104 Avenue
Surrey, BC V3T 1V8
VIA EMAIL: mayor@surrey.ca; clerks@surrey.ca

Dear Mayor McCallum and Council:

Submission of *Metro 2050* for Acceptance by Affected Local Governments

Metro Vancouver has been working closely with member jurisdictions, local First Nations, and other agencies and organizations over the past three years on the review and update of the regional growth strategy. Thank you for your participation and thoughtful contributions to the *Metro 2050* process. *Metro 2050* will replace *Metro Vancouver 2040: Shaping our Future*, and will guide land use decisions in Metro Vancouver over the coming decades.

Metro 2050 introduces important new and enhanced policies that will help Metro Vancouver, member jurisdictions, TransLink, and other parties address the significant challenges facing this region - including climate change, housing affordability, equity, and resilience - and will advance our shared vision for a sustainable, prosperous, and livable region.

Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022, was given first and second readings by the Metro Vancouver Board on March 25, 2022, and a public hearing was held on April 20, 2022. At its meeting of April 29, 2022, the Metro Vancouver Board resolved to refer *Bylaw No. 1339, 2022* to all affected local governments (signatories) for acceptance. A copy of the Bylaw and the accompanying report dated April 22, 2022, titled "*MVRD Regional Growth Strategy Bylaw No. 1339, 2022*, a bylaw to adopt *Metro 2050* – Public Hearing Minutes and Bylaw Referral for Acceptance" is attached.

In accordance with Section 436 of the *Local Government Act*, affected local governments must, by way of a council resolution submitted to Metro Vancouver and within 60 days of receipt of this notice, accept the regional growth strategy. The *Local Government Act* affirms that if an affected local government fails to act within the period for acceptance, it is deemed to have accepted the regional growth strategy.

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If an affected local government does not accept the regional growth strategy, it must indicate by way of a resolution within the sixty (60) day period: (a) the provision(s) to which it objects, (b) the reasons for its objection, and (c) whether it is willing that a provision to which it objects be included in the regional growth strategy on the basis that the provision will not apply to its jurisdiction.

Upon the conclusion of the acceptance period, Metro Vancouver staff will be reporting to the Metro Vancouver Board at its July 29, 2022 meeting on the status of affected local government acceptances, and, if appropriate, whether third reading and adoption of *Bylaw No. 1339, 2022* may be considered. Correspondingly, this will repeal *Metro 2040* (i.e. *Greater Vancouver Regional District Regional Growth Strategy Bylaw No. 1136, 2010*, as amended).

At the April 29, 2022 Metro Vancouver Board meeting, staff provided a summary of the engagement on the development of *Metro 2050* over the past three years. The Board expressed that this would be helpful context for member jurisdictions, and asked that the presentation be attached to the consideration of acceptance letter and email going to affected local government Councils and Boards. Please find attached the presentation titled "*Metro 2050: Public Hearing and Referral for Acceptance*".

Council resolutions can be sent to Chris Plagnol, Corporate Officer, Metro Vancouver, by email at Chris.Plagnol@metrovancover.org.

If you have any questions about the regional growth strategy or the process for adopting the Bylaw, please do not hesitate to contact Heather McNell, General Manager, Regional Planning and Housing Services, by email at Heather.Mcnell@metrovancover.org or by phone at 604-436-6813.

Yours sincerely,



Sav Dhaliwal
Chair, Metro Vancouver Board

SD/JWD/hm

cc: Vincent Lalonde, City Manager, City of Surrey
Preet Heer, Manager of Community Planning, City of Surrey
Jerry W. Dobrovlny, Commissioner/Chief Administrative Officer, Metro Vancouver
Heather McNell, General Manager, Regional Planning and Housing Services, Metro Vancouver
Chris Plagnol, Corporate Officer, Metro Vancouver

Enclosures:

1. Report dated April 22, 2022, titled "*MVRD Regional Growth Strategy Bylaw No. 1339, 2022, a bylaw to adopt Metro 2050 – Public Hearing Minutes and Bylaw Referral for Acceptance*"
2. *Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022*
3. Presentation – *Metro 2050* Public Hearing Report and Referral for Acceptance

All enclosures can also be found at this link:

<https://cloudshare.metrovancouver.org:5001/sharing/3wjoLF21c>

To: MVRD Board of Directors

From: Climate Action Committee

Date: July 8, 2022 Meeting Date: July 29, 2022

Subject: **MVRD Open Burning Emission Regulation Bylaw No. 1355, 2022**

CLIMATE ACTION COMMITTEE RECOMMENDATION

That the MVRD Board:

- a) give first, second, and third reading to *Metro Vancouver Regional District Open Burning Emission Regulation Bylaw No. 1355, 2022*; and
 - b) pass and finally adopt *Metro Vancouver Regional District Open Burning Emission Regulation Bylaw No. 1355, 2022*.
-

At its July 8, 2022 meeting, the Climate Action Committee considered the attached report, titled “MVRD Open Burning Emission Regulation Bylaw No. 1355, 2022”, dated June 8, 2022.

The Climate Action Committee directed staff to revise the *Metro Vancouver Regional District Open Burning Emission Regulation Bylaw No. 1355, 2022* to correct three administrative errors prior to bringing it forward to the July 29, 2022 MVRD Board meeting. The corrections pertain to an incorrect section reference and maintaining consistency with the provincial *Open Burning Smoke Control Regulation*.

This matter is now before the Board for its consideration.

Attachments

1. Report titled “MVRD Open Burning Emission Regulation Bylaw No. 1355, 2022”, dated June 8, 2022
2. *Metro Vancouver Regional District Open Burning Emission Regulation Bylaw No. 1355, 2022* (Revised Bylaw)

To: Climate Action Committee

From: Julie Saxton, Air Quality Planner
Esther Berube, Division Manager, Air Quality Bylaw and Regulation Development
Parks and Environment Department

Date: June 8, 2022 Meeting Date: July 8, 2022

Subject: **MVRD Open Burning Emission Regulation Bylaw No. 1355, 2022**

RECOMMENDATION

That the MVRD Board:

- a) give first, second, and third reading to *Metro Vancouver Regional District Open Burning Emission Regulation Bylaw No. 1355, 2022*; and
 - b) pass and finally adopt *Metro Vancouver Regional District Open Burning Emission Regulation Bylaw No. 1355, 2022*.
-

EXECUTIVE SUMMARY

Staff conducted two phases of engagement on a potential emission regulation to manage harmful emissions from open burning of vegetative debris in a simpler, more efficient, and less costly manner than the current Metro Vancouver approvals process. This report presents feedback from the second phase of engagement and seeks Board adoption of a proposed emission regulation that was developed with consideration of issues heard during engagement.

The proposed emission regulation is as stringent or more stringent than the BC *Open Burning Smoke Control Regulation*, and would protect human health and the environment from the impacts of smoke in the Metro Vancouver region, which is more densely populated than the rest of the province. The proposed option of a new emission regulation would result in a more streamlined mechanism for the authorization of controlled emissions from open burning of vegetative debris, such as leaves and branches, compared to the current time-limited approvals process for open burning.

PURPOSE

To seek Board adoption of *Metro Vancouver Regional District Open Burning Emission Regulation Bylaw No. 1355, 2022* (Bylaw 1355) (Attachment 1), to establish requirements to control emissions from open burning of vegetative debris and use alternatives to open burning where feasible.

BACKGROUND

At its meeting on June 25, 2021, the MVRD Board authorized staff to proceed with additional engagement on a potential emission regulation to control emissions from open burning of vegetative debris in Metro Vancouver. This report presents the feedback from engagement and a proposed emission regulation for MVRD Board consideration.

OPEN BURNING AND ITS IMPACTS

Open burning is burning that is conducted outdoors where the emissions do not vent through a chimney or stack. The term “open burning” is used in this report, rather than the previously used “open-air burning”, to better align with provincial terminology within the scope of the BC *Open Burning Smoke Control Regulation* (OBSCR). In the Metro Vancouver region, open burning is used to dispose of vegetative debris generated by land clearing activities, agricultural land management, forestry practices, and residential property maintenance in some member jurisdictions.

Thousands of open burns of various sizes occur in the region each year. Open burning of vegetative debris can produce much more smoke than controlled, enclosed combustion. Exposure to fine particulate matter and other air contaminants found in smoke is associated with negative cardiac and respiratory health effects. Visual air quality can also be degraded, causing safety concerns for navigation or driving. Open burning may contribute to climate change due to the release of short-lived climate forcers such as black carbon (soot) particles, and to ground-level ozone, which can be formed from compounds found in smoke. Metro Vancouver has received complaints and requests for help from the public related to smoke emissions from open burning.

CURRENT EMISSION CONTROL REQUIREMENTS

The OBSCR, a regulation under the *Environmental Management Act* (EMA), describes the conditions and requirements for open burning to be conducted in the province. In addition, *GVRD Air Quality Management Bylaw No. 1082, 2008* (Bylaw 1082) prohibits the disposal of waste by burning unless the discharge is conducted in accordance with a permit, approval, order, or an emission regulation issued or adopted by Metro Vancouver, with some exemptions for specific circumstances related to compliance with requirements of the *Weed Control Act*, the *Wildfire Act*, and the *Fire Services Act*.

Currently, in Metro Vancouver, open burning emissions are authorized using approvals, for a cumulative period of up to 15 months for any given site, after which authorization under a permit is required. The process of applying for an approval can be time-consuming and costly, and once issued, the approval provides no guarantee that conditions conducive to dispersing smoke, which are required for open burning to proceed, will occur within the validity of the approval. Staff engaged on this potential emission regulation, as a means to streamline and simplify authorization of open burning by pre-defining requirements and conditions to protect public health and the environment.

ENGAGEMENT

Metro Vancouver staff engaged affected and interested audiences, other governments including First Nations, member jurisdictions, and the public on the potential bylaw. Initial engagement took place from November 2019 to August 2020 and was reported to the Climate Action Committee and MVRD Board in July 2021 (Reference 1). Refined proposals were developed to support a second phase of engagement, which was conducted between August 2021 and February 2022. This report provides information about the second phase of engagement. Details are provided in Attachment 2.

Engagement activities followed Metro Vancouver’s public engagement policy. Staff promoted opportunities for providing feedback through various channels, including a postcard mail out to all of the agricultural postal codes in the region and water-access communities in Electoral Area A, social media posts, advertisements in association publications, and email invitations. Letters were sent to

local First Nations to provide information about the potential regulation and to offer an opportunity to provide input on the revised proposals. Information, resources, and options for providing feedback were posted on the project webpage.

Staff received feedback at 24 meetings and three webinars as well as through phone calls, emails, and feedback forms. The issues raised and how they have been addressed in the development of the proposed emission regulation are presented in Reference 2. These issues broadly spanned four themes: elements of the proposed emission regulation, the legal framework for authorizing emissions, communication considerations, and topics not directly related to the requirements of the potential emissions regulation. Feedback shared included:

- Questions and concern about restrictions on where, when, and for how long open burning can be conducted
- Questions and concern about restrictions on the materials that can be open burned in general or near neighbouring properties
- Requests for exemptions from the proposed emission regulation under a range of circumstances
- Concern about impacts of the proposed emission regulation on managing wildfire risk, diseased vegetative debris, and ditch maintenance for flood protection
- Questions and concern about proposed administrative requirements, including notification of neighbours, site registration, and record keeping
- Concern about the perceived redundancy of the proposed emission regulation with existing provisions under provincial government and member jurisdictions regulatory requirements
- Questions about the availability and cost of alternatives to open burning for managing vegetative debris, and declarations of increased reliance on alternatives to open burning
- Concern about the effects of smoke on occupants of neighbouring properties
- Support for restrictions and requests for the prohibition of open burning.

PROPOSED BYLAW AND RESPONSE TO FEEDBACK

The OBSCR defines the minimum requirements and conditions for open burning in a High Smoke Sensitivity Zone such as the Metro Vancouver region. The region is generally more densely populated than other parts of the province, resulting in a greater potential for exposure and associated health impacts. To address the health risks associated with higher population density, the proposed emission regulation applies to burning of a broader range of sizes of vegetative debris, with some exceptions for special circumstances posing a higher risk to health or the environment. The feedback received was taken into consideration in drafting the proposed emission regulation, in conjunction with upholding the need to be at least as stringent as the requirements of the OBSCR.

Proposed Scope

Feedback from engagement informed the development of the proposed emission regulation. The proposed emission regulation would allow emissions from open burns of any size of material in up to two piles, each no larger than 2 metres in height and 3 metres in width, as well as open burning conducted using air curtain technology, if the conditions and requirements of the emission regulation are met. Open burning conducted to dispose of vegetative debris that cannot meet the conditions and requirements of the proposed emission regulation, including open burns involving large piles of material or more than two piles, will continue to require authorization under a permit or approval.

General Requirements

The proposed emission regulation is always as stringent and in some cases more stringent than the OBSCR. Open burning is proposed to only be allowed when conditions are forecast to be favourable for smoke dispersion and do not cause negative impacts on neighbours or a navigation hazard, for up to six days in any calendar month and a maximum of 12 days per calendar year. Each open burn conducted would have to be completed within two days of starting the burn. More stringent conditions are to be placed on burning within larger specified distances of hospitals, schools, and community care facilities compared to the specified distances from residences and businesses. Vegetative debris would have to be allowed to dry before open burning, and piled to maximize air flow and reduce emissions. Any soil content in the vegetative debris would have to be minimized. The burning of salt-laden wood would not be allowed under the proposed emission regulation.

Special Circumstances

In response to feedback, the proposed emission regulation sets out some special circumstances in which general requirements have been relaxed, to address increased risk from specified hazards, while maintaining the level of stringency required by the OBSCR.

The use of air curtain technology, which reduces emissions by burning more efficiently, is incentivized by allowing the disposal of larger sizes and amounts of vegetative debris at smaller specified distances from residences, businesses, hospitals, and other sensitive receptors, and when conditions are forecast to be less favourable for smoke dispersion.

Feedback identified wildfire risk management as a concern. The proposed regulation allows the disposal of vegetative debris within smaller specified distances from residences and other sensitive receptors for communities that submit a plan for community wildfire risk reduction endorsed by the government, a local government, a band council, or a Treaty First Nation. For properties accessible by water only, smaller material could be disposed of with fewer requirements than on properties served by roads, which can more easily access alternative forms of vegetative debris management.

The agriculture sector emphasized the need to dispose of diseased vegetative debris by open burning in order to prevent the spread of a pathogen or disease. The proposed emission regulation exempts the burning of diseased vegetative debris from some requirements that apply in general to the burning of vegetative debris, in accordance with the OBSCR.

The agriculture sector expressed the need for farmers and others to manage vegetative debris growing in the drainage ditch system used for flood protection. The proposed regulation provides exemptions from some requirements, to allow open burning of material less than 3 centimetres in diameter, which can include invasive species, for routine ditch maintenance. During emergencies, the proposed emission regulation includes additional exemptions to support the prevention of hazards.

Administrative Requirements

Registration requirements are proposed that mirror the location and contact information collected through Metro Vancouver's current open burning approval applications. The proposed initial fee for the first year of registration (\$50-\$250) and reduced renewal fees (\$25-\$100) reflect the reduced cost of administering the emission regulation compared to individual applications for every approval

(\$100-\$1000). There are potential savings for people conducting open burning since the annual fee covers any number of burns in a 12-month period up to the maximum allowed of 12 days per year.

The inclusion of neighbour notification requirements mirrors requirements in the OBSCR. Providing notification in advance of open burning will allow people to prepare for potential smoke and take protective measures. The additional requirements to notify Metro Vancouver and to keep records will enhance staff's ability to address enquiries and conduct inspections efficiently.

ALTERNATIVES

1. That the MVRD Board:
 - a) give first, second and third reading to *Metro Vancouver Regional District Open Burning Emission Regulation Bylaw No. 1355, 2022*; and
 - b) pass and finally adopt *Metro Vancouver Regional District Open Burning Emission Regulation Bylaw No. 1355, 2022*.
2. That the MVRD Board receive the report titled "*MVRD Open Burning Emission Regulation Bylaw No. 1355, 2022*", dated June 8, 2022 for information and provide alternate direction to staff.

FINANCIAL IMPLICATIONS

Under Alternative 1, adoption of the proposed emission regulation, the costs for implementation have been included in long-term budget forecasts. The existing regulatory database used to manage open burning approvals will be used to retain the administrative records associated with the emission regulation. The staff costs of supporting the emission regulation are expected to be partially offset by the reduction in costs for processing open burning authorization under approvals.

CONCLUSION

Metro Vancouver staff engaged affected and interested audiences between August 2021 and February 2022 on a potential emission regulation to control emissions from open burning of vegetative debris in the Metro Vancouver region. Issues raised were considered in the development of the proposed *MVRD Open Burning Emission Regulation Bylaw No. 1355, 2022*. If adopted, the proposed emissions regulation would create a more efficient, simpler mechanism for authorizing controlled emissions from open burning of vegetative debris. It would replace the need for a majority of people conducting open burning to make time-consuming applications for an approval every time they need to conduct open burning. The proposed emission regulation is as restrictive as the provincial *Open Burning Smoke Control Regulation*. Because of the larger population and associated risk of exposure to harmful smoke in the region compared to the rest of the province, the proposed emission regulation includes provisions that are more stringent to protect human health, with some exceptions for special circumstances of higher risk to health or the environment.

Staff recommend Alternative 1, to adopt Bylaw 1355 presented as Attachment 1.

Attachments

1. *Metro Vancouver Regional District Open Burning Emission Regulation Bylaw No. 1355, 2022*
2. Proposed Open Burning Emission Regulation Bylaw: Engagement Summary

References

1. Report titled “Next Phase of Engagement on an Open-Air Burning Emission Regulation”, dated May 18, 2021 <http://www.metrovancouver.org/boards/ClimateAction/CAC_2021-Jun-11_AGE.pdf>
2. [Proposed Open Burning Bylaw: Issues-Response Table](#)

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**METRO VANCOUVER REGIONAL DISTRICT
OPEN BURNING EMISSION REGULATION BYLAW NO. 1355, 2022
A Bylaw to Regulate Open Burning of Vegetative Debris**

WHEREAS:

- A. The *Environmental Management Act* authorizes the Metro Vancouver Regional District to provide the service of air pollution control and air quality management and, for that purpose, the Board of Directors of the Metro Vancouver Regional District may, by bylaw, prohibit, regulate and otherwise control and prevent the discharge of air contaminants;
- B. The *Environmental Management Act* authorizes the Board of Directors of the Metro Vancouver Regional District to establish different prohibitions, regulations, rates or levels of fees, conditions, requirements, and exemptions for different persons, operations, activities, industries, trades, businesses, air contaminants, or works, and for different classes of persons, operations, activities, industries, trade, businesses, air contaminants, or works;
- C. The Metro Vancouver Regional District has enacted the “Greater Vancouver Regional District Air Quality Management Bylaw No. 1082, 2008”, which contemplates that the Board of Directors of the Metro Vancouver Regional District may establish emission regulations; and
- D. The Board of Directors of the Metro Vancouver Regional District has determined it is desirable to regulate the discharge of air contaminants from open burning of vegetative debris.

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 Open Burning Emission Regulation Bylaw No. 1355, 2022”. This bylaw may be cited as “Metro Vancouver Regional District Open Burning Emission Regulation Bylaw”.

General

- 2. This Emission Regulation is an emission regulation for the purposes of section 26 of the “Greater Vancouver Regional District Air Quality Management Bylaw No. 1082, 2008” (“Bylaw 1082”) and is deemed to be an integral part of Bylaw 1082.
- 3. Terms defined in Bylaw 1082, or incorporated by reference into Bylaw 1082, have the same meaning in this Emission Regulation.
- 4. Every person who complies with Bylaw 1082 and this Emission Regulation is exempt from the application of sections 5 and 6 of Bylaw 1082 and from section 6 (3) of the *Environmental Management Act*, SBC 2003, c. 53 in relation to the discharge of air contaminants from open burning, if the person also complies with any further restrictions or conditions imposed by Bylaw 1082, the *Environmental Management Act*, or a regulation, permit, order, or approved waste management plan under the *Environmental Management Act*.

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

Effective Date

6. This Emission Regulation will come into effect on May 15, 2023.

Schedules

7. The following Schedules are attached to and form part of this Emission Regulation:
Schedule "A", Registration Fees.

Definitions

8. In this Emission Regulation:

"accelerant" means a substance used to aid ignition or accelerate open burning, but does not include materials listed in paragraphs (a) to (x) of the definition of "burning or incineration of prohibited material" in section 2 of Schedule 1 of the Waste Discharge Regulation, B.C. Reg. 320/2004;

"air curtain incinerator" means a device that is designed to aid combustion and reduce emissions by directing a flow of air across the

(a) open chamber in the device, or

(b) trench

in which the combustion occurs, in such a manner as to re-circulate air and smoke in the open chamber or trench;

"ambient air quality objective" means the ambient concentration of an air contaminant that has been established by Metro Vancouver to protect human health and the environment;

"burnt surface area" means the area that is underneath or surrounding the remains of a fire and covered by charred or smoldering vegetative debris;

"burn pile" means a mound of vegetative debris created for the purpose of open burning;

"campfire" means an open burn that burns vegetative debris in one burn pile not exceeding 60 centimetres high and 75 centimetres wide;

"community care facility" has the same meaning as in the *Community Care and Assisted Living Act*;

"day" means a calendar day from midnight to midnight;

"diseased vegetative debris" means vegetative debris that is verified or confirmed under section 47 of this Emission Regulation as being infested with a plant pathogen or insect;

“end”, with regard to when open burning ends, means when each burn pile of vegetative debris has ceased flaming and is emitting smoke from no more than 10% of its burnt surface area, or when the fire in an air curtain incinerator is emitting smoke from no more than 10% of the base of the air curtain incinerator;

“extinguished” means burning that has been put out such that there is no vegetative debris flaming and there is no visible smoke being emitted;

“flood management ditch” means a ditch forming part of the flood management drainage infrastructure and serving the parcel on which open burning is being conducted;

“flooding emergency” means flooding that is causing or is forecast to cause damage to agricultural land, buildings, power lines, or transportation infrastructure;

“notification” means a notification available to neighbours by email, mail, phone, hand delivery, social media or posting a notice on the property line at the nearest publicly accessible location to the planned open burning;

“opacity” means the degree to which smoke obscures the view of an object in the background, expressed numerically from 0% (transparent) to 100% (opaque), as determined in accordance with the United States Code of Federal Regulations, Title 40, Part 60, Chapter 1, Appendix A-4, Method 9, as amended from time to time;

“open burning” means combustion of vegetative debris that is conducted outside a building and does not use a stack or chimney to vent the emitted products of combustion to the atmosphere;

“operator” means a person conducting open burning;

“parcel of land” means a lot, block, or other area in which land is held or into which land is subdivided;

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

“plan for community wildfire risk reduction” means a plan, or an addendum to a plan, developed or endorsed by the provincial government, a local government, a band council, or a treaty first nation that:

- (a) describes the risks to a community related to a fire starting outside of the community and threatening the community,
- (b) identifies the measures necessary to mitigate the risks referred to in paragraph (a) of this definition,

(c) outlines a plan of action to implement the measures referred to in paragraph (b) of this definition, and

(d) identifies the geographic areas to which the plan applies;

“population” means a group of more than two residences or a place of work;

“registered site” means a site within the Metro Vancouver Regional District registered for open burning;

“registration” means the submission to the Metro Vancouver Regional District of all information required and payment of fees under Part 2;

“residence” means a private residential dwelling or unit;

“salt-laden wood” means vegetative debris, of any species, that contains salt;

“seasoned” means, in reference to vegetative debris, having a dry basis moisture content of 30% or less, having been piled for a period of at least four months, or originating from standing dead timber;

“smoke” means any of the gases, particulate matter, or other products of combustion emitted into the atmosphere from open burning;

“start”, with regards to when open burning starts, means,

(a) if using an air curtain incinerator, the point in time when the fire in the air curtain incinerator is first ignited, and

(b) for all other open burning, the point in time when the first burn pile of vegetative debris is ignited;

“vegetative debris” means disturbed or undisturbed vegetative matter targeted for disposal, and excludes salt-laden wood whether targeted for disposal or not;

“ventilation index” means the ventilation index forecast issued by Environment and Climate Change Canada as interpreted and communicated each day by Metro Vancouver.

Part 1 – Application and Scope

9. All the provisions of this Emission Regulation apply to every person conducting open burning within the Metro Vancouver Regional District, except if:

(a) a person is conducting open burning in accordance with a permit or approval issued under Bylaw 1082,

(b) a person is conducting open burning pursuant to any of the circumstances described in sections 7(4) or (6) of Bylaw 1082;

- (c) a provision of this Emission Regulation expressly indicates that one or more provisions of this Emission Regulation do not apply to the open burning, or
- (d) a provision of this Emission Regulation expressly indicates that only one or more provisions of this Emission Regulation apply to the open burning.

10. Every person conducting a campfire is exempt from Parts 2 through 11 of this Emission Regulation.

11. Despite section 4, nothing in this Emission Regulation exempts from sections 5 and 6 of Bylaw 1082 or from section 6 (3) of the *Environmental Management Act* any person who discharges an air contaminant as a result of any of the following:

- (a) open burning of more than two burn piles concurrently on a parcel of land;
- (b) open burning without use of an air curtain incinerator of a burn pile that has dimensions that exceed either 2 metres in height or 3 metres in width;
- (c) open burning of vegetative debris that originates from a different parcel of land, except from a flood management ditch;
- (d) open burning of vegetative debris that originates from a location that is more than 5 kilometres away from the location of the open burning;
- (e) open burning at a dry land sort;
- (f) open burning at a facility that manufactures wood products, other than whole logs for export or whole logs for further manufacturing by another facility.

12. Nothing in this Emission Regulation authorizes open burning that is

- (a) prohibited by a ban on igniting open burns imposed by
 - i. a fire department, as defined in the *Fire Services Act*, RSBC 1996, c. 144,
 - ii. a local government, or
 - iii. an improvement district, as defined in the *Local Government Act*, RSBC 2015, c. 1, or
- (b) contrary to the *Wildfire Act*, SBC 2004, c. 31 or any other enactment.

Part 2 – Registration

13. Every person who discharges, causes, permits, or allows the discharge of an air contaminant into the environment from open burning on a parcel of land located within the regional district, must:

- (a) register the parcel of land by providing all of the following information in the prescribed form to the district director:
 - i. owner and operator name(s);
 - ii. owner and operator contact information;
 - iii. address for the parcel of land; and
- (b) pay the initial registration or annual renewal fees, as prescribed in Schedule A.

Part 3 – Before Conducting Open Burning

- 14. Every person conducting open burning must notify Metro Vancouver by email at regulationenforcement@metrovancouver.org or by phone on 604-436-6777 no less than 24 hours before the open burning is planned to start.
- 15. Every person must, no later than 24 hours in advance of the start of open burning, give notification of the location of the open burning to the occupants of every residence, place of work, school, hospital, or community care facility within 500 metres of the location of the open burning, including to persons who manage the school, hospital, or community care facility, as applicable.
- 16. Every person must reduce, reuse, or recycle vegetative debris where possible, to minimize the amount of material to be open burned.

Part 4 – General Requirements for Open Burning

- 17. Every person must, on a day of open burning, and before open burning starts, obtain the ventilation index.
- 18. No person may start open burning, or continue open burning on a second day of open burning, except if:
 - (a) the ventilation index for the afternoon of each day of the open burning is “good”, or
 - (b) the person conducting the open burning uses an air curtain incinerator in accordance with Part 7.
- 19. Every person must put vegetative debris for open burning into burn piles, and may concurrently burn no more than two burn piles per registered site, except if the open burning is subject to additional restrictions, as provided in section 26, or if the person conducting the open burning uses an air curtain incinerator in accordance with Part 7.
- 20. Each burn pile’s dimensions must not exceed either 2 metres in height or 3 metres in width, except if the person conducting the open burning uses an air curtain incinerator in accordance with Part 7.
- 21. Every person must minimize the amount of smoke emitted by the open burning by:

- (a) minimizing any soil content that may be mixed in with the vegetative debris,
 - (b) constructing each burn pile in a way that maximizes the air flow through the vegetative debris in the burn pile, and
 - (c) ensuring the vegetative debris is seasoned before open burning.
22. No person may start open burning if local atmospheric conditions are likely to cause the smoke emitted by the open burning to:
- (a) negatively impact a nearby population, or
 - (b) be a navigation hazard at an airport or on a highway, by reducing visibility.
23. No person may add vegetative debris to ignited burn piles if smoke emitted by the open burning:
- (a) negatively impacts a nearby population, or
 - (b) reduces visibility so as to cause a navigation hazard at an airport or on a highway.
24. 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 Emission Regulation.

Part 5 – Minimum Distances and Additional Restrictions

25. Open burning must be:
- (a) at least 100 metres from any building that is a neighbouring residence or place of work, and
 - (b) at least 500 metres from the nearest property line of a hospital, school, or community care facility.
26. Every person conducting open burning in a location that is between 100 metres and 500 metres of any building that is a neighbouring residence or place of work, or between 500 metres and 1000 metres of the property line of a hospital, school, or community care facility, must meet all of the following additional restrictions for open burning:
- (a) the vegetative debris must be in a single burn pile of which the largest horizontal dimension is not greater than twice the height;
 - (b) the vegetative debris must not include any stumps, and individual pieces must all be less than 10 centimetres in diameter;

(c) the open burning must be completed within one calendar day.

27. Despite section 26, every person conducting open burning using an air curtain incinerator in accordance with Part 7 is exempt from the additional restrictions listed in section 26.

Part 6 – Frequency and Duration of Open Burning

28. No person may conduct open burning on a parcel of land of any size in Metro Vancouver more than:

(a) 12 days or portions of days in any calendar year, or

(b) 6 days or portions of days in each calendar month.

29. No person may start open burning earlier than one hour after sunrise.

30. Except if using an air curtain incinerator under Part 7, every person must end open burning:

(a) by the later of 4 p.m. or two hours before sunset, on the day the open burning is started, if the open burning is required to be completed in one calendar day, or

(b) by 4 p.m. on the second day of open burning, in every other case.

Part 7 – Using Air Curtain Incinerators

31. The opacity of emissions from an air curtain incinerator used in open burning must not exceed 40% during the 30-minute period following the start of the open burning and must not exceed 15% for more than 5 consecutive minutes during any other 30-minute period during the open burning.

32. A person must not stack vegetative debris in an air curtain incinerator above the air outlet of the air curtain incinerator.

33. The blowers of all in-use air curtain incinerators must operate continuously until combustion of the vegetative debris has ceased or all of the vegetative debris in the air curtain incinerator is reduced to ash.

34. Every person conducting open burning using an air curtain incinerator must operate it in accordance with the manufacturer's recommendations.

35. Every person conducting open burning using an air curtain incinerator must keep a copy of the manufacturer's recommendations on the site of the open burning for the duration of the open burning.

36. A person conducting open burning using an air curtain incinerator must not add vegetative debris to any ignited air curtain incinerator except during the period that starts one hour after sunrise and ends at sunset.

37. Despite section 18(a) [*which provides that the ventilation index must be “good”*], every person conducting open burning using an air curtain incinerator in accordance with this Part may start open burning if the ventilation index for the afternoon of the open burning is either “good” or “fair”.

Part 8 – Plans for Community Wildfire Risk Reduction

38. Every person conducting open burning under a plan for community wildfire risk reduction in accordance with this Part 8 is exempt from Part 5 and section 31 of this Emission Regulation.

39. Every person intending to conduct open burning for community wildfire risk reduction must submit to the district director, at least 10 days and not more than 90 days before starting the open burning:

- (a) a plan for community wildfire risk reduction, in which open burning is identified as an action, and
- (b) a description of the location of the open burning.

40. Every person conducting open burning under a plan for community wildfire risk reduction must, no later than 24 hours in advance of the start of the open burning, give notification of the location of the open burning to the occupants of every residence, place of work, school, hospital, or community care facility within 150 metres of the location of the open burning, including to persons who manage the school, hospital, or community care facility, as applicable.

41. Despite section 18(a) [*which provides that the ventilation index must be “good”*], every person conducting open burning under a plan for community wildfire risk reduction may start open burning if the ventilation index for the afternoon of the open burning is either “good” or “fair”.

42. Open burning under a plan for community wildfire risk reduction must be:

- (a) at least 50 metres from any building that is a neighbouring residence or place of work, and
- (b) at least 100 metres from the nearest property line of a hospital, school or community care facility.

43. Every person conducting open burning under a plan for community wildfire risk reduction must attend the open burn at all times.

44. Open burning under a plan for community wildfire risk reduction must be completed within one calendar day.

45. Every person conducting open burning under a plan for community wildfire risk reduction in accordance with this Part is exempt from Parts 2, 3, 5, 6, 7 and 11 and sections 17 through 22, 40 through 42, and 58 of this Emission Regulation, if:

- (a) the open burning is on a parcel of land that can only be accessed by water, and
- (b) all individual pieces of the vegetative debris are less than 10 centimetres in diameter.

Part 9 – Diseased Vegetative Debris

46. Every person conducting open burning to dispose of diseased vegetative debris in accordance with this Part 9 is exempt from Parts 2 and 5 and sections 15, 16, 18, 21(c), and 31, of this Emission Regulation.

47. Every person conducting open burning to dispose of diseased vegetative debris must, before starting open burning:

- (a) provide written verification signed by a person registered under the *Professional Governance Act*, SBC 2018, c. 47 as an agrologist, a professional biologist, or a professional forester or registered forest technologist, that a pathogen or insect listed in Schedule 1 of the Open Burning Smoke Control Regulation, B.C. Reg. 152/2019 has infested the vegetative debris to the district director and obtain written confirmation from the district director before starting the open burn that a pathogen or insect listed in Schedule 1 of the Open Burning Smoke Control Regulation, B.C. Reg. 152/2019 has infested the vegetative debris and that open burning of the vegetative debris is necessary to stop the spread of the pathogen or insect; or
- (b) obtain written confirmation from the district director that a pathogen or insect not listed in Schedule 1 of the Open Burning Smoke Control Regulation, B.C. Reg. 152/2019 has infested the vegetative debris and that open burning of the vegetative debris is necessary to stop the spread of the pathogen or insect.

48. Every person conducting open burning of diseased vegetative debris must notify the district director in writing at least 24 hours before the earliest planned date for starting the open burning.

49. Every person conducting open burning of diseased vegetative debris must complete the open burning within one calendar day.

50. Open burning to dispose of diseased vegetative debris must be:

- (a) at least 50 metres from any building that is a neighbouring residence or place of work, and
- (b) at least 100 metres from the nearest property line of a hospital, school or community care facility.

51. Burn piles used to dispose of diseased vegetative debris must contain a minimum of 50% diseased vegetative debris.

52. Despite section 59, every person conducting open burning under this Part 9 of diseased vegetative debris that is not seasoned must use an accelerant.

53. Despite section 18(a) [*which provides that the ventilation index must be “good”*], no person may start open burning to dispose of diseased vegetative debris under this Part 9, or continue open burning under this Part 9 on a second day, except if the ventilation index for the afternoon of each day of the open burning is either “good” or “fair”.

Part 10 – Flood Management and Flood Emergencies

54. For every person conducting open burning for a domestic or an agricultural purpose to dispose of vegetative debris removed from a flood management ditch:

- (a) if all vegetative debris disposed of is less than 3 centimetres in diameter, Parts 2 and 5 and sections 17, 18, 21(c), 28, and 31 of this Emission Regulation do not apply to the open burning, and
- (b) if the open burning is conducted during a flooding emergency and if all vegetative debris disposed of is less than 10 centimetres in diameter, Parts 2 through 6 of this Emission Regulation do not apply to the open burning.

Part 11 – Record Retention

55. Every person conducting open burning must, for every open burn conducted and for a minimum period of one year from the start date of each open burn, keep all of the following records:

- (a) Owner and operator name;
- (b) Owner and operator address and contact information;
- (c) Geographic location of the open burn;
- (d) Actions taken to reduce, reuse, or recycle vegetative debris, and rationale for not taking action, if action not taken;
- (e) Dates the vegetative debris was put into burn piles;
- (f) Ventilation index for every day an open burn was conducted, if applicable;
- (g) Date of every open burn, and each open burn’s start and end time;
- (h) Number of air curtain incinerators used;
- (i) The volume of vegetative debris open burned if an air curtain incinerator is used;
- (j) Whether or not open burning is for diseased vegetative debris, community wildfire risk protection, domestic, agricultural or commercial or industrial purposes;
- (k) Burn registration number, if the person has a burn registration number issued under the BC Wildfire Regulation and an air curtain incinerator is used;
- (l) Any decisions about substituted requirements made under Part 13 that applied to the open burning.

56. Every person who conducts open burning must ensure that the records referred to in section 55 are kept on site and available for inspection by an officer or the district director during the open burning.

57. Every person who conducts open burning must, within 48 hours of a request by the district director or an officer for records of open burning, submit the requested records to the district director or the officer, in the form and manner specified by the district director or officer.

Part 12 – Prohibited Materials

58. No person may burn salt-laden wood as fuel for open burning.

59. No person may use an accelerant for open burning.

Part 13 – Substituted Requirements

60. The district director may, on his or her own initiative, substitute a different requirement for a requirement contained in this Emission Regulation if the district director considers that, in the individual case:

(a) the substitution is necessary to protect the public or the environment, or

(b) the intent of the regulation will be met by the substitution.

61. The district director may make a substitution under section 60:

(a) for a specified period of time, and

(b) subject to the conditions the district director considers appropriate.

62. On making the decision to substitute a different requirement for a requirement contained in this regulation as set out in section 60, the district director must:

(a) serve a signed copy of his or her decision on the person to whom the substituted requirement applies by registered mail sent to the person's last known address, and

(b) publish the decision in a newspaper published in British Columbia and circulating in the area affected by the decision and including a newspaper that is free and that does not have subscribers.

63. The district director may, on his or her own initiative, cancel or amend a decision made under section 60 whenever, based on new information, the district director considers that:

(a) the cancellation or amendment is necessary to protect the public or the environment, or

(b) the intent of the regulation will be met by the cancellation or amendment.

Part 14 – Air Protection Measures

64. Despite any other provision of this Emission Regulation, a person must not act contrary to a prohibition issued under section 65.

65. The district director may, by public notice or written instruction or both, and for a period of time specified by the district director, prohibit open burning in an area

(a) if the district director considers that the amount of particulate matter in the air in the area has reached, or will reach within 24 hours, a level that is likely to result in the air quality in the area not meeting the ambient air quality objectives,

(b) if the district director considers that pollution is occurring, or likely to occur, from open burning.

66. A prohibition issued under section 65 may include one or more of the following requirements with respect to open burning in the Metro Vancouver region:

(a) all open burning must be extinguished;

(b) no vegetative debris may be ignited or added to ignited burn piles.

67. The district director may, by public notice or written instruction or both, repeal a prohibition issued under section 65, if:

(a) in the case of a prohibition issued under section 65(a), the district director considers that the amount of particulate matter in the air in the area no longer reaches, and will not reach within 24 hours, a level that is likely to result in the air quality in the area not meeting the ambient air quality objectives, or

(b) in the case of a prohibition issued under section 65(b), the district director considers that the pollution is no longer occurring, or no longer likely to occur, from open burning.

Part 15 – Offences

68. A person who provides false information in a registration application 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.

69. A person who contravenes any provision of this Emission Regulation commits an offence and is liable on conviction to a fine not exceeding \$200,000.

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

Part 16 – Severability

71. 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 Emission Regulation. 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 Emission 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 Emission Regulation when it was adopted.

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 A

Registration Fees

Every person when registering a parcel of land for open burning must pay a Registration Fee based on the type of burn identified in Column 1 of Table 1, as follows:

1. For the initial 12 months of registration, the registration fee shown in Column 2 of Table 1, and
2. For any subsequent 12 months of registration, the renewal fee shown in Column 3 of Table 1.

Table 1 – Metro Vancouver Open Burning Registration Fees

Column 1 Type	Column 2 Initial Registration Fee	Column 3 Renewal Fee
Agricultural	\$100	\$50
Commercial	\$250	\$100
Residential	\$50	\$25
Wildfire risk management	\$50	\$25



ENGAGEMENT SUMMARY REPORT

METRO VANCOUVER, OPEN BURNING ENGAGEMENT

Prepared by: MODUS Planning, Design & Engagement Inc.
Version: 1.0
Date: 7 June 2022

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1 ENGAGEMENT OVERVIEW

1.1 INTRODUCTION

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 through a tiered approach of site-specific permits, sectoral emission regulations, and provisions in the *Greater Vancouver Regional District (GVRD) Air Quality Management Bylaw No. 1082, 2008* (Bylaw 1082) to manage the discharge of air contaminants. A system of permits and short-term approvals apply to individual facilities, and emission regulations generally apply to types of operations and activities with similar characteristics. Approvals are similar to permits, but are used in instances where discharges from a site are expected to be of short duration. Approvals for emissions from a particular site can only be issued for a cumulative period of up to 15 months (including any renewals).

The release of air contaminants from open burning in the Metro Vancouver region requires authorization by Metro Vancouver that aligns with the *BC Open Burning Smoke Control Regulation* (OBSCR). Metro Vancouver has explored alternative approaches to its current approach of approvals to regulate emissions from open burning. The proposed emission regulation would streamline authorizations for the regulated community and make it less resource-intensive for Metro Vancouver. Specifically, this emission regulation would reduce regulatory burden by providing ongoing authorization of open burning of vegetative debris more simply and efficiently than through site-specific approvals when specified requirements are met.

Between November 2019 and August 2020, Metro Vancouver began engagement with interested parties, other governments including First Nations, member jurisdictions, and the public to gather feedback on potential elements of a proposal for an emissions regulation to manage emissions from open burning. Following that initial round of engagement, Metro Vancouver made revisions based on the feedback received and launched a second round of engagement on a potential regulation between August 2021 and February 2022.

This report summarizes the engagement efforts and key findings from the second round of engagement

1.2 ENGAGEMENT OBJECTIVES

The objectives of Phase 2 engagement were to inform interested parties and the public about the revised proposals for regulating emissions from open burning activities and to receive feedback. The proposals were described in a discussion paper, which had the following purposes:

- Provide information about the environmental and health impacts of smoke emissions from open burning in Metro Vancouver;
- Describe proposals for a potential regulation to manage emissions from open burning of vegetative debris; and
- Support engagement and encourage feedback from affected and interested parties on proposals for a potential regulation to manage air emissions from open burning.

1.3 AUDIENCES

Staff identified the following audiences as being impacted or could have an interest in a potential emission regulation:

- Members of the public affected by emissions from open burning
- Persons who conduct open burning activities
- Businesses involved in land clearing, land development, construction, and landscaping
- Businesses providing services of collection, recycling, and processing of vegetative debris
- Forestry operations
- Consultants, manufacturers, and distributors of equipment that provide services for open burning activities, such as air emission control
- Manufacturers and distributors of equipment used to reduce the size of vegetative debris
- Agricultural producers and industry associations
- Local Indigenous communities
- Federal and Provincial agencies
- Metro Vancouver’s member jurisdictions
- Agricultural advisory committees and associations
- Energy and utilities (i.e. Fortis BC, BC Hydro)
- Municipal fire departments
- Public health experts
- Other interested parties affected by potential regulatory proposals related to open burning activities or by air quality in the Metro Vancouver region

1.4 ENGAGEMENT ACTIVITIES

1.4.1 MEETINGS & PRESENTATIONS

AUDIENCE	DATE	PARTICIPANTS
Delta Agricultural Advisory Committee	August 31, 2021	14
Pitt Meadows Agricultural Advisory Committee	September 9, 2021	15
Lower Fraser Valley Air Quality Coordinating Committee	September 23, 2021	22
West Vancouver Fire Department	September 27, 2021	2
Surrey Fire Department	October 1, 2021	1
Metro Vancouver Agricultural Advisory Committee	October 4, 2021	18
Maple Ridge Agricultural Advisory Committee	October 4, 2021	10
Maple Ridge Fire Department	October 6, 2021	2
Township of Langley Fire Department	October 7, 2021	2
Bowen Island Fire and Municipal Bylaw Department	October 13, 2021	2

AUDIENCE	DATE	PARTICIPANTS
Ministry of Environment and Climate Change Strategy technical staff	October 14, 2021	3
Delta Fire Department	October 15, 2021	1
Richmond Fire Department	October 26, 2021	1
Sasamat Volunteer Fire Department	October 26, 2021	1
Township of Langley Agricultural Advisory and Economic Enhancement Committee	October 27, 2021	11
Richmond Food Security and Agricultural Advisory Committee	October 28, 2021	12
Township of Langley Recycling Coordinator	October 29, 2021	1
Ministry of Agriculture, Food, Fisheries technical staff	November 2, 2021	2
Surrey Agriculture, Environment and Investment Advisory Committee	November, 9, 2021	11
Bowyer Island Property Owners	November 24, 2021	5
Delta Farmers Institute	November 26, 2021	3
Kwantlen First Nation	November 30, 2021	3
Water Access Properties	December 7, 2021	23
Squamish Nation	March 22, 2022	3

1.4.2 WEBINARS

DATE	PARTICIPANTS
September 10, 2021, 11:00 am to 12:00 noon	4
Wednesday, September 29, 2021, 3:00 to 4:00 pm	4
Tuesday, October 5, 2021, 2:30 to 3:30 pm	6

1.5 SUPPORT AND PROMOTIONAL MATERIAL

To support consultation activities, Metro Vancouver created communication material to inform key audiences and members of the public about the potential regulation and to promote engagement events and other means for providing input.

1.5.1 GENERAL INFORMATION MATERIAL

To promote awareness of the potential emission regulation and share opportunities to provide input, Metro Vancouver created:

- Website: Content was posted to a project webpage on metrovancouver.org which provided information about the initiative, options for participating in engagement events, and tools to provide feedback or get more information.
- Discussion Paper: This document provided detailed information on the revised proposals for regulating emissions from open burning, the rationale for the changes, and alternatives to open burning. Links to the discussion paper were provided on the project webpage and in correspondence.

1.5.2 PROMOTIONAL MATERIAL

- Email list: Metro Vancouver has built up an audience database of 196 interested members of the public that have expressed an interest in issues related open burning. This list was supplemented by e-mail contact information for representatives from organizations and associations with a potential interest in the regulation of open burning. The combined list received six mailings requesting feedback on the potential regulation invitations to register for webinar engagement events. Two additional mailings were sent to the Electoral Area A email list.
- Feedback Form: An on-line feedback form was designed to get responses and feedback on the different aspects of the proposals while also allowing respondents to provide additional comments and raise concerns.
- Dedicated email address: An email address specifically for emission regulation development allowed comments and concerns to be sent to Metro Vancouver, and for more information to be requested. Phone contact information was also provided for this purpose.
- Social media: Posts on Facebook & Twitter notified readers of upcoming webinars and provided links to the online questionnaire.
- Advertisements: Advertisements were prepared and published in association and sector communications, including Country Life Magazine, BC Raspberry Growers Association, BC Grape Growers, Association of BC Forest Professionals, College of Applied Biology, and BC Institute of Agrologists, to promote the engagement process.
- Postcards: Postcards were sent out in late August 2021 to all agricultural postal codes in the region to promoting the engagement and availability of the feedback form. Another postcard was sent out to residents and property owners of water access communities in Metro Vancouver's Electoral Area A to promote participation in a Virtual Community Meeting.

1.6 FIRST NATIONS ENGAGEMENT

Letters, either hardcopy or emails, were sent to nine local First Nations to provide information about the potential regulation and to offer an opportunity to provide input on the revised proposals. The letters included the discussion paper which documented exemptions for cultural practices. Metro Vancouver offered meetings with staff to discuss how each Nation's history, perspectives and interests could be acknowledged in the potential regulation and to explore other opportunities to work together on regional emissions reduction initiatives.

Two First Nations requested additional information on the initiative and Metro Vancouver staff met with the two Nations separately to give a presentation on the proposals, answer questions, and gather feedback for consideration in the regulation development process. Questions asked revolved around the following topics:

- Clarifications about components of the proposals, including exemptions for different types of burning, and
- Environmental protection.

2 ENGAGEMENT FEEDBACK

2.1 SUMMARY OF FEEDBACK

The following section summarizes open-ended comments, concerns, and questions raised by participants through engagement activities, including webinars, correspondence, meetings, and an online feedback form.

Comments, concerns and questions fell into four broad categories:

Bylaw Proposal

While there was some support for the potential regulation and its benefits to population health, most of the responses expressed concern for the rigidity, feasibility and burden it may place on potential open-burning applicants. Concerns included the restrictions on burn times, materials, and weather conditions, feasibility of the notification process, site registration and record keeping requirements.

Respondents suggested to make the requirements more flexible for specific geographies and local conditions. There were also requests for clarification over the specifics of the proposed emission regulation requirements, notification process, site registration and record keeping. Other responses sought clarification related to the geographic scope of the proposed regulation and the minimum distance requirements, and provided information for consideration with respect to these two aspects of the proposed regulation.

Legal Framework

Responses expressed confusion between the differences (and similarities) between municipal fire permits, Metro Vancouver's authorization process, provincial regulations, and the proposed Metro Vancouver regulation, and confusion of which jurisdiction has precedence. There was concern over the potential redundancies between these three regulating bodies (e.g. municipal fire departments, Metro Vancouver and the Province) while others felt that local fire permits and provincial regulations are sufficient to regulate air quality. Many expressed the need for coordination between municipal fire permits and Metro Vancouver authorization to ensure the process is more streamlined for applicants, fire departments, and Metro Vancouver. Another sub-theme within this category centred around enforcement, including questions around how the potential regulation would be enforced and by who.

Communications

Responses under this category were related to the project timeline and previous feedback received. Some expressed concerns around the authenticity of the engagement process, whether input will actually be considered in the final outcome. Others sought clarification about who attended webinars

and events related to the engagement processes, as well as the timelines for engagement. Some participants provided suggestions to engage with various audiences and experts, noted support for the process, and offered to share engagement materials through their social media channels.

Miscellaneous/Rationale

Comments in this category included requests for information on other air quality concerns related to smoke, such as wildfire smoke, campfires, wood burning stoves, and others. There was interest in using air curtain technology. General concerns were expressed by farmers feeling overregulated. Many comments wanted clarification on the implementation and enforcement protocol for the proposed regulation, and there were related concerns over the potential increases in staff time and effort from local fire departments to enforce.

Responses in this category also expressed concern related to the lack of alternatives to open burning for rural properties and farmers. The cost and availability of alternatives were the most common themes, leading to suggestions of providing subsidies and incentives for people wishing to consider alternatives to open burning, or allocating regulatory fees towards reducing the costs. There was interest in harvesting wood and stumps for bioenergy and biochar.

2.2 DETAILED FEEDBACK

BYLAW PROPOSAL

Burn Time Restrictions

Participants emphasized the importance of flexibility around burn times to account for local conditions and sudden events, such as storms and extreme wind events. In particular, there were concerns around a person's ability to conduct open burning to clean-up debris generated by storm and wind fall events. In addition, farmers expressed concerns that burn restrictions will lead to stockpiling, which could lead to unintended hazards and consequences such as spontaneous combustion, unwanted shade, and eyesores. As well, there are requests for information about how often open burning can be conducted and whether burn bans will be included in the proposed bylaw.

Restrictions on Materials

Participants, particularly from some water-access only properties, raised concerns around the restrictions on open burning of salt-laden wood and storm debris that impact the ability to clean-up from storm events. Participants also raised questions and concerns around designating diseased materials, including the cost of hiring a professional, as well as impacts on the ability to manage invasive species. Clarification is requested about how many open burns are conducted to deal with diseased vegetative debris, what constitutes salt-laden wood, if burn clusters are permitted, and proposed restrictions related to size of materials allowed to be burned, including stumps. It was suggested that Metro Vancouver maintain a list of pests and diseases that do not require director approval but only verification of the disease or pests, similar to OBSCR.

Proposed Scope

Feedback included requests for clarification around the difference between campfires, burning garden refuse and branches, and bonfires. There were also requests to distinguish between agricultural and backyard open burning through regulatory requirements. Additionally, there is clarification sought for considering the management of invasive species.

Proposed Notification Requirements

Participants raised questions and concerns around notifying neighbours. Clarifying questions covered defining a neighbour, whether notification would be online or on paper, and requirements for notification if weather conditions change. Feedback included concern that notification requirements are too onerous and impractical, particularly for remote properties. Suggestions included simplifying the process, providing an online advisory option, extending the 24-hour notice requirement, or providing an alternative notification system for part-time and remote residents. There was also support for notifying neighbours, with a suggestion to develop a fact sheet on the health impacts of short-term exposure to open-air burning.

Minimum Distance Requirements

Feedback included questions and concerns around defining sensitive receptors and sensitive populations and meeting the proposed minimum distance requirements from hospitals and schools. It was suggested Metro Vancouver reconsider the proposed conditions required to be eligible for reduced setbacks, and align with OBSCR, specifically with respect to seasoning vegetative debris and notification of neighbours. There were contrasting recommendations for more stringent minimum distances from residences to match the minimum distances proposed for sensitive receptors (e.g. hospitals, schools, childcare facilities, and long-term care facilities). Another recommendation suggests that the movement of material to be burned should be less than the proposed 5km, and a comment that the proposed requirements do not take into consideration burn safety near forests.

Record Keeping

Participants expressed concern that record keeping is too onerous, and raised questions related to the process of keeping and submitting records. There was a suggestion to increase the period records must be kept from one to three years in the event a complaint is made.

Seasonal/Weather Restrictions

There were concerns that local weather conditions vary significantly and so smoke dispersion conditions will not be captured by a regional advisory line. There were suggestions to consider a more localized venting index, to add a requirement to include wind direction, or to consider wind speed and direction, particularly when minimum distances are not able to be met.

Site Registration

There were challenges related to the proposed fees being too burdensome to residents and farmers, and that this may deter registration. Other feedback supported the proposed registration requirements and suggested increasing fees to prevent open burning. Responses also included questions requesting clarification about the proposed application process, and included comments about the ease of registration, and differences between commercial and residential sites for burn registration.

Exemptions

Participants posed requests for exemptions. These included for bonfires and campfires, water-access properties, local government, and Agricultural Land Reserve (ALR) land. It was suggested Metro Vancouver consider how the inclusion of agricultural debris that is normally exempt from OBSCR would increase the burden on farmers, and that more stringent conditions may essentially prohibit open burning on most farms in these areas.

Designated Professionals

Participants suggested to include the International Society of Arboriculture on the list of certified professionals.

Sectoral Concerns

There are concerns the proposed measures could create a significant barrier for farmers to effectively do their work, as well as financial implications.

LEGAL FRAMEWORK

Provincial and Municipal

There were questions requesting clarification about the difference between the potential regulation, Ministry of Forests fire bans, and municipal permitting processes, as well as how the potential regulation would apply to different types of land. Feedback indicated concern that the requirements are ill-suited to the practicalities managing vegetative debris on water-access and rural properties.

Fire Department Permits & Fire Safety

Participants raised questions around the difference and similarities between municipal fire permits, Metro Vancouver's authorizations, provincial regulations, and the potential regulation, including justification for the proposal. Some expressed the opinion that the existing municipal permit is sufficient and that the regional approval application process is challenging.

Current Metro Vancouver Requirements

There were questions seeking clarification about how the potential regulation fits with Metro Vancouver's Air Quality Management Bylaw and what it adds to existing requirements.

Smoke Sensitivity

Participants asked questions about provincial requirements, including exemptions for agricultural burns and High Smoke Sensitivity Zones.

Clarification

Feedback suggested to consider changing the activation of approval validity to start on the date of the first burn.

Enforcement & Compliance

Feedback suggested concern from municipal fire departments around enforcement, and questions related to responsibilities.

COMMUNICATIONS

Notification

There is request for notification when dispersion conditions allow burning.

Communications

There was concern about engagement materials and communications, as well as the requirements listed in the discussion paper, the content of the webinar presentation, and worry that early media attention is creating public confusion. Local fire departments generally expressed support for the process and suggested sharing communication materials.

Engagement Process

Feedback included questions around the project timeline, the authenticity of the consultation process, previous feedback received, and concern with the feedback form questions.

Audiences & Experts

Participants provided suggestions for Metro Vancouver to engage with various audiences and experts through the process.

Implementation

Participants encouraged public education around the proposed changes to reduce confusion and promote safe burning, rather than enforcement. There is also suggestion to provide information on current burns, locations, dates, and timing for the public to check air quality.

MISCELLANEOUS/RATIONALE

Geographic Scope & Jurisdiction

Feedback suggests that there is concern Metro Vancouver is over-governing and over-regulating.

Site Registration

There is interest in how the fees will be used.

Support for Regulating Open Burning

Feedback suggests that open air burning should be prohibited. There is also suggestion that Metro Vancouver should regulate open air burning more strictly than the provincial Open Burning Smoke Control Regulation, particularly in populated areas, to reduce population exposure. Additionally, there is suggestion to disincentivize open burning by increasing fees.

Alternative Disposal Methods

Feedback suggests residents and farmers are concerned with the lack of alternatives to open burning available, and that alternatives often require the burning of fossil fuels, such as chippers and transfer to compost stations. There were suggestions to allocate regulatory fees towards the cost of alternatives, as well as some interest in harvesting wood and stumps for bioenergy and biochar. There is a high interest in promoting opportunities, education, and improving access to alternatives to open burning.

Fire Department Permits & Fire Safety

Feedback suggests that fire departments are interested in how and what information is shared to the community regarding fire safety alternatives to open burning, as well as processing times for approvals. Other comments indicate that fire risk management for water access properties is a high priority and require extensive measures, such as open burning, to control risks.

Air Quality Concerns

Comments included questions seeking clarification about and concerns around regional air quality, including the impact of cannabis, composting, wildfire smoke, and wood burning stoves.

Air Curtain Technology

There were questions about the function of an air curtain burner, as well as the local availability of air curtain technology. Comments provided support for the use of air curtain technology.

Clarification

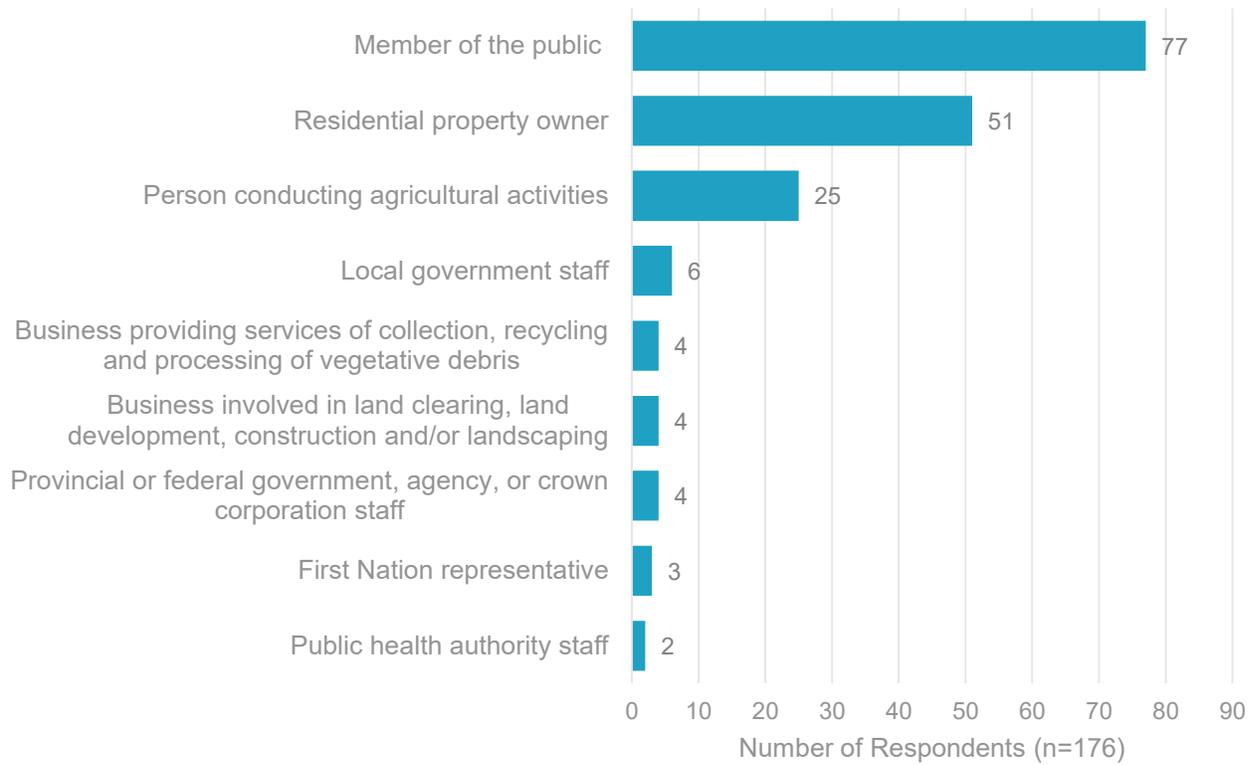
Participants raised questions around whether liability insurance is needed, if campfires are regulated, the regulatory framework for incinerating animal carcasses, and the burn permit length.

2.3 FEEDBACK FROM QUESTIONNAIRE

The following section describes the results from the public questionnaire.

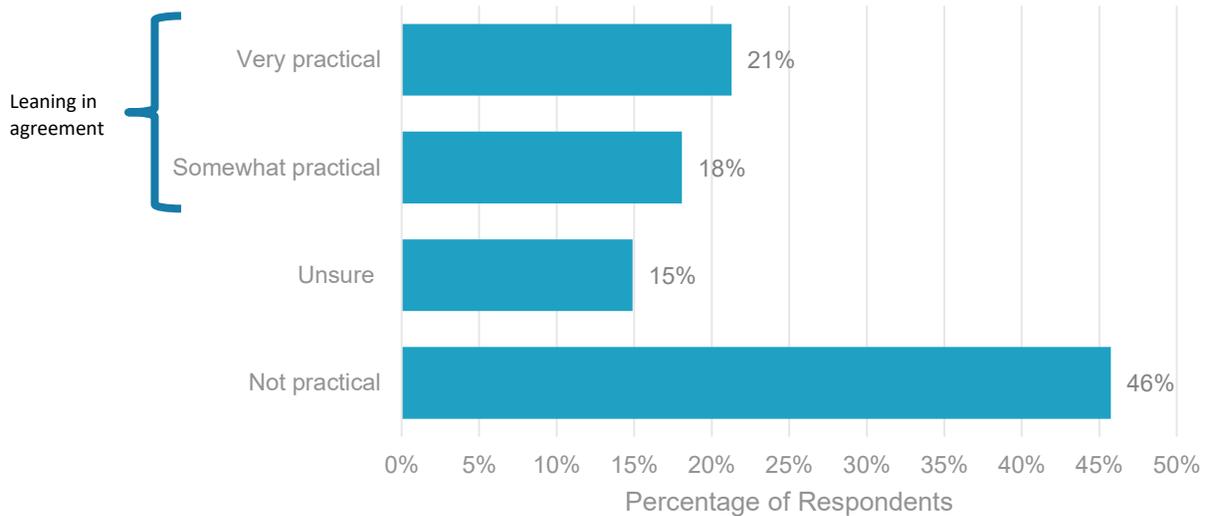
Which of the following best describes you? Select all that apply

Responses: 176



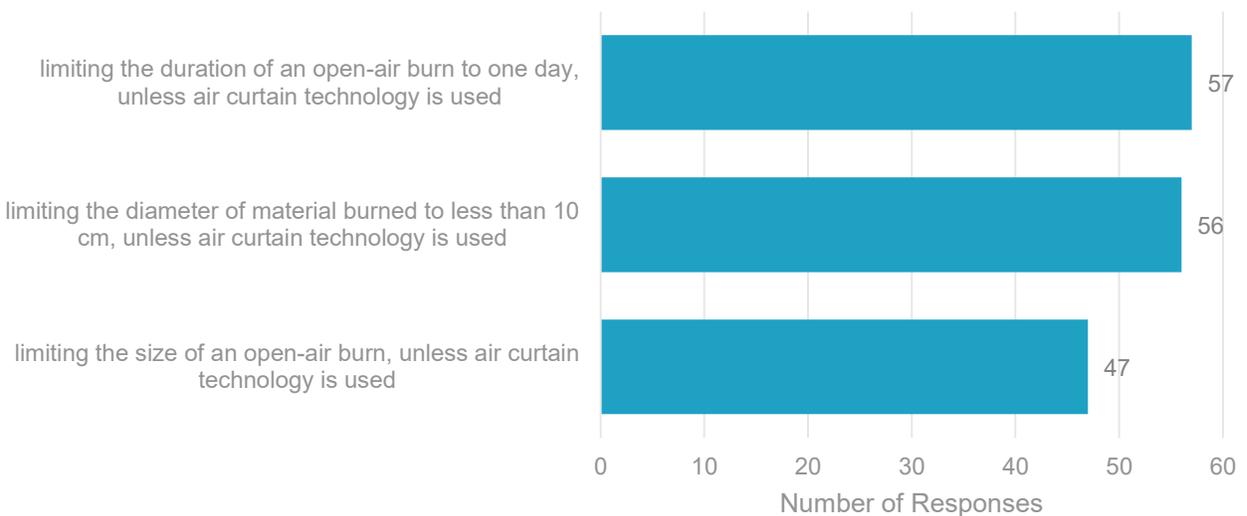
Is it practical to limit an open-air burn to material that is generated on the registered property and is within 5 km of its origin?

Responses: 94



Which of the following additional restrictions (compared to OBSCR) are not practical for open-air burning that occurs within 100 m to 500 m of neighbouring residences and businesses and within 500 m to 1000 m of hospitals, schools and community care facilities? Select all that apply.

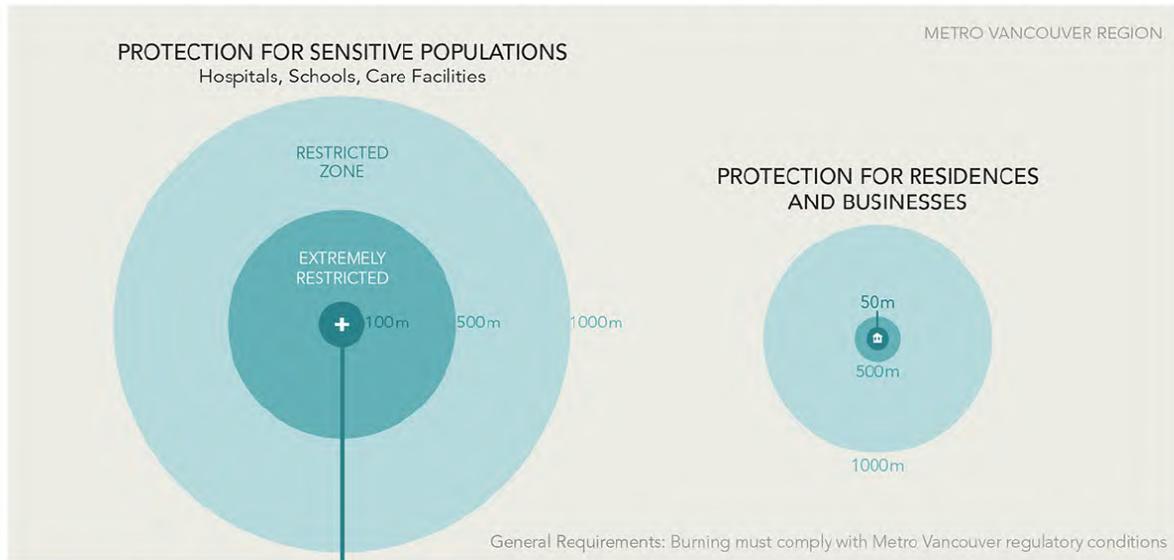
Responses: 77



Total number of responses: 160

Do you have any comments on the requirements that would apply at the minimum distances between various types of open-air burns and types of neighbouring properties shown in the figure below?

Minimum distance requirements for burns covered by the potential regulation



No Open-air Burning: Most protection within 100 m of sensitive populations, and within 50m of residences and businesses

Extremely Restricted Burning: Burning limited to diseased vegetative debris and wildfire risk management within 100 m to 500 m of sensitive populations, and within 50 m to 100 m of neighbouring residences and businesses

Restricted Burning: Burning limited to a duration of one day and must be limited in size, or use cleaner burning technology within 500 m to 1000 m of sensitive populations, and within 100 m to 500 m of neighbouring residences and businesses

Support

Participants expressed support for the potential regulation. Some noted they are unable to open their windows or leave their homes in times of burning and would support a ban on open burning.

Alternatives

Some participants expressed support for the use of alternatives, particularly composting, although others noted this is more suitable for residential areas than rural properties. Some feedback expressed concern that alternatives present an additional cost to farmers, while others suggested commercial burns should be done in a facility to generate heat and electricity.

Existing process

Comments suggested that local fire permits and OBSCR are sufficient and that there is no need for additional policies. There were comments that the current process limits acreage properties' ability to maintain fire-safety.

Exemptions

Requests for exemptions from the potential regulation include properties on ALR land, and water-access properties. There was also interest in allowing those that live near hospitals and schools to burn on other people's properties or when school is not in session.

Air quality

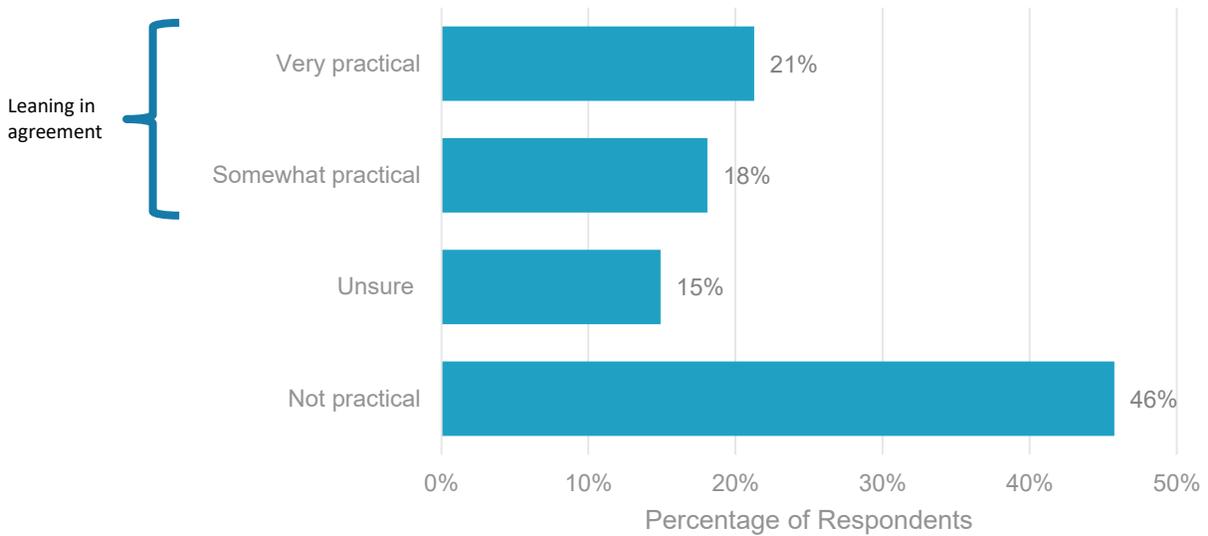
Comments expressed concern that wood burning stoves and wildfire smoke present a larger threat to regional air quality. There was a suggestion to provide a publicly available list of burns, as minimum distances do not account for transient daycare programming.

Other

Other comments included the importance of accounting for local weather conditions, difficulties in notifying neighbours for rural properties, and that the requirements are making it impractical for farms to burn. These are all comments that were only mentioned once.

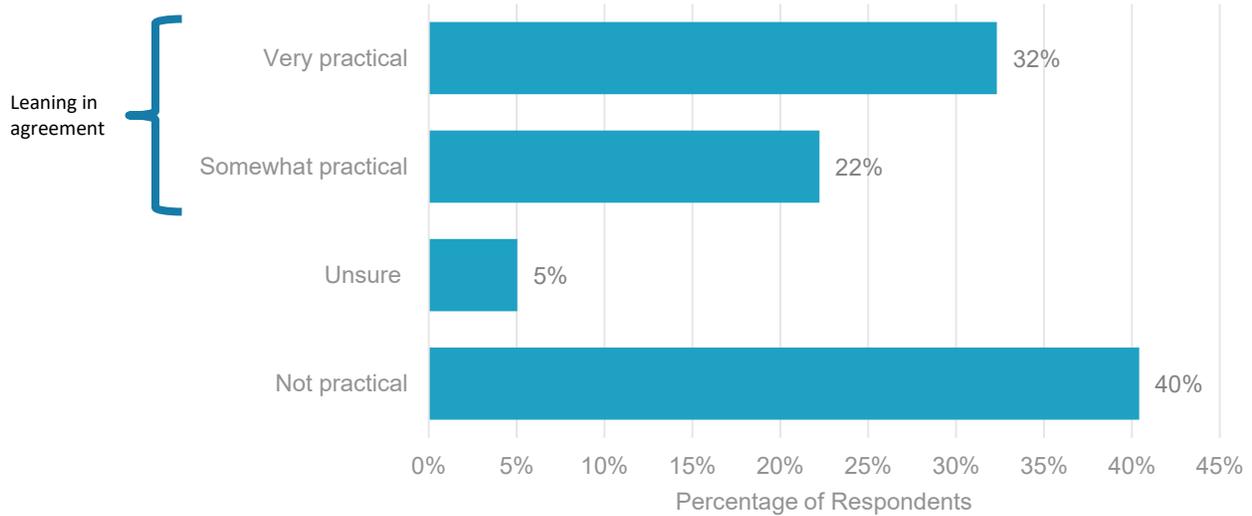
Is it practical to notify Metro Vancouver at least 24 hours in advance when using one or more air curtain burners?

Responses: 94



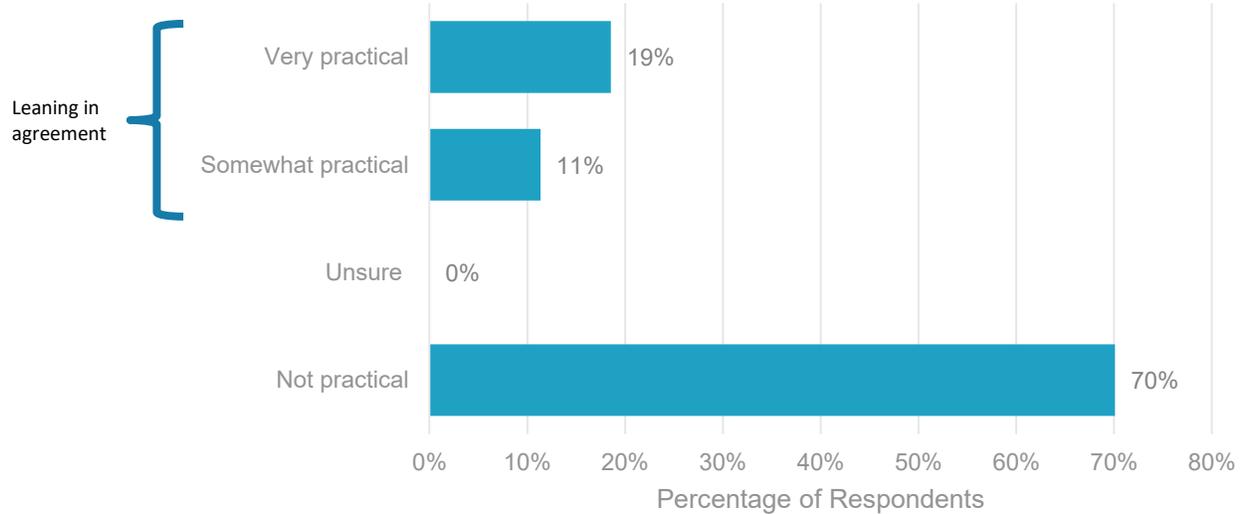
How practical is it for you to register the address of the property where open-air burning will occur, once per year?

Responses: 99



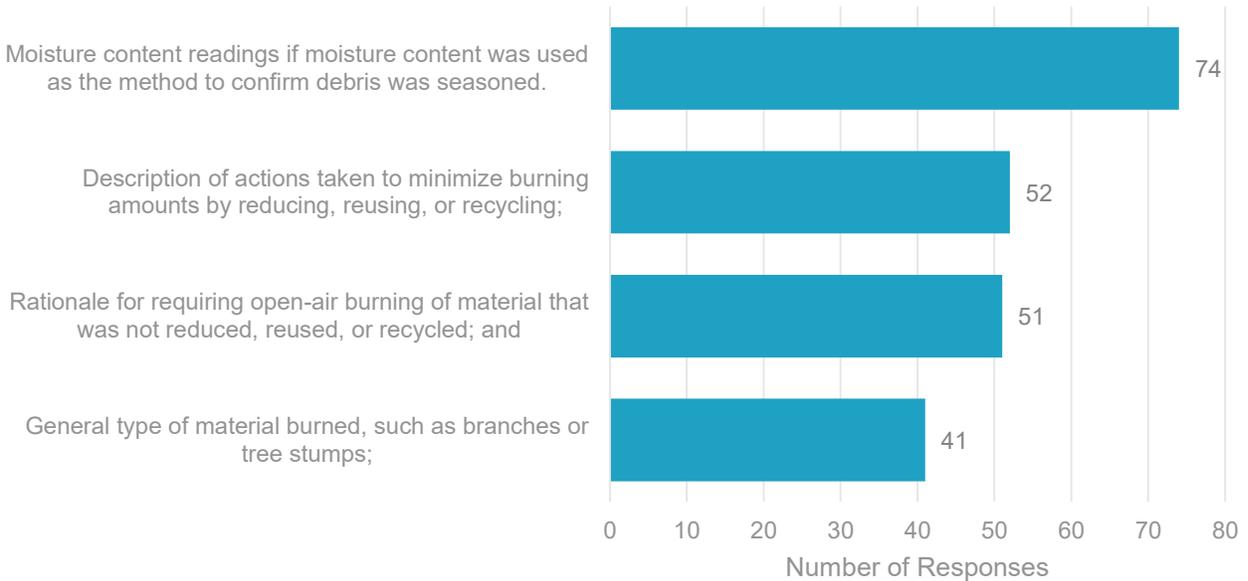
Before conducting a burn, how practical is it for you to notify your neighbours and Metro Vancouver at least 24 hours before burning?

Responses: 97



*Under the proposed emission regulation, you would need to keep records for one year, except for short duration burns of pieces less than 3 cm in diameter. In addition to OBSCR record-keeping requirements, which of the following information required by the proposed Metro Vancouver regulation would **not be practical** to keep? Select all that apply.*

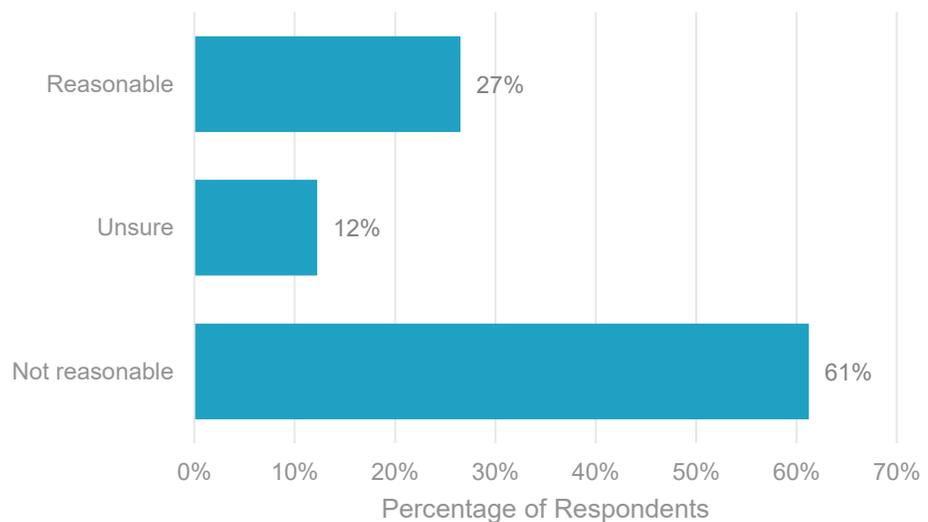
Responses: 81



Total Number of Responses: 218

Is an initial registration fee of \$100 (Agricultural burns) or \$250 (Non-agricultural burns) and a yearly renewal fee of \$50 (Agricultural burns) or \$100 (Non-agricultural burns) a reasonable cost to open-air burn?

Responses: 98



Do you have any additional comments on the proposed fees?

Existing process

Feedback included suggestions to use the existing local fire department permitting process. There were questions if the proposed fees are in addition to the local permitting process, and concerns that if so, this is a burden and not practical.

Too onerous

Comments suggested the proposed fees are too onerous for properties looking to clean up and control wildfire risk. There were concerns the fees are not affordable to those that need to burn, including small businesses and residents, as well as concern that the fees may create a deterrent to reporting. Water-access properties indicated there are no alternatives to open burning available, and thus fees to burn are unreasonable.

Overburden to farmers

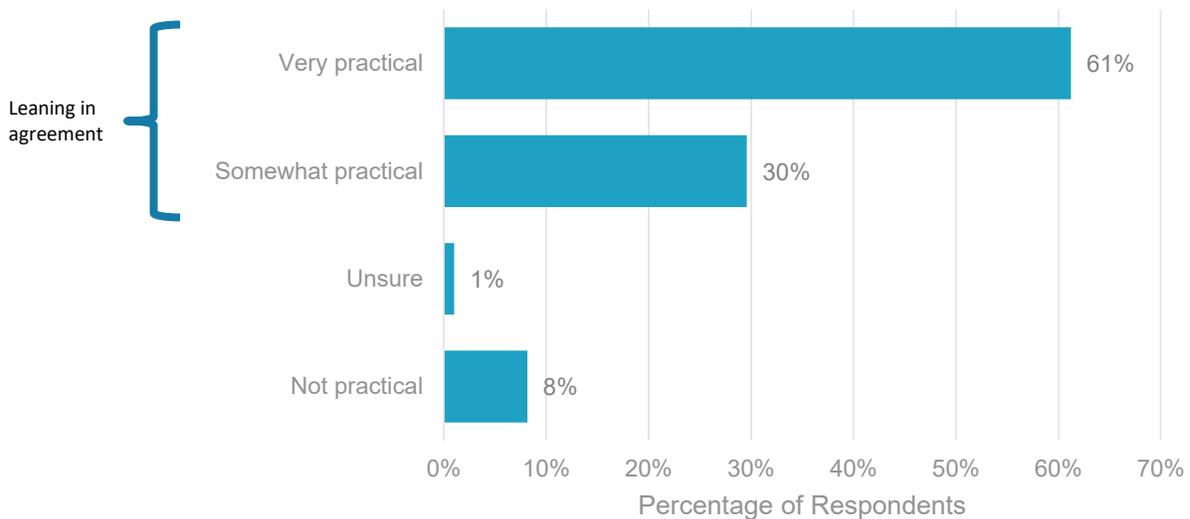
There were suggestions to determine fees based on acreage, to exempt agricultural burns, as well as to only require one permit a year at no cost to farmers. There was concern the fees create an unnecessary cost to farmers and will increase the cost of food production.

Other

Some participants expressed support that increasing fees may disincentivize open burning, while others commented on the need to promote alternatives like mulching, compost, and bioenergy. There were questions around how the fees will be used, and a suggestion to ban open burning.

To reduce community wildfire risk, how practical is it to attend an open burn at all times while burning?

Responses: 98



Campfires (defined as small fires that involve burning wood in one pile not exceeding 60 cm high and 75 cm in the largest horizontal dimension for a maximum period of 5 hours) would be exempt from the potential regulation except the prohibition on burning salt-laden wood such as marine driftwood. Do you have any comments on this?

Support

Participants expressed support for the potential regulation, commenting that campfires are important for social gatherings and cooking.

Material Restrictions

Feedback included questions seeking clarification about the definition of salt-laden wood and why it would be restricted.

Geographic Scope

Participants commented that campfires are already restricted under municipal regulations and should only be allowed in Provincial campsites.

Concern

Feedback expressed concern with regulating beach fires and providing exemption for recreational open burning while restricting burns for agricultural producers.

Air quality

There were concerns with air quality, and suggestion to ban all open burning.

Additional Comments

Alternatives to Open Burning

Participants expressed support for the use of alternatives and suggested Metro Vancouver allocate money towards their availability rather than on regulation. Specifically, participants suggested promoting bioenergy, waiving green waste disposal fees for agricultural properties, and a local rental for air curtain technology.

Support

Participants expressed support for regulating open burning and gratitude for the opportunity to provide feedback.

Existing Process

Feedback suggested that existing processes, including local fire department permits and OBSCR are sufficient to regulate open burning and air quality.

Fees & Registration

Feedback suggested the proposed fees are too high for small farm operations and rural property owners. There were questions about whether fees would be in addition to local fire department permits. Farmers expressed concern the registration process will be too burdensome. Others suggested the application process should be streamlined with existing local government processes.

Notification

Participants expressed concern that notification requirements are too onerous, particularly for rural and part-time properties. Some suggested the requirements are a better fit for properties close to the urban containment boundary, and others raised challenges with the 24hr notice, stating it is difficult to predict weather conditions.

Requests for Exemption

Participants requested exemptions for farms in the ALR as they are far from other residences, vacation homes on remote sites to promote fire safety, and water access properties as the potential regulation do not fit the local context.

Other

Other feedback included the need to consider wind direction, to provide different regulations for different areas in Metro Vancouver, concern that the material size restrictions are not appropriate for the clean-up for windfall material, and support for record keeping.

**METRO VANCOUVER REGIONAL DISTRICT
OPEN BURNING EMISSION REGULATION BYLAW NO. 1355, 2022
A Bylaw to Regulate Open Burning of Vegetative Debris**

WHEREAS:

- A. The *Environmental Management Act* authorizes the Metro Vancouver Regional District to provide the service of air pollution control and air quality management and, for that purpose, the Board of Directors of the Metro Vancouver Regional District may, by bylaw, prohibit, regulate and otherwise control and prevent the discharge of air contaminants;
- B. The *Environmental Management Act* authorizes the Board of Directors of the Metro Vancouver Regional District to establish different prohibitions, regulations, rates or levels of fees, conditions, requirements, and exemptions for different persons, operations, activities, industries, trades, businesses, air contaminants, or works, and for different classes of persons, operations, activities, industries, trade, businesses, air contaminants, or works;
- C. The Metro Vancouver Regional District has enacted the “Greater Vancouver Regional District Air Quality Management Bylaw No. 1082, 2008”, which contemplates that the Board of Directors of the Metro Vancouver Regional District may establish emission regulations; and
- D. The Board of Directors of the Metro Vancouver Regional District has determined it is desirable to regulate the discharge of air contaminants from open burning of vegetative debris.

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 Open Burning Emission Regulation Bylaw No. 1355, 2022”. This bylaw may be cited as “Metro Vancouver Regional District Open Burning Emission Regulation Bylaw”.

General

- 2. This Emission Regulation is an emission regulation for the purposes of section 26 of the “Greater Vancouver Regional District Air Quality Management Bylaw No. 1082, 2008” (“Bylaw 1082”) and is deemed to be an integral part of Bylaw 1082.
- 3. Terms defined in Bylaw 1082, or incorporated by reference into Bylaw 1082, have the same meaning in this Emission Regulation.
- 4. Every person who complies with Bylaw 1082 and this Emission Regulation is exempt from the application of sections 5 and 6 of Bylaw 1082 and from section 6 (3) of the *Environmental Management Act*, SBC 2003, c. 53 in relation to the discharge of air contaminants from open burning, if the person also complies with any further restrictions or conditions imposed by Bylaw 1082, the *Environmental Management Act*, or a regulation, permit, order, or approved waste management plan under the *Environmental Management Act*.

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

Effective Date

6. This Emission Regulation will come into effect on May 15, 2023.

Schedules

7. The following Schedules are attached to and form part of this Emission Regulation:
Schedule "A", Registration Fees.

Definitions

8. In this Emission Regulation:

"accelerant" means a substance used to aid ignition or accelerate open burning, but does not include materials listed in paragraphs (a) to (x) of the definition of "burning or incineration of prohibited material" in section 2 of Schedule 1 of the Waste Discharge Regulation, B.C. Reg. 320/2004;

"air curtain incinerator" means a device that is designed to aid combustion and reduce emissions by directing a flow of air across the:

- (a) open chamber in the device, or
- (b) trench

in which the combustion occurs, in such a manner as to re-circulate air and smoke in the open chamber or trench;

"ambient air quality objective" means the ambient concentration of an air contaminant that has been established by Metro Vancouver to protect human health and the environment;

"burnt surface area" means the area that is underneath or surrounding the remains of a fire and covered by charred or smoldering vegetative debris;

"burn pile" means a mound of vegetative debris created for the purpose of open burning;

"campfire" means an open burn that burns vegetative debris in one burn pile not exceeding 60 centimetres high and 75 centimetres wide;

"community care facility" has the same meaning as in the *Community Care and Assisted Living Act*;

"day" means a calendar day from midnight to midnight;

"diseased vegetative debris" means vegetative debris that is verified or confirmed under section 47 of this Emission Regulation as being infested with a plant pathogen or insect;

“end”, with regard to when open burning ends, means when each burn pile of vegetative debris has ceased flaming and is emitting smoke from no more than 10% of its burnt surface area, or when the fire in an air curtain incinerator is emitting smoke from no more than 10% of the base of the air curtain incinerator;

“extinguished” means burning that has been put out such that there is no vegetative debris flaming and there is no visible smoke being emitted;

“flood management ditch” means a ditch forming part of the flood management drainage infrastructure and serving the parcel on which open burning is being conducted;

“flooding emergency” means flooding that is causing or is forecast to cause damage to agricultural land, buildings, power lines, or transportation infrastructure;

“notification” means a notification available to neighbours by email, mail, phone, hand delivery, social media or posting a notice on the property line at the nearest publicly accessible location to the planned open burning;

“opacity” means the degree to which smoke obscures the view of an object in the background, expressed numerically from 0% (transparent) to 100% (opaque), as determined in accordance with the United States Code of Federal Regulations, Title 40, Part 60, Chapter 1, Appendix A-4, Method 9, as amended from time to time;

“open burning” means combustion of vegetative debris that is conducted outside a building and does not use a stack or chimney to vent the emitted products of combustion to the atmosphere;

“operator” means a person conducting open burning;

“parcel of land” means a lot, block, or other area in which land is held or into which land is subdivided;

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

“plan for community wildfire risk reduction” means a plan, or an addendum to a plan, developed or endorsed by the provincial government, a local government, a band council, or a treaty first nation that:

- (a) describes the risks to a community related to a fire starting outside of the community and threatening the community;
- (b) identifies the measures necessary to mitigate the risks referred to in paragraph (a) of this definition;

(c) outlines a plan of action to implement the measures referred to in paragraph (b) of this definition; and

(d) identifies the geographic areas to which the plan applies;

“population” means a group of more than two residences or a place of work;

“registered site” means a site within the Metro Vancouver Regional District registered for open burning;

“registration” means the submission to the Metro Vancouver Regional District of all information required and payment of fees under Part 2;

“residence” means a private residential dwelling or unit;

“salt-laden wood” means vegetative debris, of any species, that contains salt;

“seasoned” means, in reference to vegetative debris, having a dry basis moisture content of 30% or less, having been piled for a period of at least four months, or originating from standing dead timber;

“smoke” means any of the gases, particulate matter, or other products of combustion emitted into the atmosphere from open burning;

“start”, with regards to when open burning starts, means,

- (a) if using an air curtain incinerator, the point in time when the fire in the air curtain incinerator is first ignited, and
- (b) for all other open burning, the point in time when the first burn pile of vegetative debris is ignited;

“vegetative debris” means disturbed or undisturbed vegetative matter targeted for disposal, and excludes salt-laden wood whether targeted for disposal or not;

“ventilation index” means the ventilation index forecast issued by Environment and Climate Change Canada as interpreted and communicated each day by Metro Vancouver.

Part 1 – Application and Scope

9. All the provisions of this Emission Regulation apply to every person conducting open burning within the Metro Vancouver Regional District, except if:
- (a) a person is conducting open burning in accordance with a permit or approval issued under Bylaw 1082;
 - (b) a person is conducting open burning pursuant to any of the circumstances described in sections 7(4) or (6) of Bylaw 1082;

- (c) a provision of this Emission Regulation expressly indicates that one or more provisions of this Emission Regulation do not apply to the open burning; or
 - (d) a provision of this Emission Regulation expressly indicates that only one or more provisions of this Emission Regulation apply to the open burning.
10. Every person conducting a campfire is exempt from Parts 2 through 11 of this Emission Regulation.
11. Despite section 4, nothing in this Emission Regulation exempts from sections 5 and 6 of Bylaw 1082 or from section 6 (3) of the *Environmental Management Act* any person who discharges an air contaminant as a result of any of the following:
- (a) open burning of more than two burn piles concurrently on a parcel of land;
 - (b) open burning without use of an air curtain incinerator of a burn pile that has dimensions that exceed either 2 metres in height or 3 metres in width;
 - (c) open burning of vegetative debris that originates from a different parcel of land, except from a flood management ditch;
 - (d) open burning of vegetative debris that originates from a location that is more than 5 kilometres away from the location of the open burning;
 - (e) open burning at a dry land sort;
 - (f) open burning at a facility that manufactures wood products, other than whole logs for export or whole logs for further manufacturing by another facility.
12. Nothing in this Emission Regulation authorizes open burning that is
- (a) prohibited by a ban on igniting open burns imposed by
 - i. a fire department, as defined in the *Fire Services Act*, RSBC 1996, c. 144,
 - ii. a local government, or
 - iii. an improvement district, as defined in the *Local Government Act*, RSBC 2015, c. 1, or
 - (b) contrary to the *Wildfire Act*, SBC 2004, c. 31 or any other enactment.

Part 2 – Registration

13. Every person who discharges, causes, permits, or allows the discharge of an air contaminant into the environment from open burning on a parcel of land located within the regional district, must:

- (a) register the parcel of land by providing all of the following information in the prescribed form to the district director:
 - i. owner and operator name(s);
 - ii. owner and operator contact information;
 - iii. address for the parcel of land; and
- (b) pay the initial registration or annual renewal fees, as prescribed in Schedule A.

Part 3 – Before Conducting Open Burning

- 14. Every person conducting open burning must notify Metro Vancouver by email at regulationenforcement@metrovancover.org or by phone on 604-436-6777 no less than 24 hours before the open burning is planned to start.
- 15. Every person must, no later than 24 hours in advance of the start of open burning, give notification of the location of the open burning to the occupants of every residence, place of work, school, hospital, or community care facility within 500 metres of the location of the open burning, including to persons who manage the school, hospital, or community care facility, as applicable.
- 16. Every person must reduce, reuse, or recycle vegetative debris where possible, to minimize the amount of material to be open burned.

Part 4 – General Requirements for Open Burning

- 17. Every person must, on a day of open burning, and before open burning starts, obtain the ventilation index.
- 18. No person may start open burning, or continue open burning on a second day of open burning, except if:
 - (a) the ventilation index for the afternoon of each day of the open burning is “good”, or
 - (b) the person conducting the open burning uses an air curtain incinerator in accordance with Part 7.
- 19. Every person must put vegetative debris for open burning into burn piles, and may concurrently burn no more than two burn piles per registered site, except if the open burning is subject to additional restrictions, as provided in section 26, or if the person conducting the open burning uses an air curtain incinerator in accordance with Part 7.
- 20. Each burn pile’s dimensions must not exceed either 2 metres in height or 3 metres in width, except if the person conducting the open burning uses an air curtain incinerator in accordance with Part 7.

21. Every person must minimize the amount of smoke emitted by the open burning by:
 - (a) minimizing any soil content that may be mixed in with the vegetative debris,
 - (b) constructing each burn pile in a way that maximizes the air flow through the vegetative debris in the burn pile, and
 - (c) ensuring the vegetative debris is seasoned before open burning.
22. No person may start open burning if local atmospheric conditions are likely to cause the smoke emitted by the open burning to:
 - (a) negatively impact a nearby population, or
 - (b) be a navigation hazard at an airport or on a highway, by reducing visibility.
23. No person may add vegetative debris to ignited burn piles if smoke emitted by the open burning:
 - (a) negatively impacts a nearby population, or
 - (b) reduces visibility so as to cause a navigation hazard at an airport or on a highway.
24. 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 Emission Regulation.

Part 5 – Minimum Distances and Additional Restrictions

25. Open burning must be:
 - (a) at least 100 metres from any building that is a neighbouring residence or place of work;
and
 - (b) at least 500 metres from the nearest property line of a hospital, school, or community care facility.
26. Every person conducting open burning in a location that is between 100 metres and 500 metres of any building that is a neighbouring residence or place of work, or between 500 metres and 1000 metres of the property line of a hospital, school, or community care facility, must meet all of the following additional restrictions for open burning:
 - (a) the vegetative debris must be in a single burn pile of which the largest horizontal dimension is not greater than twice the height;

- (b) the vegetative debris must not include any stumps, and individual pieces must all be less than 10 centimetres in diameter; and
 - (c) the open burning must be completed within one calendar day.
27. Despite section 26, every person conducting open burning using an air curtain incinerator in accordance with Part 7 is exempt from the additional restrictions listed in section 26.

Part 6 – Frequency and Duration of Open Burning

28. No person may conduct open burning on a parcel of land of any size in Metro Vancouver more than:
- (a) 12 days or portions of days in any calendar year; or
 - (b) 6 days or portions of days in each calendar month.
29. No person may start open burning earlier than one hour after sunrise.
30. Except if using an air curtain incinerator under Part 7, every person must end open burning:
- (a) by the later of 4 p.m. or two hours before sunset, on the day the open burning is started, if the open burning is required to be completed in one calendar day; or
 - (b) by 4 p.m. on the second day of open burning, in every other case.

Part 7 – Using Air Curtain Incinerators

31. The opacity of emissions from an air curtain incinerator used in open burning must not exceed 40% during the 30-minute period following the start of the open burning and must not exceed 15% for more than 5 consecutive minutes during any other 30-minute period during the open burning.
32. A person must not stack vegetative debris in an air curtain incinerator above the air outlet of the air curtain incinerator.
33. The blowers of all in-use air curtain incinerators must operate continuously until combustion of the vegetative debris has ceased or all of the vegetative debris in the air curtain incinerator is reduced to ash.
34. Every person conducting open burning using an air curtain incinerator must operate it in accordance with the manufacturer's recommendations.
35. Every person conducting open burning using an air curtain incinerator must keep a copy of the manufacturer's recommendations on the site of the open burning for the duration of the open burning.

36. A person conducting open burning using an air curtain incinerator must not add vegetative debris to any ignited air curtain incinerator except during the period that starts one hour after sunrise and ends at sunset.
37. Despite section 18(a) [*which provides that the ventilation index must be “good”*], every person conducting open burning using an air curtain incinerator in accordance with this Part may start open burning if the ventilation index for the afternoon of the open burning is either “good” or “fair”.

Part 8 – Plans for Community Wildfire Risk Reduction

38. Every person conducting open burning under a plan for community wildfire risk reduction in accordance with this Part 8 is exempt from Part 5 and section 15 of this Emission Regulation.
39. Every person intending to conduct open burning for community wildfire risk reduction must submit to the district director, at least 10 days and not more than 90 days before starting the open burning:
 - (a) a plan for community wildfire risk reduction, in which open burning is identified as an action, and
 - (b) a description of the location of the open burning.
40. Every person conducting open burning under a plan for community wildfire risk reduction must, no later than 24 hours in advance of the start of the open burning, give notification of the location of the open burning to the occupants of every residence, place of work, school, hospital, or community care facility within 150 metres of the location of the open burning, including to persons who manage the school, hospital, or community care facility, as applicable.
41. Despite section 18(a) [*which provides that the ventilation index must be “good”*], every person conducting open burning under a plan for community wildfire risk reduction may start open burning if the ventilation index for the afternoon of the open burning is either “good” or “fair”.
42. Open burning under a plan for community wildfire risk reduction must be:
 - (a) at least 50 metres from any building that is a neighbouring residence or place of work, and
 - (b) at least 100 metres from the nearest property line of a hospital, school or community care facility.
43. Every person conducting open burning under a plan for community wildfire risk reduction must attend the open burn at all times.

44. Open burning under a plan for community wildfire risk reduction must be completed within one calendar day.
45. Every person conducting open burning under a plan for community wildfire risk education in accordance with this Part is exempt from Parts 2, 3, 5, 6, 7 and 11 and sections 17 through 22, 40 through 42, and 58 of this Emission Regulation, if:
 - (a) the open burning is on a parcel of land that can only be accessed by water, and
 - (b) all individual pieces of the vegetative debris are less than 10 centimetres in diameter.

Part 9 – Diseased Vegetative Debris

46. Every person conducting open burning to dispose of diseased vegetative debris in accordance with this Part 9 is exempt from Parts 2 and 5 and sections 14, 18, and 21(c) of this Emission Regulation.
47. Every person conducting open burning to dispose of diseased vegetative debris must, before starting open burning:
 - (a) provide written verification signed by a person registered under the *Professional Governance Act*, SBC 2018, c. 47 as an agrologist, a professional biologist, or a professional forester or registered forest technologist, that a pathogen or insect listed in Schedule 1 of the Open Burning Smoke Control Regulation, B.C. Reg. 152/2019 has infested the vegetative debris to the district director and obtain written confirmation from the district director before starting the open burn that a pathogen or insect listed in Schedule 1 of the Open Burning Smoke Control Regulation, B.C. Reg. 152/2019 has infested the vegetative debris and that open burning of the vegetative debris is necessary to stop the spread of the pathogen or insect; or
 - (b) obtain written confirmation from the district director that a pathogen or insect not listed in Schedule 1 of the Open Burning Smoke Control Regulation, B.C. Reg. 152/2019 has infested the vegetative debris and that open burning of the vegetative debris is necessary to stop the spread of the pathogen or insect.
48. Every person conducting open burning of diseased vegetative debris must notify the district director in writing at least 24 hours before the earliest planned date for starting the open burning.
49. Every person conducting open burning of diseased vegetative debris must complete the open burning within one calendar day.

50. Open burning to dispose of diseased vegetative debris must be:
- (a) at least 50 metres from any building that is a neighbouring residence or place of work, and
 - (b) at least 100 metres from the nearest property line of a hospital, school or community care facility.
51. Burn piles used to dispose of diseased vegetative debris must contain a minimum of 50% diseased vegetative debris.
52. Despite section 59, every person conducting open burning under this Part 9 of diseased vegetative debris that is not seasoned must use an accelerant.
53. Despite section 18(a) [*which provides that the ventilation index must be "good"*], no person may start open burning to dispose of diseased vegetative debris under this Part 9, or continue open burning under this Part 9 on a second day, except if the ventilation index for the afternoon of each day of the open burning is either "good" or "fair".

Part 10 – Flood Management and Flood Emergencies

54. For every person conducting open burning for a domestic or an agricultural purpose to dispose of vegetative debris removed from a flood management ditch:
- (a) if all vegetative debris disposed of is less than 3 centimetres in diameter, Parts 2 and 5 and sections 17, 18, 21(c), 28, and 31 of this Emission Regulation do not apply to the open burning, and
 - (b) if the open burning is conducted during a flooding emergency and if all vegetative debris disposed of is less than 10 centimetres in diameter, Parts 2 through 6 of this Emission Regulation do not apply to the open burning.

Part 11 – Record Retention

55. Every person conducting open burning must, for every open burn conducted and for a minimum period of one year from the start date of each open burn, keep all of the following records:
- (a) Owner and operator name;
 - (b) Owner and operator address and contact information;
 - (c) Geographic location of the open burn;
 - (d) Actions taken to reduce, reuse, or recycle vegetative debris, and rationale for not taking action, if action not taken;
 - (e) Dates the vegetative debris was put into burn piles;
 - (f) Ventilation index for every day an open burn was conducted, if applicable;
 - (g) Date of every open burn, and each open burn's start and end time;
 - (h) Number of air curtain incinerators used;
 - (i) The volume of vegetative debris open burned if an air curtain incinerator is used;

- (j) Whether or not open burning is for diseased vegetative debris, community wildfire risk protection, domestic, agricultural or commercial or industrial purposes;
 - (k) Burn registration number, if the person has a burn registration number issued under the BC Wildfire Regulation and an air curtain incinerator is used;
 - (l) Any decisions about substituted requirements made under Part 13 that applied to the open burning.
56. Every person who conducts open burning must ensure that the records referred to in section 55 are kept on site and available for inspection by an officer or the district director during the open burning.
57. Every person who conducts open burning must, within 48 hours of a request by the district director or an officer for records of open burning, submit the requested records to the district director or the officer, in the form and manner specified by the district director or officer.

Part 12 – Prohibited Materials

58. No person may burn salt-laden wood as fuel for open burning.
59. No person may use an accelerant for open burning.

Part 13 – Substituted Requirements

60. The district director may, on his or her own initiative, substitute a different requirement for a requirement contained in this Emission Regulation if the district director considers that, in the individual case:
- (a) the substitution is necessary to protect the public or the environment, or
 - (b) the intent of the regulation will be met by the substitution.
61. The district director may make a substitution under section 60:
- (a) for a specified period of time, and
 - (b) subject to the conditions the district director considers appropriate.
62. On making the decision to substitute a different requirement for a requirement contained in this regulation as set out in section 60, the district director must:
- (a) serve a signed copy of his or her decision on the person to whom the substituted requirement applies by registered mail sent to the person's last known address, and
 - (b) publish the decision in a newspaper published in British Columbia and circulating in the area affected by the decision and including a newspaper that is free and that does not have subscribers.

63. The district director may, on his or her own initiative, cancel or amend a decision made under section 60 whenever, based on new information, the district director considers that:
- (a) the cancellation or amendment is necessary to protect the public or the environment, or
 - (b) the intent of the regulation will be met by the cancellation or amendment.

Part 14 – Air Protection Measures

64. Despite any other provision of this Emission Regulation, a person must not act contrary to a prohibition issued under section 65.
65. The district director may, by public notice or written instruction or both, and for a period of time specified by the district director, prohibit open burning in an area
- (a) if the district director considers that the amount of particulate matter in the air in the area has reached, or will reach within 24 hours, a level that is likely to result in the air quality in the area not meeting the ambient air quality objectives,
 - (b) if the district director considers that pollution is occurring, or likely to occur, from open burning.
66. A prohibition issued under section 65 may include one or more of the following requirements with respect to open burning in the Metro Vancouver region:
- (a) all open burning must be extinguished;
 - (b) no vegetative debris may be ignited or added to ignited burn piles.
67. The district director may, by public notice or written instruction or both, repeal a prohibition issued under section 65, if:
- (a) in the case of a prohibition issued under section 65(a), the district director considers that the amount of particulate matter in the air in the area no longer reaches, and will not reach within 24 hours, a level that is likely to result in the air quality in the area not meeting the ambient air quality objectives, or
 - (b) in the case of a prohibition issued under section 65(b), the district director considers that the pollution is no longer occurring, or no longer likely to occur, from open burning.

Part 15 – Offences

68. A person who provides false information in a registration application 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.

- 69. A person who contravenes any provision of this Emission Regulation commits an offence and is liable on conviction to a fine not exceeding \$200,000.
- 70. Nothing in this Emission Regulation limits the district director or the Metro Vancouver Regional District from utilizing any other remedy that would otherwise be available at law.

Part 16 – Severability

- 71. 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 Emission Regulation. 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 Emission 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 Emission Regulation when it was adopted.

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 A

Registration Fees

Every person when registering a parcel of land for open burning must pay a Registration Fee based on the type of burn identified in Column 1 of Table 1, as follows:

1. For the initial 12 months of registration, the registration fee shown in Column 2 of Table 1, and
2. For any subsequent 12 months of registration, the renewal fee shown in Column 3 of Table 1.

Table 1 – Metro Vancouver Open Burning Registration Fees

Column 1 Type	Column 2 Initial Registration Fee	Column 3 Renewal Fee
Agricultural	\$100	\$50
Commercial	\$250	\$100
Residential	\$50	\$25
Wildfire risk management	\$50	\$25

To: Performance and Audit Committee

From: Linda Sabatini, Acting Director, Financial Operations

Date: June 15, 2022 Meeting Date: July 14, 2022

Subject: **MFA Fall 2022 Borrowing for Bowen Island Municipality – MVRD Security Issuing Bylaw No. 1351, 2022**

RECOMMENDATION

That the MVRD Board:

- a) give consent to the request for financing from Bowen Island Municipality in the amount of \$7,040,000 pursuant to Sections 182(1)(b) and 182(2)(a) of the *Community Charter*;
 - b) give first, second and third reading to *Metro Vancouver Regional District Security Issuing Bylaw No. 1351, 2022* being a bylaw to authorize the entering into an Agreement respecting financing between the Metro Vancouver Regional District and the Municipal Finance Authority of British Columbia;
 - c) pass and finally adopt *Metro Vancouver Regional District Security Issuing Bylaw No. 1351, 2022* and forward it to the Inspector of Municipalities for Certificate of Approval.
-

EXECUTIVE SUMMARY

As set out in the *Community Charter*, the Metro Vancouver Regional District (MVRD) must adopt a security issuing bylaw in order to enable the Bowen Island Municipality to proceed with their long term borrowing request of \$7,040,000. This borrowing is to finance the construction of a Fire Hall, an Emergency Operations Centre and a Community Centre. Bowen Island's total estimated annual debt servicing costs for existing and new proposed debt combined is approximately \$862,809 which is roughly 34.3% of their liability servicing limit of \$2,517,728. Bowen Island Municipality has met the regulatory requirements and has the legislative authority to undertake the planned borrowing. The proposed *Metro Vancouver District Security Issuing Bylaw No. 1351, 2022* will authorize Bowen Island Municipality's borrowing request.

Staff recommends consenting to Bowen Island Municipality's borrowing request and adopting the Security Issuing Bylaw as outlined in Alternative 1.

PURPOSE

To seek the adoption of a Security Issuing Bylaw to authorize a borrowing request from Bowen Island Municipality in the amount of \$7,040,000 for the Fall 2022 MFA long term debt issue.

BACKGROUND

Metro Vancouver received a request from Bowen Island Municipality to borrow \$7,040,000 to finance the construction of a Fire Hall, an Emergency Operations Centre and a Community Centre. This request has been approved by their respective council by way of Loan Authorization Bylaw and Security Issuing Resolution as required under provincial legislation. This report is being brought forward to the MVRD Board to seek the adoption of *Metro Vancouver Security Issuing Bylaw*

No. 1351, 2022 which will authorize the borrowing request from Bowen Island Municipality. The borrowing must be approved by the MVRD Board before the Security Issuing Bylaw can be issued and the request forwarded to the MFA for consideration.

MUNICIPAL BORROWING REQUEST

Request Details

Bowen Island Municipality has adopted the Loan Authorization Bylaws as outlined in Table 1 below. Their Council subsequently passed the required Security Issuing Resolution on April 20, 2022 to proceed with the 2022 Fall Borrowing for the requested amount within the authorized and outstanding balance of the bylaw. This request is within the parameters set out in Bowen Island Municipality’s Financial Plan Bylaw.

Table 1

MVRD Bylaw	Member Bylaw	Date Bylaw Passed	Purpose	Borrowing Request	Term
1351, 2022	441, 2017	September 11, 2017	Construction of Main Fire Hall and Emergency Operations Centre	\$3,000,000	30 years
1351, 2022	477, 2019	September 14, 2020	Construction of Community Centre	\$4,040,000	30 years
Total 2022 Fall Borrowing Request				\$7,040,000	

The member’s loan authorization bylaws identified above has been reviewed by the Inspector of Municipalities and have received the necessary Certificates of Approval. These certificates are included in Attachment 2 of this report.

Financial Analysis

Per the Liability Servicing Limit Certificate dated April 14, 2022, Bowen Island Municipality had a liability servicing limit of \$2,517,728. This limit represents the maximum amount, as prescribed by the Province, that Bowen Island can annually pay for servicing debt. The estimated annual debt servicing costs proposed in this bylaw will be approximately \$640,000. When combined with existing annual debt servicing costs, the total costs will be approximately \$863,000 which is roughly 34.3% of their overall liability servicing limit.

All debt of the MVRD is a joint and several liability of its member municipalities.

Included, as an attachment, is the following information provided by Bowen Island Municipality to assist in considering this request:

- Adopted Loan Authorization Bylaws along with Certificates of Approval
- Copy of Security Issuing Resolution
- Liability Servicing Limit Certificate
- The 2022 - 2026 Financial Plan Bylaw
- 2021 Audited Consolidated Financial Statements

ALTERNATIVES

1. That the MVRD Board:
 - a) give consent to the request for financing from Bowen Island Municipality in the amount of \$7,040,000 pursuant to Sections 182(1)(b) and 182(2)(a) of the *Community Charter*;
 - b) give first, second and third reading to *Metro Vancouver Regional District Security Issuing Bylaw No. 1351, 2022* being a bylaw to authorize the entering into an Agreement respecting financing between the Metro Vancouver Regional District and the Municipal Finance Authority of British Columbia;
 - c) pass and finally adopt *Metro Vancouver Regional District Security Issuing Bylaw No. 1351, 2022*; and forward it to the Inspector of Municipalities for Certificate of Approval.
2. That the MVRD Board receive for information the report dated June 15, 2022, titled “MFA Fall 2022 Borrowing for Bowen Island Municipality – MVRD Security Issuing Bylaw No. 1351, 2022”.

FINANCIAL IMPLICATIONS

Although all member debt is a joint and shared liability of all member municipalities, there are no direct financial implications to Metro Vancouver with the adoption of the bylaw.

If the Board approves Alternative 1, Bowen Island Municipality will proceed to borrow \$7,040,000 to fund their infrastructure projects.

If the Board approves Alternative 2, Bowen Island Municipality would be unable to borrow funds as required for the purpose intended and would need to look for other funding sources, potentially causing the Municipality undue financial challenges.

CONCLUSION

Bowen Island Municipality requested to borrow \$7,040,000 to finance the construction of a Fire Hall, an Emergency Operations Centre and a Community Centre. The Municipality has met all regulatory requirements and has the legislative authority to undertake the borrowing. The proposed *Metro Vancouver District Security Issuing Bylaw No. 1351, 2022* will authorize Bowen Island Municipality’s borrowing request which will be forwarded to MFA for consideration upon approval. Staff recommends consenting to the Municipality’s borrowing and adopting the Security Issuing Bylaw as outlined in Alternative 1.

Attachments

1. *Metro Vancouver Regional District Security Issuing Bylaw No. 1351, 2022*
2. Bowen Island Municipality - Additional Information

53125098

**METRO VANCOUVER REGIONAL DISTRICT
BYLAW NO. 1351, 2022**

A Bylaw to Authorize the Entering into a Finance Agreement with the Municipal Finance Authority of British Columbia in the Amount of \$7,040,000 (Canadian)

WHEREAS the Municipal Finance Authority of British Columbia (the “Authority”) may provide financing of capital requirements for Regional Districts or for their member municipalities by the issue of debentures or other evidence of indebtedness of the Authority and lending the proceeds therefrom to the Regional District on whose request the financing is undertaken;

WHEREAS Bowen Island Municipality is a member municipality of the Metro Vancouver Regional District (the “Regional District”);

WHEREAS the Regional District is to finance from time to time on behalf of and at the sole cost of the member municipalities, under the provisions of Section 410 of the *Local Government Act*, the works to be financed pursuant to the following loan authorization bylaw:

Member Loan Authorization Bylaw Number	Purpose	Amount of Borrowing Authorized	Amount Already Borrowed	Borrowing Authority Remaining	Term of Issue	Amount of Issue
441, 2017	Construction of Main Fire Hall and Emergency Operations Centre	\$3,000,000	\$0	\$3,000,000	30 years	\$3,000,000
477, 2019	Construction of Community Centre	\$4,040,000	\$0	\$4,040,000	30 years	\$4,040,000
Total 2022 Fall Borrowing Request						\$7,040,000

AND WHEREAS the Regional Board, by this bylaw, hereby requests such financing shall be undertaken through the Authority:

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

1. The Regional Board hereby consents to financing the debt of Bowen Island Municipality in the amount of seven million forty thousand dollars (\$7,040,000) in accordance with the following terms.
2. The Authority is hereby requested and authorized to finance from time to time the aforesaid undertakings at the sole cost and on behalf of Bowen Island Municipality up to, but not exceeding

seven million forty thousand dollars (\$7,040,000) in lawful money of Canada (provided that the Regional District may borrow all or part of such amount in such currency as the Trustees of the Authority shall determine but the aggregate amount in lawful money of Canada and in Canadian Dollar equivalents so borrowed shall not exceed \$7,040,000 in Canadian Dollars) at such interest and with such discounts or premiums and expenses as the Authority may deem appropriate in consideration of the market and economic conditions pertaining.

3. Upon completion by the Authority of financing undertaken pursuant hereto, the Chair and officer assigned the responsibility of financial administration of the Regional District, on behalf of the Regional District and under its seal shall, at such time or times as the Trustees of the Authority may request, enter into and deliver to the Authority one or more agreements, which said agreement or agreements shall be substantially in the form annexed hereto as Schedule "A" and made part of this bylaw (such Agreement or Agreements as may be entered into, delivered or substituted hereinafter referred to as the "Agreement") providing for payment by the Regional District to the Authority of the amounts required to meet the obligations of the Authority with respect to its borrowings undertaken pursuant hereto, which Agreement shall rank as debenture debt of the Regional District.
4. The Agreement in the form of Schedule "A" shall be dated and payable in the principal amount or amounts of monies and in Canadian dollars or as the Authority shall determine and subject to the Local Government Act, in such currency or currencies as shall be borrowed by the Authority under Section 1 and shall set out the schedule of repayment of the principal amount together with interest on unpaid amounts as shall be determined by the Treasurer of the Authority.
5. The obligation incurred under the said Agreement shall bear interest from a date specified therein, which date shall be determined by the Treasurer of the Authority, and shall bear interest at a rate to be determined by the Treasurer of the Authority.
6. The Agreement shall be sealed with the seal of the Regional District and shall bear the signature of the Chair and the officer assigned the responsibility of financial administration of the Regional District.
7. The obligations incurred under the said Agreement as to both principal and interest shall be payable at the Head Office of the Authority in Victoria and at such time or times as shall be determined by the Treasurer of the Authority.
8. During the currency of the obligation incurred under the said Agreement to secure borrowings in respect of the "Bowen Island Municipality Construction of Main Fire Hall and Emergency Operations Centre Loan Authorization Bylaw No. 441, 2017" and "Construction of Community Centre Loan Authorization Bylaw No. 477, 2019", there shall be requisitioned annually an amount sufficient to meet the annual payment of interest and the repayment of principal.
9. The Regional District shall provide and pay over to the Authority such sums as are required to discharge its obligations in accordance with the terms of the Agreement, provided, however, that if the sums provided for in the Agreement are not sufficient to meet the obligations of the Authority, any deficiency in meeting such obligations shall be a liability of the Regional District to

the Authority and the Regional Board of the Regional District shall make due provision to discharge such liability.

10. The Regional District shall pay over to the Authority at such time or times as the Treasurer of the Authority so directs such sums as are required pursuant to section 15 of the *Municipal Finance Authority Act* to be paid into the Debt Reserve Fund established by the Authority in connection with the financing undertaken by the Authority on behalf of the Regional District pursuant to the Agreement.

This bylaw may be cited as “Metro Vancouver Regional District Security Issuing Bylaw No. 1351, 2022”.

Read a first time this _____ day of _____, _____.

Read a second time this _____ day of _____, _____.

Read a third time this _____ day of _____, _____.

Approved by the Inspector of Municipalities this ____ day of _____, _____.

Passed and finally adopted this _____ day of _____, _____.

Sav Dhaliwal, Chair

Chris Plagnol, Corporate Officer

SCHEDULE A

CANADA

PROVINCE OF BRITISH COLUMBIA

AGREEMENT

Metro Vancouver Regional District

The Metro Vancouver Regional District (the "Regional District") hereby promises to pay to the Municipal Finance Authority of British Columbia at its Head Office in Victoria, British Columbia, (the "Authority") the sum of seven million forty thousand dollars (\$7,040,000) in lawful money of Canada, together with interest calculated semi-annually in each and every year during the currency of this Agreement; and payments shall be as specified in the table appearing below hereof commencing on the day of _____, _____ provided that in the event the payments of principal and interest hereunder are insufficient to satisfy the obligations of the Authority undertaken on behalf of the Regional District, the Regional District shall pay over to the Authority further sums as are sufficient to discharge the obligations of the Regional District to the Authority.

DATED at _____, British Columbia, this day of _____, 2022.

IN TESTIMONY WHEREOF and under the authority of Bylaw No. 1351, 2022 cited as "Metro Vancouver Regional District Security Issuing Bylaw No. 1351, 2022". This Agreement is sealed with the Corporate Seal of the Metro Vancouver Regional District and signed by the Chair and the officer assigned the responsibility of financial administration thereof.

Chair

Treasurer

Pursuant to the *Local Government Act*, I certify that this Agreement has been lawfully and validly made and issued and that its validity is not open to question on any ground whatever in any Court of the Province of British Columbia.

Dated _____, 2022
(month, day)

Inspector of Municipalities

Schedule B

PRINCIPAL AND/OR SINKING FUND DEPOSIT AND INTEREST PAYMENTS

<u>Date of Payment</u>	Principal and/or Sinking Fund <u>Deposit</u>	<u>Interest</u>	<u>Total</u>
_____	\$ _____	\$ _____	\$ _____
_____	\$ _____	\$ _____	\$ _____

**BOWEN ISLAND MUNICIPALITY
BYLAW NO. 441, 2017**

A bylaw to authorize the borrowing of up to \$3,000,000 for the development and construction of a Main Fire Hall and Emergency Operations Centre

WHEREAS it is deemed desirable and expedient to develop and construct a main Fire Hall and Emergency Operations Centre described as Lot A, District Lot 490, Group a NWD Plan BCP 20428, PID 026-484-480, as shown outlined on the plan attached to this Bylaw Schedule "A" to serve Bowen Island Municipality ("Main Fire Hall");

AND WHEREAS the estimated cost to construct the Main Fire Hall, including expenses incidental thereto, is the sum not exceeding \$3,000,000 of which the sum of \$3,000,000 is the maximum amount of debt intended to be created as a result of borrowing authorized under this bylaw;

THEREFORE, be it resolved that the Council of Bowen Island Municipality in open meeting assembled, enacts as follows:

1. This bylaw may be cited for all purposes as "Bowen Island Municipality Loan Authorization (Main Fire Hall and Emergency Operations Centre) Bylaw No.441, 2017".
2. The Bowen Island Municipality is hereby empowered and authorized to undertake and carry out or cause to be carried out the construction of the Main Fire Hall and Emergency Operations Centre generally in accordance with general plans on file in the municipal office and to do all things necessary in connection therewith and, without limiting the generality of the foregoing:
 - a) to borrow upon the credit of the Municipality a sum not to exceed \$3,000,000;
 - b) to acquire all such real property, easements, rights of way, licenses, rights or authorities as may be requisite or desirable for or in connection with the construction of the Main Fire Hall and Emergency Operations Centre;
 - c) site preparation, environmental site remediation, installation of all ancillary road works, on-site and off-site services and utilities for use in connection with the Main Fire Hall and Emergency Operations Centre.
3. The term for which debentures may be issued to secure the debt created by this bylaw is thirty (30) years.

READ A FIRST TIME this 13th day of March, 2017;

READ A SECOND TIME this 27th day of March, 2017;

READ A THIRD TIME this 10th day of April, 2017;

RECEIVED the approval of the Inspector of Municipalities this 14th day of June, 2017;

NOTICE of the referendum process was published on the 21st day of July, 2017, on the 28th day of July, 2017 and on the 4th day of August, 2017 in the Undercurrent, a newspaper circulating in Bowen Island Municipality, pursuant to Section 94 of the *Community Charter*.

RECEIVED the Assent of the Electors of Bowen Island Municipality this 19th day of August, 2017;

FINALLY ADOPTED this 11th day of September, 2017.

Murray Skeels
Mayor



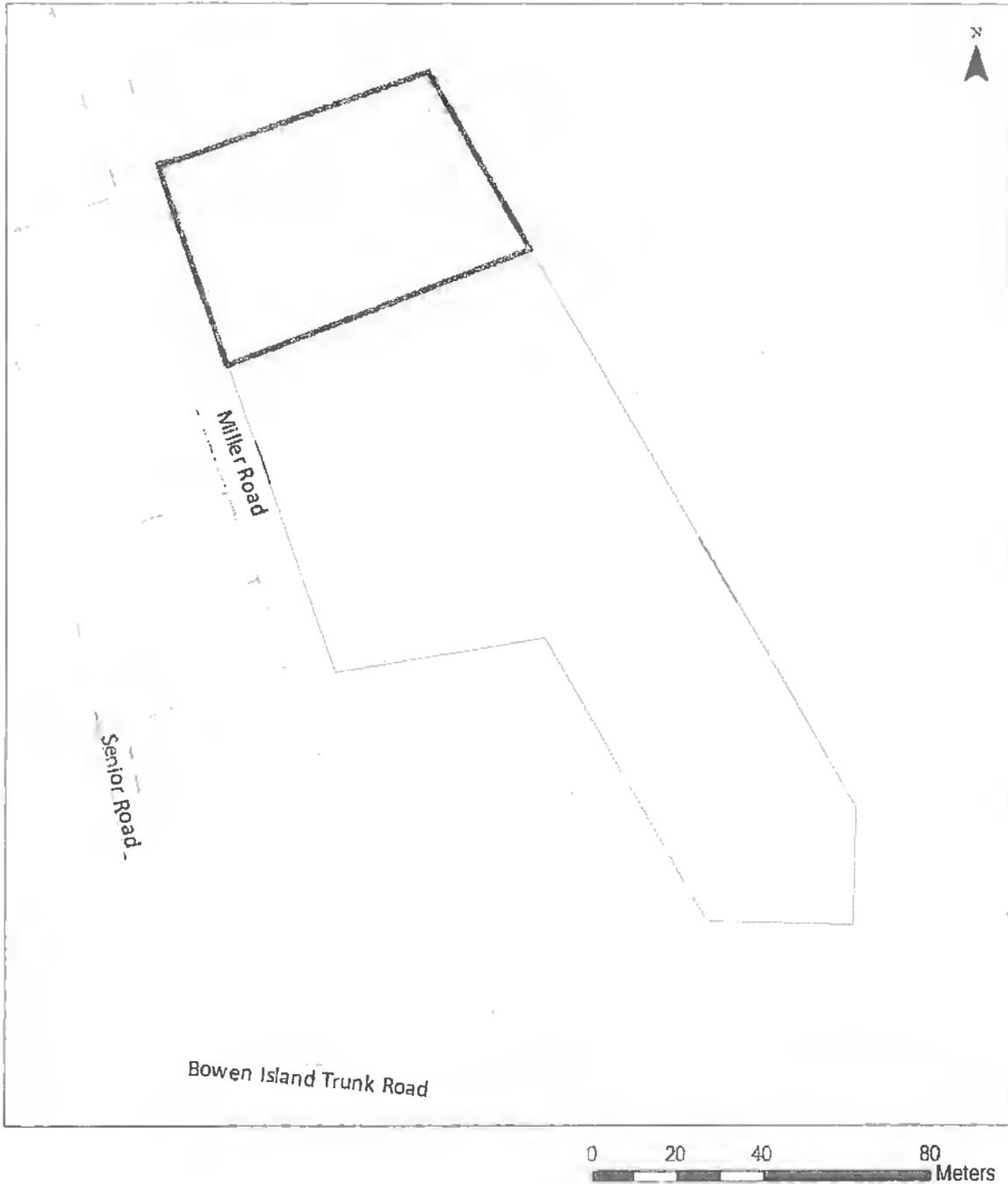
Hope Dallas
Deputy Corporate Officer

Certified to be a true and correct copy of
Bowen Island Municipality Loan Authorization
Bylaw No.441, 2017 adopted by Bowen Island
Municipal Council September 11, 2017.



Hope Dallas
Corporate Officer

**Bowen Island Municipality Loan Authorization
(Main Fire Hall and Emergency Operations Centre) Bylaw
Schedule A**





Certificate of Approval

Under the authority of the *Local Government Act*, I certify that Bylaw No. 441, cited as the "Bowen Island Municipality Loan Authorization (Main Fire Hall and Emergency Operations Centre) Bylaw No. 441, 2017" of the Bowen Island Municipality has been lawfully and validly made and enacted, and that its validity is not open to question on any ground in any court of British Columbia.

Dated this 03 day
 of November , 2017

Deputy Inspector of Municipalities of British Columbia

**BOWEN ISLAND MUNICIPALITY
BYLAW NO. 477, 2019**

A bylaw to authorize the borrowing of up to \$4,040,000 for the Community Centre Project.

WHEREAS it is deemed desirable and expedient to develop and construct a Community Centre on Bowen Island Municipality land, legally described as LOT B DISTRICT LOT 490 GROUP 1 NEW WESTMINSTER DISTRICT PLAN LMP44342, EXCEPT: PART IN PLANS BCP9282 AND PLAN EPP68283, as shown outlined on the plan attached to this Bylaw Schedule "A" to serve Bowen Island Municipality ("Community Centre Project");

WHEREAS the estimated capital cost of the Community Centre project is \$14,500,000;

WHEREAS anticipated grant funding, currently held Municipal reserves, and fundraising campaign total \$10,500,000 towards capital costs;

WHEREAS the capital costs required to complete the project, \$4,040,000, needs to be secured and the sum of \$4,040,000 is the maximum amount of debt intended to be created as a result of borrowing authorized under this bylaw;

THEREFORE, be it resolved that the Council of Bowen Island Municipality in open meeting assembled, enacts as follows:

1. This bylaw may be cited for all purposes as "Bowen Island Municipality Loan Authorization (Community Centre Project) Bylaw No. 477, 2019".
2. The Bowen Island Municipality is hereby empowered and authorized to undertake and carry out or cause to be carried out the construction of the Community Centre, generally in accordance with plans on file in the municipal office and to do all things necessary in connection therewith and, without limiting the generality of the foregoing:
 - a) to borrow upon the credit of the Municipality a sum not to exceed \$4,040,000;
 - b) to acquire all such real property, easements, rights of way, licenses, rights or authorities as may be requisite or desirable for or in connection with the construction of the Community Centre;
 - c) site preparation, environmental site remediation, installation of all ancillary road works, on-site and off-site services and utilities for use in connection with the construction of the Community Centre.
3. The term for which debentures may be issued to secure the debt created by this bylaw is thirty (30) years.

READ A FIRST TIME this 19th day of February, 2019;

READ A SECOND TIME this 19th day of February, 2019;

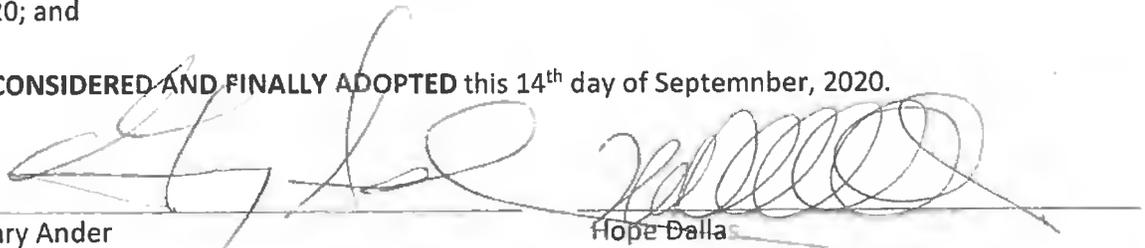
READ A THIRD TIME this 19th day of February, 2019;

RECEIVED the approval of the Inspector of Municipalities this 12th day of August , 2020;

NOTICE of the referendum process was published on the 13th day of August, 2020, on the 27th day of August, 2020 and on the 10th day of September, 2020 in the Undercurrent, a newspaper circulating in Bowen Island Municipality, pursuant to Section 94 of the *Community Charter*.

RECEIVED the Assent of the Electors of Bowen Island Municipality this 12th day of September, 2020; and

RECONSIDERED AND FINALLY ADOPTED this 14th day of September, 2020.



Gary Ander
Mayor

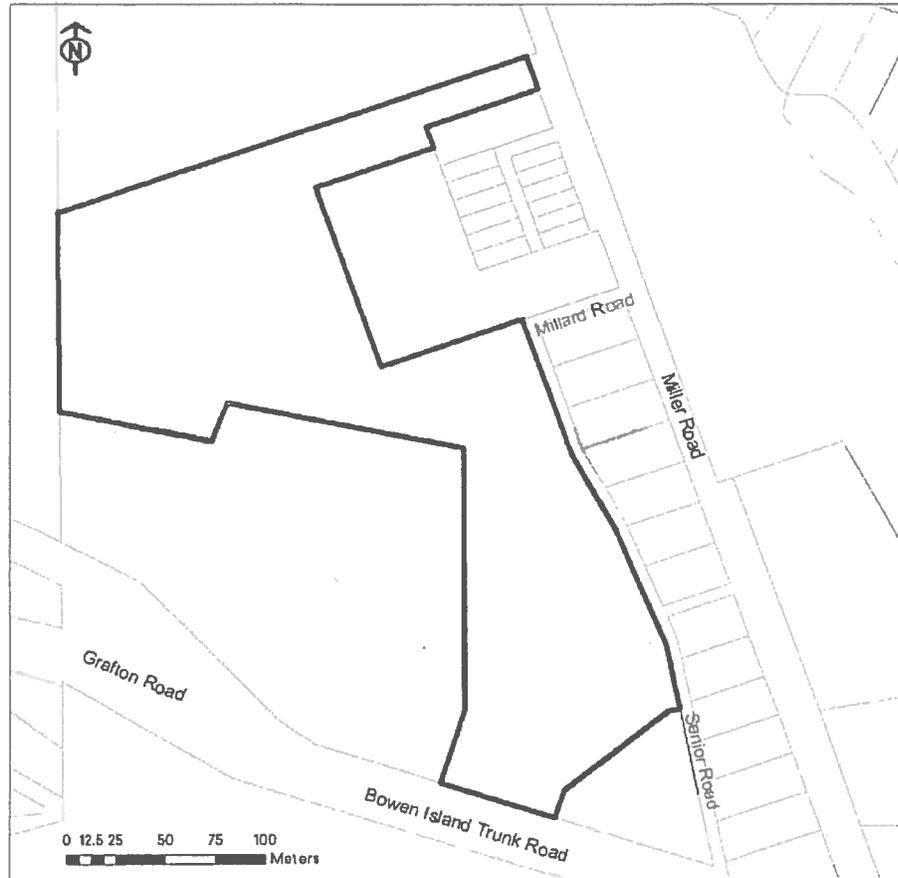
Hope Dallas
Corporate Officer

Certified to be a true and correct copy of Bowen
Island Municipality Loan Authorization Bylaw
No.477, 2019 adopted by Bowen Island Municipal
Council September 14, 2020



Hope Dallas
Corporate Officer

**Bowen Island Municipality Loan Authorization Bylaw No.477, 2019
(Community Centre Project) Bylaw Schedule A**





Certificate of Approval

Under the authority of the *Local Government Act*, I certify that Bylaw No. 477, cited as the "Bowen Island Municipality Loan Authorization (Community Centre Project) Bylaw No. 477, 2019" of the Bowen Island Municipality has been lawfully and validly made and enacted, and that its validity is not open to question on any ground in any court of British Columbia.

Dated this 30th *day*
Of November , 2020

Deputy Inspector of Municipalities of British Columbia

April 20, 2022

To whom it may concern,

Re: Council Resolution #22-257 re: Municipal Security Issuing Bylaw for Long Term Borrowing

At its April 11, 2022 Regular Council meeting, Bowen Island Municipal Council adopted the following resolution:

RES#22-257

That Council approve borrowing from the Municipal Finance Authority of British Columbia, as part of the 2022 Fall long-term debt issue for a total of \$7,040,000 as authorized by Loan Authorization Bylaw No.441, 2017 cited as "Bowen Island Municipality Loan Authorization (Fire Hall and Emergency Operations Centre) Bylaw No.441, 2017 and Loan Authorization Bylaw No.477, 2019 cited as "Bowen Island Municipality Loan Authorization (Community Centre Project) Bylaw No.477, 2019"; and

That Council request Metro Vancouver Regional District to consent to Bowen Island Municipality's borrowing over a 30-year term and include the borrowing in its Security Issuing Bylaw.

I hereby certify that the foregoing is a true and correct copy of an extract of the draft minutes of the Bowen Island Municipal Regular Council meeting held on April 11, 2022.

Dated at Bowen Island, BC this 20th day of April, 2022.



Hope Dallas
Corporate Officer

LIABILITY SERVICING LIMIT CERTIFICATE

The Bowen Island Municipality (the "Municipality")
 In relation to Council Resolution #22-236 and Temporary Borrowing Bylaw No. 448, 2017

The undersigned Financial Officer assigned responsibility for financial administration under section 149 of the Community Charter, SBC 2003, Chapter 26 (the "Charter") or Auditor appointed for the Municipality under section 169 of the Charter hereby certifies as follows:

Calculation revenue for the previous year <i>(section 4 & 5, BC Reg 254/2004)</i>	<u>\$10,070,912.00</u> a
Liability Servicing Limit (a x 25%) <i>(section 2, BC Reg 254/2004)</i>	<u>\$2,517,728.00</u> b
Annual Servicing cost for previous year	<u>\$218,884.00</u> c

Plus: New liabilities incurred, other than current request

Liability Type and reference	Annual servicing cost	
<u>Fire Hall</u>	<u>\$150,898.00</u>	d
<u>Community Centre</u>	<u>\$211,257.00</u>	e
<u>Tunstall Bay Reservoir</u>	<u>\$139,104.00</u>	f
<u> </u>		g
<u> </u>		h
<u> </u>		i
<u> </u>		j
<u> </u>		k
<u> </u>		l
 Total of lines d through l	 <u>\$501,259.00</u>	 m

Less: Liabilities which have matured

Liability type and reference	Annual servicing cost	
<u> </u>		n
<u> </u>		o
<u> </u>		p
<u> </u>		q
<u> </u>		r
 Total of lines n through r	 <u>\$0.00</u>	 s
Amount of new liability <i>(section 3, BC Reg 254/2004)</i>	<u>\$640,000.00</u>	t
Annual servicing cost of new liability <i>(section 3, BC Reg 254/2004)</i>	<u>\$142,366.00</u>	u
Total liability servicing cost including current request (lines c+m-s+u)	<u>\$862,509.00</u>	v

which is less than the annual liability servicing limit stated on line b.

OR

which exceeds the annual liability servicing limit stated on line b, and the undersigned hereby requests approval of the Inspector of Municipalities under section 174 of the Charter to exceed the limit established under the section.

In accordance with section 179(5) or section 175(1)(b) of the Charter, as applicable, the debt to be contracted under the loan authorization bylaw, or other liability for which certification is being made, referred to above will not exceed the lesser of 30 years and the reasonable life expectancy of the capital asset, activity, work or service, or the remaining term of the applicable agreement, as the case may be, for which the debt is to be contracted.

The undersigned Financial Officer or Auditor also hereby authorizes Legal Counsel of the Municipal Finance Authority of British Columbia to rely on this Certificate in giving any opinion in connection with any borrowing by the Municipal Finance Authority of British Columbia ("MFA") and the issuance of bonds, debentures, and other securities by the MFA in respect of the loan authorization bylaw, or other liability for which certification is being made, referred to above.

DATED this 14 day of April, 2022

Kristen Watson
 Financial Officer

OR

 Auditor

Kristen Watson
 (Please print full name)

 (Please print full name & company)

**Bowen Island Municipality
Bylaw No.569, 2022**

A bylaw to adopt the 2022 – 2026 Five Year Financial Plan

WHEREAS, the *Community Charter* requires that Council adopt a Five Year Financial Plan before the Annual Property Tax Rates Bylaw is adopted, before May 15th each year;

AND WHEREAS, the Council of Bowen Island Municipality has established the following guiding principles to serve as a framework for decision making during the planning and budgeting process which provides the foundations for the delivery of community services, financial sustainability and a desirable legacy for future generations:

- We will be responsive to the needs of our citizens
- We will be innovative and creative in the delivery of services and the financing of capital projects
- We will ensure service levels and the funding of such services are sustainable
- We will maintain our infrastructure in a proper state of repair
- We will ensure property taxes are equitable and strive to strike a balance between customer demand for services and taxpayers ability to pay
- We will live within our means
- We will protect our natural environment

AND WHEREAS, Council has established revenue policies to meet strategic objectives including:

- Council will consider the tax increase required for the ensuing planning period by first covering the projected cost increase for existing services and then considering other enhancements.
- New services or enhancements to existing services will be funded by a combination of:
 1. Reduction in the cost of existing services. This may include a reallocation of resources from one area to another.
 2. Increase in other revenues.
 3. A further increase in taxes.
- Utilities will be operated on a self-funded basis.
- Recreation fees will be established to collectively recover a minimum of 100% of direct costs for recreation programs.
- Fees for development related functions (i.e. building and other related inspections development approvals, subdivision) will be set at levels to recover full costs.
- Solid Waste Management Services is financed 100% by a combination of parcel tax and fees.
- Bowen Island Municipality will pursue alternative revenue sources prior to consideration of incurring debt or increasing taxes.
- Bowen Island Municipality will minimize tax increases by using the Small Community Grant funds to reduce the tax increase that would otherwise be necessary to maintain the level of services to the community.

AND WHEREAS, The Council of Bowen Island Municipality has adopted a Permissive Tax Exemption Policy; the Permissive Tax Exemption bylaw has been adopted with due consideration of the benefits to the community. Recognizing the impact to taxpayers, such that all approved exemptions effectively reduce the total value of the annual assessment roll for

property tax purposes and shift the property tax burden to the remaining Bowen Island taxpayers for Municipal taxes and Regional District and Islands Trust requisitions.

The total estimated value of the Permissive Tax Exemptions approved by Council for the 2022 tax year are \$104,931. Of this amount, \$45,784 are the taxes owing to the Municipality and the Regional District and the Islands Trust and will be redistributed proportionately to the remaining Bowen taxpayers.

AND WHEREAS, the Council of Bowen Island Municipality has considered the distribution of tax among property classes and has concluded that:

1. There is no appreciable difference between the benefits delivered or demands made on the infrastructure between residential and business properties and recreational/non-profit properties.
2. To encourage the preservation of the rural community, farm properties will be provided tax relief of a 50% tax rate as compared to residential.
3. Utilities and Industrial properties will be apportioned tax at 4.16 times the residential rate as it is believed that the tax revenue received from these property classifications is not proportionate to the benefits such properties derive from the community;

THEREFORE, the Council of Bowen Island Municipality, in open meeting assembled, enacts as follows:

1. This bylaw may be cited for all purposes as *“Bowen Island Municipality 2022 - 2026 Five Year Financial Plan Bylaw No.569, 2022”*.
2. Council establishes the following distribution ratio for Municipal Property Tax:

Classification	Ratio to Municipal Tax Rate	Estimated \$ Municipal Taxes 2022	Estimated % Municipal Taxes 2022
Residential	1 : 1	6,432,901	97.6%
Utilities	4.16 : 1	14,862	0.2%
Light Industry	4.16 : 1	7,982	0.1%
Business and Other	1 : 1	116,801	1.8%
Recreation	1 : 1	17,708	0.3%
Farm	0.5 : 1	116	0.0%
TOTAL		\$6,590,370	100%

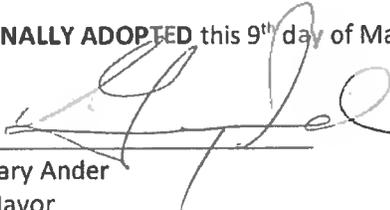
3. Schedule “A” attached to and forming part of this bylaw is hereby declared to be the Financial Plan for Bowen Island Municipality for the five-year period from 2022 to 2026.

READ A FIRST TIME this 2nd day of May, 2022;

READ A SECOND TIME this 2nd day of May, 2022;

READ A THIRD TIME this 2nd day of May, 2022; AND

FINALLY ADOPTED this 9th day of May, 2022.



Gary Ander
Mayor



Hope Dallas
Corporate Officer

Certified to be a true and correct copy of
Bowen Island Municipality 2022-2026 Five Year
Financial Plan Bylaw No.569, 2022 adopted by
Bowen Island Municipal Council at its Regular
Council meeting held May 9, 2022.



Hope Dallas
Corporate Officer

**Bowen Island Municipality
Schedule "A" Bylaw No. 569
2022-2026 Five Year Financial Plan**

	2022		2023		2024		2025		2026	
Revenues										
Property Tax	(6,590,370)	22.4%	(7,397,148)	27.6%	(7,689,827)	46.5%	(8,032,063)	47.4%	(8,351,189)	51.7%
Parcel Tax	(1,939,101)	6.6%	(1,953,911)	7.3%	(1,974,042)	11.9%	(1,993,370)	11.8%	(2,014,701)	12.5%
Grants in Lieu of Taxes	(77,772)	0.3%	(78,663)	0.3%	(79,213)	0.5%	(79,888)	0.5%	(81,213)	0.5%
Sale of Service	(701,828)	2.4%	(739,930)	2.8%	(858,582)	5.2%	(867,594)	5.1%	(889,632)	5.5%
Utility Fees	(1,774,755)	6.0%	(1,756,533)	6.6%	(1,890,858)	11.4%	(2,031,309)	12.0%	(2,181,369)	13.5%
Grant Revenue	(4,816,001)	16.4%	(8,988,693)	33.6%	(1,352,054)	8.2%	(1,540,083)	9.1%	(509,112)	3.2%
Donation Revenue	(7,650)	0.0%	(2,765,589)	10.3%	(6,600)	0.0%	(6,600)	0.0%	(6,600)	0.0%
Other Income	(190,787)	0.6%	(199,721)	0.7%	(188,293)	1.1%	(199,368)	1.2%	(206,679)	1.3%
Total Revenues	\$ (16,098,264)	54.8%	\$ (23,880,188)	89.2%	\$ (14,039,469)	85.0%	\$ (14,750,275)	87.1%	\$ (14,240,495)	88.2%
Use of Statutory Reserve Funds										
Use Of Capital Renewal and Replacement Reserve	(1,640,000)	5.6%	(70,000)	0.3%	(390,000)	2.4%	(20,000)	0.1%	(20,000)	0.1%
Use Of Roads and Infrastructure Reserve	(960,000)	3.3%	(1,075,000)	4.0%	(1,175,000)	7.1%	(1,425,000)	8.4%	(1,425,000)	8.8%
Use Of Community Works Reserve	(235,381)	0.8%	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Use Of Recreation and Other Community Uses Reserve	(99,365)	0.3%	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Use Of Parks Reserve	(70,000)	0.2%	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Use Of Fire Protection Reserve	(53,000)	0.2%	(34,000)	0.1%	(24,000)	0.1%	(24,000)	0.1%	(24,000)	0.1%
Use of Land Opportunity Reserve	(42,038)	0.1%	(42,038)	0.2%	(42,038)	0.3%	(42,038)	0.2%	(42,038)	0.3%
Use of Water System Reserves	(455,400)	1.6%	(482,700)	1.8%	(302,700)	1.8%	(327,700)	1.9%	(327,700)	2.0%
Total Use of Statutory Reserves	\$ (3,555,184)	12.1%	\$ (1,703,738)	6.4%	\$ (1,933,738)	11.7%	\$ (1,838,738)	10.9%	\$ (1,838,738)	11.4%
Use of Accumulated Operating Surplus and Other Reserves										
Use of Accumulated Operating Surplus	(640,000)	2.2%	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Use of Other Non-Statutory Reserve Funds	(2,290,514)	7.8%	(244,428)	0.9%	(20,000)	0.1%	(35,000)	0.2%	(70,000)	0.4%
Total Use of Non-Statutory Reserve Funds	\$ (2,930,514)	10.0%	\$ (244,428)	0.9%	\$ (20,000)	0.1%	\$ (35,000)	0.2%	\$ (70,000)	0.4%
Proceeds of Debt	\$ (6,795,000)	23.1%	\$ (958,000)	3.6%	\$ (530,000)	3.2%	\$ (317,000)	1.9%	\$ -	0.0%
Total Revenue, Use of Reserves and Proceeds of Debt	\$ (29,378,962)	100.0%	\$ (26,786,354)	100.0%	\$ (16,523,207)	100.0%	\$ (16,941,013)	100.0%	\$ (16,149,233)	100.0%
Operating Expenses										
General Government & Administration	2,023,215		1,975,737		1,933,310		1,959,149		2,038,597	
Protective Services	1,193,900		834,002		844,312		855,613		863,583	
Community and Strategic Planning	823,265		879,215		833,322		792,148		801,175	
Roads and Infrastructure	1,046,117		1,149,836		1,168,758		1,177,525		1,203,637	
Solid Waste	1,411,578		1,413,428		1,425,503		1,433,934		1,451,034	
Parks, Recreation and Culture	1,365,459		1,429,852		1,584,490		1,606,703		1,629,430	
Utility Operations	1,226,898		1,235,120		1,278,018		1,284,798		1,330,768	
Total Operating Expenses	\$ 9,090,432		\$ 8,917,190		\$ 9,067,713		\$ 9,109,870		\$ 9,318,224	
Capital Projects										
Capital Expenditures - General Fund	14,298,745		11,260,640		1,836,064		1,506,694		1,507,335	
Capital Expenditures - Water Funds	1,120,400		2,815,700		1,475,700		1,680,700		327,700	
Capital Expenditures - Sewer Fund	1,700,000		15,000		20,000		35,000		40,000	
Total Capital Expenditures	\$ 17,119,145		\$ 14,091,340		\$ 3,331,764		\$ 3,222,394		\$ 1,875,035	
Debt Service										
Interest on Borrowed Funds	198,965		413,413		427,769		431,111		434,836	
Debt Principal Repayment	134,476		626,095		629,290		632,581		666,782	
Total Debt Service Costs	\$ 333,441		\$ 1,039,508		\$ 1,057,059		\$ 1,063,692		\$ 1,101,618	
Contributions To Statutory Reserves										
To Capital Renewal and Replacement Reserve	250,000		-		500,000		550,000		650,000	
To Roads and Infrastructure Renewal Reserve	1,000,000		1,150,000		1,300,000		1,500,000		1,550,000	
To Community Works Fund	69,392		72,887		-		-		-	
To Community Parks Fund	-		50,000		75,000		125,000		175,000	
To Recreation & Other Community Use Reserve	-		-		150,000		150,000		150,000	
To Equipment Reserve	100,000		100,000		100,000		125,000		150,000	
To Fire Equipment Replacement Reserve	-		100,000		100,000		125,000		150,000	
To Public Art Reserve	10,000		10,000		10,000		10,000		10,000	
To Land Opportunity Reserve	124,000		124,000		124,000		124,000		124,000	
To Water System Reserve Funds	670,605		488,684		536,760		633,772		667,978	
Total Contributions To Statutory Reserves	\$ 2,223,997		\$ 2,095,571		\$ 2,895,760		\$ 3,342,772		\$ 3,626,978	
Contributions to Non-Statutory Reserve Funds										
To Accumulated Operating Surplus	102,668		102,668		102,668		102,668		102,668	
To Other Non-Statutory Reserve Funds	509,279		540,077		68,243		99,617		124,710	
Total Transfers to Non Statutory Reserves	\$ 611,947		\$ 642,745		\$ 170,911		\$ 202,285		\$ 227,378	
Total Operating, Capital, Reserve Contributions and Debt Retirement	\$ 29,378,962		\$ 26,786,354		\$ 16,523,207		\$ 16,941,013		\$ 16,149,233	

Bowen Island Municipality
Financial Statements
For the year ended December 31, 2021

Bowen Island Municipality
Financial Statements
For the year ended December 31, 2021

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Management's Responsibility for the Financial Statements

The accompanying financial statements of Bowen Island Municipality (the "Municipality") are the responsibility of management and have been prepared in accordance with Canadian public sector accounting standards as recommended by the Public Sector Accounting Board of the Chartered Professional Accountants of Canada. A summary of the significant accounting policies are described in the financial statements. The preparation of financial statements necessarily involves the use of estimates based on management's judgment, particularly when transactions affecting the current accounting period cannot be finalized with certainty until future periods.

The Municipality's management maintains a system of internal controls designed to provide reasonable assurance that assets are safeguarded, transactions are properly authorized and recorded in compliance with legislative and regulatory requirements, and reliable financial information is available on a timely basis for preparation of the financial statements. These systems are monitored and evaluated by management.

Mayor and Council carry out their responsibility for the financial statements jointly with its Finance Advisory Committee. The Committee meets with management on a scheduled basis and at least semi-annually with BDO Canada LLP to review their activities and to discuss auditing, internal control, accounting policy, and financial reporting matters. Council approves the financial statements; the Finance Advisory Committee reviews the recommendations of the independent auditors for improvements to controls as well as the actions of management to implement such recommendations.

The financial statements have been audited by BDO Canada LLP, independent external auditors appointed by the Municipality. The accompanying Independent Auditor's Report outlines their responsibilities, the scope of their examination and their opinion on the Municipality's financial statements.

Kristen Watson

Chief Financial Officer

May 16, 2022



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BDO Canada LLP
Unit 1100 - Royal Centre
1055 West Georgia Street
Vancouver BC V6E 3P3 Canada

Independent Auditor's Report

To the Mayor and Councilors of Bowen Island Municipality

Opinion

We have audited the financial statements of Bowen Island Municipality (the "Municipality"), which comprise the Statement of Financial Position as at December 31, 2021, the Statements of Operations, Change in Net Financial Assets and Cash Flows for the year then ended, and notes to the financial statements, including a summary of significant accounting policies.

In our opinion, the accompanying financial statements present fairly, in all material respects, the financial position of the Municipality as at December 31, 2021, and its results of operations, its changes in net financial assets, and cash flows for the year then ended in accordance with Canadian public sector accounting standards.

Basis for Opinion

We conducted our audit in accordance with Canadian generally accepted auditing standards. Our responsibilities under those standards are further described in the *Auditor's Responsibilities for the Audit of the Financial Statements* section of our report. We are independent of the Municipality in accordance with the ethical requirements that are relevant to our audit of the financial statements in Canada, and we have fulfilled our other ethical responsibilities in accordance with these requirements. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Unaudited Information

We have not audited, reviewed, or otherwise attempted to verify the accuracy or completeness of the schedules or exhibits on page 28 of the Municipality's financial statements.

Responsibilities of Management and Those Charged with Governance for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with Canadian public accounting standards, and for such internal control as management determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is responsible for assessing the Municipality's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless management either intends to liquidate the Municipality or to cease operations, or has no realistic alternative but to do so.

Those charged with governance are responsible for overseeing the Municipality's financial reporting process.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with Canadian generally accepted auditing standards will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.

BDO Canada LLP, a Canadian limited liability partnership, is a member of BDO International Limited, a UK company limited by guarantee, and forms part of the international BDO network of independent member firms.



As part of an audit in accordance with Canadian generally accepted auditing standards, we exercise professional judgment and maintain professional skepticism throughout the audit. We also:

- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Municipality's internal control.
- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by management.
- Conclude on the appropriateness of management's use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Municipality's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the financial statements or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause the Municipality to cease to continue as a going concern.
- Evaluate the overall presentation, structure and content of the financial statements, including the disclosures, and whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation.

We communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.

BDO Canada LLP

Chartered Professional Accountants

Vancouver, British Columbia
May 16, 2022

Bowen Island Municipality
Statement of Financial Position

December 31	2021	2020
Financial Assets		
Cash and cash equivalents	\$ 5,027,276	\$ 4,528,156
Accounts receivable (Note 2)	2,583,497	2,068,741
Portfolio investments (Note 3)	8,652,326	9,696,384
	16,263,099	16,293,281
Liabilities		
Accounts payable and accrued liabilities (Note 4)	2,728,119	2,598,011
Deferred revenue (Note 5)	3,368,369	801,803
Temporary borrowing (Note 6)	1,500,000	-
Long-term Debt (Note 6)	4,339,650	4,448,923
Obligation under Capital lease	-	900
	11,936,138	7,849,637
Net Financial Assets	4,326,961	8,443,644
Non-Financial Assets		
Tangible capital assets (Schedule 1)	76,108,664	69,234,135
Prepaid expenses	57,729	21,524
	76,166,393	69,255,659
Accumulated Surplus (Note 7)	\$80,493,354	\$ 77,699,303

Kristen Watson Chief Financial Officer



Mayor

Bowen Island Municipality
Statement of Operations

For the year ended December 31	Fiscal Plan 2021	2021	2020
	(Note 14)		
Revenue (Schedules 2 and 3)			
Taxation (Note 12)	\$ 7,891,000	\$ 7,880,471	\$ 7,184,031
Water utility fees	1,249,600	1,414,352	1,074,246
Sewer utility fees	247,700	248,223	213,410
Other fees and charges	433,600	678,713	453,993
Government transfers - Federal	-	165,569	1,786,970
Government transfers - Provincial	2,164,700	1,483,227	3,664,896
Contributed tangible capital assets	-	-	3,155,620
Other contributions	-	293,484	183,107
Other revenue	231,000	147,752	87,711
Return (loss) on investments	-	(8,777)	446,680
Gain on sale of tangible capital assets	-	308,407	808,977
	12,217,600	12,611,421	19,059,641
Expenses (Schedule 2 and 3)			
Public Works, Parks, and Environment	3,443,568	3,618,773	3,462,061
General government and fiscal services	2,292,144	1,889,897	1,913,281
Development and planning	605,000	676,904	734,868
Recreation and library	1,470,900	1,107,841	1,003,443
Protective services	905,500	888,130	1,024,065
Water systems operations	1,191,991	1,191,584	1,109,164
Sewer system operations	390,722	444,241	328,896
	10,299,825	9,817,370	9,575,778
Annual Surplus	1,917,775	2,794,051	9,483,863
Accumulated Surplus, beginning of year	77,699,303	77,699,303	68,215,440
Accumulated Surplus, end of year	\$79,617,078	\$80,493,354	\$ 77,699,303

Bowen Island Municipality
Statement of Change in Net Financial Assets

For the year ended December 31	Fiscal Plan 2021	2021	2020
	(Note 14)		
Annual Surplus	\$ 1,917,775	\$ 2,794,051	\$ 9,483,863
Acquisition of tangible capital assets	(12,002,700)	(8,694,477)	(7,144,024)
Contribution of tangible capital assets	-	-	(3,155,620)
Amortization of tangible capital assets	1,783,825	1,783,825	1,752,443
Net disposal of tangible capital assets	-	36,123	180,679
	(10,218,875)	(6,874,529)	(8,366,522)
Acquisition of prepaid expenses	-	(57,729)	(21,524)
Use of prepaid expenses	-	21,524	63,777
	-	(36,205)	42,253
Change in Net Financial Assets for the year	(8,301,100)	(4,116,683)	1,159,594
Net Financial Assets, beginning of year	8,443,644	8,443,644	7,284,050
Net Financial Assets, end of year	\$ 142,544	\$ 4,326,961	\$ 8,443,644

Bowen Island Municipality
Statement of Cash Flows

For the year ended December 31	2021	2020
Cash provided by (used in)		
Operating transactions		
Annual surplus	\$ 2,794,051	\$ 9,483,863
Items not involving cash		
Amortization of tangible capital assets	1,783,825	1,752,443
Sinking fund earnings	(2,560)	(1,261)
Contribution of tangible capital assets	-	(3,155,620)
Gain on disposal of tangible capital assets	(308,407)	(808,977)
	4,266,909	7,270,448
Changes in non-cash operating balances		
Accounts receivable	(514,756)	(1,193,634)
Accounts payable and accrued liabilities	130,108	600,069
Deferred revenue	2,566,566	(1,415,883)
Prepaid expenses	(36,205)	42,250
	6,412,622	5,303,250
Capital transactions		
Acquisition of tangible capital assets	(8,694,477)	(7,144,024)
Proceeds from sale of tangible capital assets	344,530	989,656
	(8,349,947)	(6,154,368)
Investing transaction		
Disposal (acquisition) of portfolio investments, net	1,044,058	601,821
Financing transactions		
Repayment of debt	(106,713)	(56,793)
Proceeds of debt	1,500,000	2,533,000
Capital lease repayments	(900)	(4,517)
	1,392,387	2,471,690
Increase in cash during the year	499,120	2,222,393
Cash, beginning of year	4,528,156	2,305,763
Cash, end of year	\$ 5,027,276	\$ 4,528,156
Supplemental information:		
Interest paid	\$ 114,407	\$ 51,290

Bowen Island Municipality
Notes to the Financial Statements

December 31, 2021

Bowen Island Municipality (the "Municipality") is an Island Municipality in the province of British Columbia. The Municipality was established pursuant to an Order of the Lieutenant Governor in Council effective December 4, 1999 and operates under the provisions of the Community Charter. The Municipality provides municipal services such as fire, public works, planning, parks, recreation, library and other general government services. The Municipality owns and operates seven Local Area Services for Water and one Local Area Service for Sewer, each of which provide service to properties within a discrete geographic area which are primarily funded by the properties within those boundaries.

The Municipality prepares its financial statements in accordance with Canadian public sector accounting standards developed by the Public Sector Accounting Board ("PSAB") of CPA Canada.

Services, assets, liabilities, fund balances and reserves were transferred to the Municipality pursuant to the Letters Patent from the aforementioned Order-in-Council that incorporated the Municipality. The Municipality is a member municipality of Metro Vancouver and of the Islands Trust and has various responsibilities to both entities.

1. Significant Accounting Policies

(a) Cash and Cash Equivalents

All highly liquid investments with maturity of three months or less at acquisition to be cash equivalents.

(b) Portfolio Investments

Portfolio investments other than derivatives or equity instruments quoted in active markets are recorded at amortized cost unless there has been a decline in the market value which is other than temporary in nature in which case the investments are written down to market value. The Municipality manages and records its pooled funds at market values, which approximate amortized cost.

(c) Financial Instruments

The Municipality's financial instruments consist of cash, accounts receivable, portfolio investments, accounts payable, temporary borrowing, capital lease and long-term debt. Unless otherwise indicated, it is management's opinion that the Municipality is not exposed to any significant interest, credit or currency risks arising from these financial instruments.

(d) Non-Financial Assets

Non-financial assets are not available to discharge existing liabilities and are held for use in the provision of services. They have useful lives extending beyond the current year and are not intended for sale in the ordinary course of operations.

December 31, 2021

1. Significant Accounting Policies (Continued)

(e) Tangible Capital Assets

Tangible capital assets are recorded at cost less accumulated amortization. Cost includes all costs directly attributable to acquisition or construction of the tangible capital asset including transportation costs, installation costs, design and engineering fees, legal fees and site preparation costs. Amortization is recorded on a straight-line basis over the estimated life of the tangible capital asset commencing once the asset is put into use. Contributed tangible capital assets are recorded at fair value at the time of the contribution.

Estimated useful lives of tangible capital assets are as follows:

Land improvements	15 to 30 years
Buildings	20 to 50 years
Sewer treatment plant	15 to 56 years
Equipment, furniture and vehicles	8 to 20 years
Infrastructure - water	5 to 100 years
Infrastructure - sewer	5 to 100 years
Roads	10 to 75 years
Other	10 to 60 years

(f) Natural Assets

Bowen Island is an island rich in natural assets, and while currently Canadian public sector accounting standards do not allow for the valuation and recording of such assets in the financial statements, Bowen Island Municipality, like other local governments, will be involving ecological systems in our asset management plans and looking to establish an ecological accounting process to eventually evaluate the benefits these natural assets provide and support in the core delivery of local government services

(g) Leased Assets

Leases entered into that transfer substantially all the benefits and risks associated with ownership are recorded as the acquisition of a tangible capital asset and the incurrence of an obligation. The asset is amortized in a manner consistent with tangible capital assets owned by the Municipality and the obligation, including interest thereon, is repaid over the term of the lease. All other leases are accounted for as operating leases and the rental costs are expensed as incurred.

(h) Deferred Revenue

Government transfers and other funds received for specific purposes which are externally restricted by legislation, regulation or agreement and are not available for general municipal purposes are accounted for as deferred revenue on the statement of financial position. The revenue is recognized in the statement of operations in the year in which it is used for the specified purpose or the stipulation liability is settled.

December 31, 2021

1. Significant Accounting Policies (Continued)

(i) Collection of Taxes on Behalf of Other Taxation Authorities

The Municipality collects taxation revenue on behalf of other entities. Such levies, other revenues, expenses, assets and liabilities with respect to the operations of other entities are not reflected in these financial statements.

(j) Revenue Recognition

Taxes are recorded at estimated amounts when they meet the definition of an asset, have been authorized and the taxable event occurs. Annual levies for non-optional municipal services and general administrative services are recorded as taxes for municipal services in the year they are levied. Taxes receivable are recognized net of an allowance for anticipated uncollectible amounts, if necessary. Levies imposed by other taxing authorities are not included as taxes for municipal purposes.

Through the British Columbia Assessment Authority's appeal process, taxes may be adjusted by way of supplementary roll adjustments. The effects of these adjustments on taxes are recognized at the time they are awarded.

Charges for sewer and water usage and connections are recorded as utility fees. Connection fee revenues are recognized when the connection has been established.

Other revenue and remaining user fees are recognized on an accrual basis as earned.

(k) Government Transfers

Government transfers, are recognized as revenue in the financial statements when the transfer is authorized and any eligibility criteria are met, except to the extent that transfer stipulations give rise to an obligation that meets the definition of a liability. Transfers are recognized as deferred revenue if the transfer stipulations give rise to a liability. The transfer revenue is recognized in the statement of operations as the stipulation liabilities are settled.

When the Municipality is deemed the transferor, the transfer expense is recognized when the recipient is authorized and has met the eligibility criteria.

(l) Liability for Contaminated Sites

Governments are required to accrue a liability for the costs to remediate a contaminated site. Liabilities are recognized when an environmental standard exists, contamination exceeds the standard, the government has responsibility for remediation, future economic benefits will be given up and a reasonable estimate can be made.

Management has assessed its potential liabilities under the standard including sites that are no longer in productive use and sites for which the Municipality accepts responsibility. There were no such sites that had contamination in excess of an environmental standard which require remediation at this time, therefore no related liability has been recognized in these financial statements.

Bowen Island Municipality
Notes to the Financial Statements

December 31, 2021

1. Significant Accounting Policies (Continued)

(m) Use of Estimates

The preparation of the financial statements in accordance with Canadian public sector accounting standards requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities at the date of the financial statements, and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from management's best estimates as additional information becomes available in the future.

2. Accounts Receivable

	2021	2020
User rates receivable	\$ 525,788	\$ 471,591
Taxes receivable	294,328	320,215
General accounts receivable	14,549	128,855
GST receivable	195,328	195,143
Government transfers receivable	1,006,504	952,937
Grants receivable	547,000	-
	\$ 2,583,497	\$ 2,068,741

3. Portfolio Investments

	2021	2020
MFA bond fund	\$ 6,049,656	\$ 6,099,695
MFA money market fund	2,546,512	3,542,153
First Credit Union term deposits	56,158	54,536
	\$ 8,652,326	\$ 9,696,384

MFA bond and money market funds include bank issued notes, bonds and Provincial bonds and debentures. The current yield of the bond fund is 2.12% (2020 - 2.58%) with maturities ranging from 2022 to 2026. The current yield of the money market fund is 1.09% (2020 - 1.22%). Both funds are redeemable at any time. The interest rates of the term deposits are 0.65% - 1.00% (2020 - 1.0% -1.85%) and maturities range from January 2022 to October 2022 (2020 - January 2021 to October 2022).

The investments are held in support of the statutory reserve funds as disclosed in Note 8.

Bowen Island Municipality
Notes to the Financial Statements

December 31, 2021

4. Accounts Payable and Accrued Liabilities

	2021	2020
Building permit deposits	\$ 708,137	\$ 621,051
Subdivision deposits	359,843	386,943
Miscellaneous works deposits	30,950	29,950
Trade accounts payable	314,260	338,731
Accounts payable - capital projects	319,214	604,107
Salaries and benefits payable	215,168	257,121
School and police tax payable	403,321	6,070
Holdback payable	377,226	354,038
	\$ 2,728,119	\$ 2,598,011

5. Deferred Revenue

	2020	Receipts	Revenue Recognized	2021
Community Centre Grant	\$ -	\$ 2,882,822	\$ (82,567)	\$ 2,800,255
Water Fund Capital	324,579	-	(280,802)	43,777
Development Cost Charges - Parks	241,994	-	-	241,994
Property Tax Prepayments	100,649	97,558	(100,649)	97,558
Rural Dividend Grant	46,571	-	(46,571)	-
Conservation Initiatives - Bowen Island Conservancy	16,440	-	-	16,440
Killarney Lake / Hiker's Trail	10,000	-	(10,000)	-
Amenity Contribution - Traffic Calming Whitesails Drive	11,185	-	-	11,185
Contributions	11,380	-	-	11,380
Recreation Program Fees	3,502	-	-	3,502
Other	35,503	116,473	(9,698)	142,278
	\$ 801,803	\$ 3,096,853	\$ (530,287)	\$ 3,368,369

Bowen Island Municipality
Notes to the Financial Statements

December 31, 2021

6. Temporary Borrowing and Long-term debt

The Municipality issues debt instruments through the Municipal Finance Authority, pursuant to security-issuing bylaws under authority of the Community Charter, to finance certain capital expenditures. Principal paid during the year was \$109,273 (2020 - \$56,793).

	2021	2020
Temporary borrowing - 3.35%, maturing 2022	\$ 1,500,000	\$ -

The temporary borrowing of \$1,500,000 is related to the fire hall construction and will be converted to a long-term debt once construction is complete.

Long-term debt - 3.20%, maturing 2048 (Community Lands)	\$ 1,869,089	\$ 1,915,923
Long-term debt - 1.99% maturing 2050 (Cove Bay Water)	2,470,561	2,533,000
	\$ 4,339,650	\$ 4,448,923

The Municipality has authorized long-term borrowing in total of \$7,040,000 approved by referendum. In 2022, the Municipality expects to draw upon in full, with \$4,040,000 to fund the Community Centre construction and \$3,000,000 for the fire hall construction.

Repayments of long-term debt required in the next five years and thereafter are as follows:

	Interest	Principal & Actuarial	Total
2022	\$ 114,407	\$ 109,624	\$ 224,031
2023	114,407	112,275	226,682
2024	114,407	114,994	229,401
2025	114,407	117,781	232,188
2026	114,407	120,639	235,046
Thereafter	2,592,557	3,764,337	6,356,894
	\$3,164,592	\$4,339,650	\$7,504,242

Bowen Island Municipality
Notes to the Financial Statements

December 31, 2021

7. Accumulated Surplus

The Municipality segregates its accumulated surplus in the following categories:

	2021	2020
Unappropriated surplus	\$ 4,320,651	\$ 4,323,631
Water utilities surplus	608,694	3,258,121
Sewer utility surplus	51,412	112,586
Statutory Reserve funds (Note 8)	5,242,683	5,220,653
Investment in tangible capital assets	70,269,914	64,784,312
	\$80,493,354	\$ 77,699,303

The unappropriated surplus is the amount of accumulated surplus remaining after deducting the various appropriated surplus balances and the investment in non-financial assets.

8. Statutory Reserve Funds

Individual statutory reserve funds have restrictions and conditions as follows:

- (a) **Fire Protection Reserve Fund** - Bylaw No. 12, 2000. Originally transferred from Bowen Island Fire Protection District. Restricted for fire protection purposes.
- (b) **Community Parks Reserve Fund** - Bylaw 16, 2000. Originally transferred from Metro Vancouver. Restricted for capital works or equipment with respect to Community Parks.
- (c) **Recreation and Other Community Use Reserve Fund** - Bylaw 17, 2000. Originally transferred from Metro Vancouver. Restricted for capital works or equipment for Recreation and Community use.
- (d) **Mount Gardner Dock Reserve Fund** - Bylaw 18, 2000. Originally transferred from Metro Vancouver. Restricted for capital works or equipment on the Mount Gardner Dock.
- (e) **Cove Bay Water System Fund**- Bylaw 19, 2000. Originally transferred from Metro Vancouver. Restricted for capital works or equipment on the Cove Bay Water System.
- (f) **Hood Point Water System** - Bylaw 73, 2002. Restricted for capital projects and land, machinery or equipment necessary for Hood Point Water System specified area.
- (g) **Blue Water System** - Bylaw 74, 2002. Restricted for capital projects and land, machinery or equipment necessary for Blue Water System specified area.

Bowen Island Municipality
Notes to the Financial Statements

December 31, 2021

8. Statutory Reserve Funds (Continued)

- (h) **Bowen Bay Water System - Bylaw 75, 2002.** Restricted for capital projects and land, machinery or equipment necessary for Bowen Bay Water System specified area.
- (i) **Eagle Cliff Water System - Bylaw 76, 2002.** Restricted for capital projects and land, machinery or equipment necessary for Eagle Cliff Water System specified area.
- (j) **Tunstall Bay Water System - Bylaw 77, 2002.** Restricted for capital projects and land, machinery or equipment necessary for Tunstall Bay Water System specified area.
- (k) **Equipment Replacement Reserve Fund - Bylaw No. 134.** Restricted for replacement of municipal mobile equipment.
- (l) **Roads Maintenance and Renewal Reserve Fund - Bylaw No. 135.** Restricted for maintenance, renewal or construction of municipal road works.
- (m) **Capital Replacement and Renewal Fund - Bylaw No. 294, 2011.** Restricted for replacement or restoration of capital assets and infrastructure.
- (n) **Snug Cove Improvement Reserve Fund - Bylaw No. 347.** Restricted for funding development and general improvements to Snug Cove.
- (o) **Community Works Reserve Fund - Bylaw No. 377.** Restricted for eligible expenditures as defined by the Community Works Fund Agreement (Gas Tax).
- (p) **Parkland Reserve Fund - Created under the authority of Section 188 (2) of the Community Charter.** Restricted for the purpose of acquiring parkland.
- (q) **Parking Reserve Fund - Bylaw No. 416.** Money received in lieu of provision of off street parking and interest earned on those funds. To be used for sole purpose of providing new and existing off-street parking spaces on Bowen Island.
- (r) **Alternative Transportation Initiatives - Bylaw No. 417.** Money received in lieu of provision of off street parking and interest earned on those funds. To be expended solely for purpose of transportation infrastructure that supports walking, cycling, public transit or other sources of transportation on Bowen Island.
- (s) **Public Art Reserve- Bylaw No. 446.** Reserve that holds monies for public art acquisitions, maintenance and related public art programs.
- (t) **Land opportunity reserve-Bylaw No. 522.** Money accumulated from proceeds from the sale of lands and improvements for the purpose of addressing strategic land decisions and repayment of debt.

Bowen Island Municipality
Notes to the Financial Statements

December 31, 2021

8. Reserve Funds (Continued)

Continuity of reserve fund operations is as follows:

	Opening Balance	Contributions & Transfers In	Investment Earnings	Expenditures & Transfers Out	Closing Balance
GENERAL FUND					
Fire Protection	\$ 258,150	\$ -	\$ -	\$ (113,665)	\$ 144,485
Community Parks	377,606	-	-	(23,528)	354,078
Recreation & Other Community Use	99,361	-	-	-	99,361
Mount Gardner Dock	24,246	-	-	(24,246)	-
Equipment Replacement	6,686	-	-	(6,686)	-
Roads Maintenance & Renewal	(15,213)	562,213	-	(390,808)	156,192
Capital Replacement & Renewal	3,241,118	1,571,300	-	(2,207,127)	2,605,291
Community Works	30,521	135,529	-	(61)	165,989
Parklands Acquisition	76,149	25	-	-	76,174
Parking Reserve Fund	21,223	-	-	-	21,223
Alternative Transportation Initiatives	75,294	-	-	(75,294)	-
Public Art Reserve	20,000	15,000	-	(18,322)	16,678
Land Opportunity reserves	(294,855)	424,284	-	-	129,429
	<u>\$ 3,920,286</u>	<u>\$ 2,708,351</u>	<u>\$ -</u>	<u>\$ (2,859,737)</u>	<u>\$ 3,768,900</u>
WATER AND SEWER FUNDS					
Cove Bay Water System	\$ 159,866	\$ 157,289	\$ -	\$ (59,474)	\$ 257,681
Hood Point Water System	526,448	61,665	-	-	588,113
Blue Water Park System	65,891	53,248	-	(48,332)	70,807
Bowen Bay Water System	98,385	25,782	-	(9,366)	114,801
Eagle Cliff Water System	229,382	48,870	-	(81,712)	196,540
Tunstall Bay Water System	279,869	37,240	-	(71,268)	245,841
	<u>\$ 1,359,841</u>	<u>\$ 384,094</u>	<u>\$ -</u>	<u>\$ (270,152)</u>	<u>\$ 1,473,783</u>
	<u>\$ 5,280,127</u>	<u>\$ 3,092,445</u>	<u>\$ -</u>	<u>\$ (3,129,889)</u>	<u>\$ 5,242,683</u>

Bowen Island Municipality
Notes to the Financial Statements

December 31, 2021

9. Contingent Liabilities

- (a) The Municipality is partially self-insured through the Municipal Insurance Association of British Columbia. Should the Association pay out claims in excess of premiums received, it is possible that the Municipality along with the other participants, would be required to contribute towards the deficit. No provision for a liability was deemed necessary.
- (b) The Municipality's debt instruments that originated with Metro Vancouver are issued through the Municipal Finance Authority. A portion of the debenture proceeds is withheld by the Municipal Finance Authority as a debt reserve fund as a condition of these borrowings. These funds, which total \$47,536 (2020 - \$45,330), are reflected in Accounts Receivable.

The Municipality also executes demand notes in connection with each debenture whereby the Municipality may be required to loan amounts to the Municipal Finance Authority. The demand notes, which total \$64,112 (2020 - \$64,112), are contingent in nature and are not reflected in these financial statements.

- (c) From time to time, the Municipality may be named in lawsuits. At any given point in time, there may be a few lawsuits pending in which the Municipality is involved. It is considered that the potential claims against the Municipality resulting from litigation and not covered by insurance would not materially affect these financial statements.
- (d) The Municipality is responsible as a member of Metro Vancouver for its share of any operating deficits or long-term debt related to functions in which it participates. No provision for a liability was deemed necessary.

10. Commitments

Landscape Maintenance

The Municipality entered into a landscape maintenance agreement at an annual cost of \$20,230. The three-year agreement commenced on March 6, 2020 and expires on March 6, 2023.

Recreational Space Lease Agreement

The Municipality entered into an agreement to lease space at 650 Carter Road, Bowen Island at an annual cost of \$24,840. The two-year agreement commenced on January 1, 2021 and expires on December 31, 2022.

Municipal Hall Lease Agreement

The Municipality entered into an agreement to lease the building located at 981 Artisan Lane, Bowen Island at an approximate annual cost of \$101,000. The five-year agreement commenced on November 1, 2020 and expires on October 31, 2025.

Bowen Island Municipality
Notes to the Financial Statements

December 31, 2021

10. Commitments (continued)

Waste disposal contract

The municipality entered into a seven year agreement in 2020 for residential garbage pick up and disposal at an approximate annual cost of \$1.3 million per year. The agreement commenced on January 1, 2020 and expires December 31, 2026.

Capital Project Agreements

The Municipality entered into agreements related to the planned construction of a new Fire Hall and Emergency Operations Centre in 2020 for approximately \$4,000,000. As at December 31, 2021, the total project expenditures amounted to approximately \$2,300,000.

In December 2021, the construction contract for Community Centre was awarded to an independent contractor. Construction commenced in February 2022 with expected costs for this phase estimated to be \$15,150,000.

In 2021, the Municipality issued purchased orders for the construction of Tunstall Bay Reservoir Upgrades amounting to approximately \$650,000 and purchase of a new fire truck amounting to \$640,000.

11. Pension Plan

The Municipality and its employees contribute to the Municipal Pension Plan (a jointly trustee pension plan). The board of trustees, representing plan members and employers, is responsible for administering the plan, including investment of assets and administration of benefits. The plan is a multi-employer defined benefit pension plan. Basic pension benefits are based on a formula. As at December 31, 2020, the plan has about 220,000 active members and approximately 112,000 retired members. Active members include approximately 42,000 contributors from local governments.

Every three years, an actuarial valuation is performed to assess the financial position of the plan and adequacy of plan funding. The actuary determines an appropriate combined employer and member contribution rate to fund the plan. The actuary's calculated contribution rate is based on the entry-age normal cost method, which produces the long-term rate of member and employer contributions sufficient to provide benefits for average future entrants to the plan. This rate may be adjusted for the amortization of any actuarial funding surplus and will be adjusted for the amortization of any unfunded actuarial liability.

The most recent valuation as at December 31, 2018 indicated a \$2,866 million funding surplus for basic pension benefits on a going concern basis.

The next valuation will be as at December 31, 2021 with results available later in 2022. Employers participating in the plan record their pension expense as the amount of employer contributions made during the fiscal year (defined contribution pension plan accounting). This is because the plan records accrued liabilities and accrued assets for the plan in aggregate, resulting in no consistent and reliable basis for allocating the obligation, assets and cost to individual employers participating in the plan.

Bowen Island Municipality
Notes to the Financial Statements

December 31, 2021

9. Pension Plan (continued)

The Municipality paid \$250,309 for employer contributions to the Plan in the year ended December 31, 2021 (2020 - \$236,761) while employee contributions totaled \$217,177 (2020 - \$204,178).

12. Taxation

	Fiscal Plan 2021	2021	2020
Collections for municipal purposes			
General municipal purposes	\$ 6,113,100	\$ 6,115,865	\$ 5,687,072
Payments in lieu of taxes	72,900	66,525	65,131
Waste and recycling parcel tax	1,377,300	1,369,570	1,359,988
Water parcel taxes	327,700	328,511	71,840
	<u>\$ 7,891,000</u>	<u>\$ 7,880,471</u>	<u>\$ 7,184,031</u>

The following are collected on behalf of other taxing authorities and are not included on the Municipality's Statement of Operations:

	2021	2020
Collections for other governments		
Province of British Columbia - school tax	\$ 3,023,944	\$ 2,516,850
Islands Trust	311,733	303,111
Metro Vancouver	165,634	126,886
TransLink	762,437	664,673
Municipal Finance Authority	578	514
British Columbia Assessment Authority	120,278	111,046
Police Tax	454,697	428,356
	<u>\$ 4,839,301</u>	<u>\$ 4,151,436</u>

Bowen Island Municipality
Notes to the Financial Statements

December 31, 2021

13. Assistance Granted to Community Organizations

	2021	2020
Bowen Island Arts Council	\$ 55,182	\$ 54,100
Bowen Island Community Museum and Archives	32,000	32,000
CAWES	4,000	4,000
	91,182	90,100
Core funding subtotal		
Bowen Island Caring Circle	30,000	15,000
Bowen Island Resilient Community Housing	23,500	20,000
Miscellaneous grants	60,305	38,900
	\$ 204,987	\$ 164,000

The Municipality partnered with Bowen Island Community Foundation to deliver assistance to the community through grants. Contributions from Bowen Island Community Foundation in 2021 amounted to \$36,500 (2020 - \$15,000).

14. Fiscal Plan

Fiscal plan amounts represent the Financial Plan Bylaw adopted by Council in April 2021.

The Financial Plan anticipated use of surpluses accumulated in previous years to balance against current year expenditures in excess of current year revenues. In addition, the Financial Plan anticipated capital expenditures but did not anticipate amortization expense.

The following shows how these amounts were combined:

	2021	2020
Financial Plan Bylaw surplus for the year	\$ -	\$ -
Add:		
Capital expenditures	12,002,700	13,296,050
Less:		
Budgeted transfers from accumulated surplus	(4,194,400)	(2,548,150)
Amortization	(1,783,825)	(1,752,443)
Proceeds of debt issuance included in budgeted revenue	(4,106,700)	(1,500,000)
	\$ 1,917,775	\$ 7,495,457

December 31, 2021

15. Segmented Information

The Municipality is a diversified municipal government institution that provides a wide range of services to its citizens such as fire, roads maintenance, recreation, library and garbage disposal. Distinguishable functional segments have been separately disclosed in the segmented information. The nature of the segments and the activities they encompass are as follows:

General Government & Fiscal Services

Finance and administration functions of the municipality including support to Council, Legislative Services, Communications, Human Resources, Payroll Services, Taxes, Utilities, Information Technology, Procurement and Risk Management.

Protective Services

Protection of persons and property by Fire & Rescue Services, Emergency Response Planning and Bylaws education and enforcement.

Public Works, Parks, and Environment

Maintenance and operation of streets, roads, drainage and ditches, rock scaling, public wharves, municipal buildings and solid waste. Parks and field maintenance and operations, trail maintenance and maintenance of beach fronts and public accesses, environmental services, foreshore protection, climate change initiatives and energy planning.

Development & Planning

Land use development and planning, monitoring of construction activity through building permit regulation.

Recreation & Library

Improvement to health and well-being of the Municipality's citizens. Programs include recreational sports activities, community events and operation of a youth drop-in centre and operation of the Bowen Island Municipal Library located in Snug Cove.

Water System Operations

The Municipality oversees operations and administration of seven separate small water systems, ranging in size from 22 to 650 connections. Approximately 1,200 dwellings and businesses are serviced by municipally operated water systems.

Sewer System Operations

The Municipality oversees operations and administration of a small sewer system. This system services approximately 130 connected dwellings and businesses in the Snug Cove area.

Bowen Island Municipality
Notes to the Financial Statements

December 31, 2021

16. COVID-19

On March 11, 2020, the COVID-19 outbreak was declared a global pandemic by the World Health Organization. At times, the Municipality's offices were closed to the public, although essential services continued to be provided, with the offices re-opening in limited capacity. As the impacts of COVID-19 continue, there could be further effects on the Municipality, its citizens, employees, suppliers and other third party business associates. The Municipality has continued to deliver services during this pandemic through a variety of means, whether face-to-face or utilizing technology. Given the daily evolution of the COVID-19 outbreak and the global responses to curb its spread, the Municipality is not able to fully estimate the effects of the COVID-19 outbreak on its results of operations, financial condition, or liquidity at this time.

Bowen Island Municipality Schedule 1 - Tangible Capital Assets

December 31, 2021

	Sewer										2021 Total
	Land Improvements	Land	Buildings	Equipment & Furniture & Vehicle	Roads	Other	Treatment Plant	Infrastructure	Infrastructure	Water Infrastructure	
Cost, January 1, 2021	\$ 1,521,438	\$ 2,897,916	\$ 8,433,828	\$ 24,695,248	\$ 1,606,493	\$ 2,740,601	\$ 1,426,398	\$ 14,168,732	\$ 9,012,963	\$ 94,612,148	
Additions	27,029	-	588,130	1,440,746	87,069	-	73,273	144,733	6,333,497	8,694,477	
Disposals	(19,242)	-	(604,735)	-	-	-	-	-	-	(623,977)	
Transfers	-	26,821	5,739	111,554	-	-	1,169,421	53,745	(1,417,233)	-	
Cost, December 31, 2021	28,089,289	1,598,420	2,924,737	8,422,962	26,247,548	1,693,562	2,740,601	2,669,092	14,367,210	13,929,227	102,682,648
Accumulated amortization, January 1, 2021	-	281,407	1,420,002	6,118,369	10,234,537	866,240	1,208,525	270,430	4,978,504	-	25,378,013
Amortization	-	80,142	147,044	349,540	592,067	86,019	179,422	-	349,591	-	1,783,825
Disposals	-	-	-	(587,854)	-	-	-	-	-	-	(587,854)
Accumulated amortization, December 31, 2021	-	361,549	1,567,046	5,880,055	10,826,604	952,259	1,387,947	270,430	5,328,095	-	26,573,984
Net carrying amount, December 31, 2021	\$ 28,089,289	\$ 1,236,872	\$ 1,357,691	\$ 2,542,907	\$ 15,420,944	\$ 741,302	\$ 1,352,654	\$ 2,398,662	\$ 9,039,116	\$ 13,929,227	\$ 76,108,664

	Sewer										2020 Total	
	Land Improvements	Land	Buildings	Equipment & Furniture & Vehicle	Roads	Other	Treatment Plant	Infrastructure	Infrastructure	Water Infrastructure		Assets Under Construction
Cost, January 1, 2020	\$ 26,964,251	\$ 868,704	\$ 2,891,489	\$ 8,137,668	\$ 23,693,813	\$ 1,606,493	\$ 2,740,601	\$ 1,375,697	\$ 13,330,283	\$ 3,107,083	\$ 84,716,082	
Additions	1,182,700	921,292	33,027	296,160	1,071,435	-	-	50,701	838,449	5,905,880	10,299,644	
Disposals	(38,420)	(268,558)	(26,600)	-	(70,000)	-	-	-	-	-	(403,578)	
Cost, December 31, 2020	28,108,531	1,521,438	2,897,916	8,433,828	24,695,248	1,606,493	2,740,601	1,426,398	14,168,732	9,012,963	94,612,148	
Accumulated amortization, January 1, 2020	-	341,134	1,343,392	5,723,877	9,629,235	799,671	1,091,747	249,035	4,670,379	-	23,848,469	
Amortization	-	74,552	82,291	275,817	675,302	66,569	155,365	-	422,547	-	1,752,443	
Disposals	-	(134,279)	(18,620)	-	(70,000)	-	-	-	-	-	(222,899)	
Accumulated amortization, December 31, 2020	-	281,407	1,407,063	5,999,694	10,234,537	866,240	1,247,112	249,035	5,092,926	-	25,378,013	
Net carrying amount, December 31, 2020	\$ -	\$ (281,406)	\$ (1,407,063)	\$ (5,999,694)	\$ (10,234,537)	\$ (866,241)	\$ (1,247,112)	\$ (249,035)	\$ (5,092,926)	\$ -	\$ -	\$ 69,234,135

Bowen Island Municipality
Schedule 2 - Combined Statement of Operations by Segment 2021

	Public Works, Parks and Environment	General Gov't & Fiscal Services	Development & Planning	Recreation & Library	Protective Services	Water systems operations	Sewer system operations	2021
Revenue								
Taxation	-	6,106,529	-	-	-	-	-	6,106,529
Parcel taxes	1,369,571	-	-	-	-	328,511	-	1,698,082
Payments and Grants in lieu of taxes	-	75,860	-	-	-	-	-	75,860
Water utility fees	-	-	-	-	-	1,414,352	-	1,414,352
Sewer utility fees	-	-	-	-	-	-	248,223	248,223
Other fees and charges	43,366	11,915	462,254	155,314	5,864	-	-	678,713
Government transfers - Federal	-	135,529	-	10,226	-	19,814	-	165,569
Government transfers - Provincial	634,355	787,228	-	41,830	-	19,814	-	1,483,227
Contributed tangible capital asset	-	-	-	-	-	-	-	-
Other contributions	281,467	3,750	-	8,267	-	-	-	293,484
Other revenue	15,108	106,677	-	14,681	480	10,806	-	147,752
Gain on sale of tangible capital assets	-	308,407	-	-	-	-	-	308,407
Return on investments	-	(12,606)	-	-	-	3,829	-	(8,777)
	2,343,867	7,523,289	462,254	230,318	6,344	1,797,126	248,223	12,611,421
Expenses								
Salaries & benefits	768,862	1,028,256	509,615	781,945	519,919	574,027	124,276	4,306,900
Professional and contract services	1,559,325	175,030	94,826	7,557	6,300	35,866	71,620	1,950,524
Supplies and services	187,919	91,369	15,603	50,049	64,724	128,499	35,630	573,793
Legal, audit insurance	99,291	113,123	50,200	8,532	22,615	14,019	6,208	313,988
Rent and utilities	14,710	107,336	-	83,253	21,250	44,714	10,912	282,175
Professional development and training	7,292	17,564	6,660	2,533	49,089	6,754	1,013	90,905
Maintenance facilities and equipment	29,486	32,275	-	27,611	47,669	35,953	15,160	188,154
Community grants	-	204,987	-	-	-	-	-	204,987
Debt servicing	-	119,957	-	-	-	-	-	119,957
Amortization	951,888	-	-	146,361	156,564	351,752	179,422	1,785,987
	3,618,773	1,889,897	676,904	1,107,841	888,130	1,191,584	444,241	9,817,370
Excess (deficiency) of revenue over expenses	(1,274,906)	5,633,392	(214,650)	(877,523)	(881,786)	605,542	(196,018)	2,794,051

Bowen Island Municipality
Schedule 3 - Combined Statement of Operations by Segment 2020

	Public Works, Parks and Environment	General Gov't & Fiscal Services	Development & Planning	Recreation & Library	Protective Services	Water systems operations	Sewer systems operations	2020
Revenue								
Taxation	-	5,679,948	-	-	-	-	-	5,679,948
Parcel taxes	1,359,988	-	-	-	-	71,840	-	1,431,828
Payments and Grants in lieu of taxes	-	72,255	-	-	-	-	-	72,255
Water utility fees	-	-	-	-	-	1,074,246	-	1,074,246
Sewer utility fees	-	-	-	-	-	-	213,410	213,410
Other fees and charges	43,472	4,946	290,607	108,426	6,541	-	-	453,993
Government transfers - Provincial	29,650	1,898,192	-	25,248	-	1,711,807	-	3,664,898
Government transfers - Federal	-	66,137	-	9,026	-	1,711,807	-	1,786,970
Contributed tangible capital assets	-	3,155,620	-	-	-	-	-	3,155,620
Other contributions	10,000	31,434	131,061	10,614	-	-	-	183,107
Other revenue	2,890	72,982	-	9,465	2,326	50	-	87,712
Gain on sale of tangible capital assets	-	808,977	-	-	-	-	-	808,977
Return on investments	-	420,170	-	-	-	23,902	2,606	446,678
	1,446,001	12,210,660	421,668	162,778	8,868	4,593,651	216,015	19,059,641
Expenses								
Salaries & benefits	681,051	944,651	533,415	690,145	572,433	454,076	51,633	3,927,403
Professional and contract services	1,550,591	198,531	105,597	18,292	15,747	30,679	56,205	1,975,642
Supplies and services	142,073	83,718	14,712	58,201	156,283	106,784	35,193	596,965
Legal, audit, insurance	90,832	152,793	74,505	5,126	60,219	26,111	7,194	416,780
Rent and utilities	11,327	104,750	-	42,371	17,146	38,632	12,088	226,314
Professional development and training	5,524	99,471	6,640	3,038	109,195	4,033	51	227,953
Maintenance facilities and equipment	11,417	29,474	-	27,312	46,714	26,301	11,167	152,385
Community grants	-	202,438	-	-	-	-	-	202,438
Debt servicing	-	97,455	-	-	-	-	-	97,455
Amortization	969,246	-	-	158,958	46,327	422,547	155,365	1,752,443
	3,462,061	1,913,281	734,868	1,003,443	1,024,065	1,109,164	328,896	9,575,778
Excess (deficiency) of revenue over expenses	(2,016,060)	10,297,379	(313,200)	(840,665)	(1,015,197)	3,484,488	(112,881)	9,483,863

For the year ended December 31, 2021

Supplementary Financial Information - The following schedule is unaudited

Bowen Island Municipality
Schedule - COVID-19 Safe Restart Grant (unaudited)

For the year ended December 31, 2021

Grant received in fiscal 2020	\$ 1,273,000
Eligible costs incurred:	
Fiscal 2020	
Air purifiers	(2,709)
Fiscal 2021	<u>-</u>
Balance, December 31, 2021	<u>\$ 1,270,291</u>

To: Performance and Audit Committee

From: Linda Sabatini, Acting Director, Financial Operations

Date: June 15, 2022 Meeting Date: July 14, 2022

Subject: **MFA Fall 2022 Borrowing for City of New Westminster – MVRD Security Issuing Bylaw No. 1352, 2022**

RECOMMENDATION

That the MVRD Board:

- a) give consent to the request for financing from the City of New Westminster in the amount of \$122,430,000 pursuant to Sections 182(1)(b) and 182(2)(a) of the *Community Charter*;
 - b) give first, second and third reading to *Metro Vancouver Regional District Security Issuing Bylaw No. 1352, 2022* being a bylaw to authorize the entering into an Agreement respecting financing between the Metro Vancouver Regional District and the Municipal Finance Authority of British Columbia;
 - c) pass and finally adopt *Metro Vancouver Regional District Security Issuing Bylaw No. 1352, 2022* and forward it to the Inspector of Municipalities for Certificate of Approval.
-

EXECUTIVE SUMMARY

As set out in the *Community Charter*, the Metro Vancouver Regional District (MVRD) must adopt a security issuing bylaw in order to enable the City of New Westminster to proceed with their long term borrowing request of \$122,430,000. This borrowing is to finance the construction and improvements to civic infrastructure, the construction of an electrical substation and construction of a new aquatics and community centre. The City of New Westminster's total estimated annual debt servicing costs for existing and new proposed debt combined is approximately \$15,388,000 which is roughly 29.1% of their liability servicing limit of \$52,873,000. The City of New Westminster has met the regulatory requirements and has the legislative authority to undertake the planned borrowing. The proposed *Metro Vancouver District Security Issuing Bylaw No. 1352, 2022* will authorize the City of New Westminster's borrowing request.

Staff recommends consenting to the City of New Westminster's borrowing request and adopting the Security Issuing Bylaw as outlined in Alternative 1.

PURPOSE

To seek the adoption of a Security Issuing Bylaw to authorize a borrowing request from the City of New Westminster in the amount of \$122,430,000 for the Fall 2022 MFA long term debt issue.

BACKGROUND

Metro Vancouver received a request from the City of New Westminster to borrow \$122,430,000 to finance the construction and improvements to civic infrastructure, the construction of an electrical substation and construction of a new aquatics and community centre. This request has been approved by their respective council by way of Loan Authorization Bylaws and a Security Issuing

Resolution as required under provincial legislation. This report is being brought forward to the MVRD Board to seek the adoption of *Metro Vancouver Security Issuing Bylaw No. 1352, 2022* which will authorize the borrowing request from the City of New Westminster. The borrowing must be approved by the MVRD Board before the Security Issuing Bylaw can be issued and the request forwarded to the MFA for consideration.

MUNICIPAL BORROWING REQUEST

Request Details

The City of New Westminster adopted the Loan Authorization Bylaws as outlined in Table 1 below. Their Council subsequently passed the required Security Issuing Resolution on May 20, 2022 to proceed with the 2022 Fall Borrowing for the requested amount within the authorized and outstanding balance of the bylaw. This request is within the parameters set out in the City of New Westminster’s Financial Plan Bylaw.

Table 1

MVRD Bylaw	Member Bylaw	Date Bylaw Passed	Purpose	Borrowing Request	Term
1352, 2022	7842, 2016	August 29, 2016	Construction and improvements to Civic Infrastructure	\$ 3,830,000	20 years
1352, 2022	8041, 2018	April 8, 2019	Construction of Electric Utility Infrastructure	\$25,000,000	20 years
1352, 2022	8073, 2019	June 24, 2019	Construction of new Aquatics and Community Centre	\$93,600,000	20 years
Total 2022 Fall Borrowing Request				\$122,430,000	

The member’s loan authorization bylaws identified above has been reviewed by the Inspector of Municipalities and have received the necessary Certificates of Approval. These certificates are included in Attachment 2 of this report.

As the loan authorization bylaws are valid for 5 years from the date of adoption, New Westminster also passed Temporary Borrowing Bylaw No. 7843,2016 on October 3, 2016 for the full amount of bylaw 7842, 2016. There is no expiry once a temporary borrowing bylaw is in place thereby preserving the City’s ability to borrow. A copy of the temporary borrowing Bylaw is included in Attachment 2 of this report.

Financial Analysis

Per the Liability Servicing Limit Certificate dated May 26, 2022, New Westminster had a liability servicing limit of approximately \$52,873,000. This limit represents the maximum amount, as prescribed by the Province, that the City can annually pay for servicing debt. The estimated annual debt servicing costs, including the proposed new borrowing, will be approximately \$15,388,000, which is roughly 29.1% of their liability servicing limit.

All debt of the MVRD is a joint and several liability of its member municipalities.

Included as attachment are the following information provided by the City of New Westminster to assist in considering this request:

- Adopted Loan Authorization Bylaws along with Certificates of Approval
- Copy of security issuing resolution
- Liability Servicing Limit Certificate
- the 2022 - 2026 Financial Plan Bylaw
- 2021 Audited Consolidated Financial Statements

ALTERNATIVES

1. That the MVRD Board:
 - a) give consent to the request for financing from the City of New Westminster in the amount of \$122,430,000 pursuant to Sections 182(1)(b) and 182(2)(a) of the *Community Charter*;
 - b) give first, second and third reading to *Metro Vancouver Regional District Security Issuing Bylaw No. 1352, 2022* being a bylaw to authorize the entering into an Agreement respecting financing between the Metro Vancouver Regional District and the Municipal Finance Authority of British Columbia;
 - c) pass and finally adopt *Metro Vancouver Regional District Security Issuing Bylaw No. 1352, 2022*; and forward it to the Inspector of Municipalities for Certificate of Approval.
2. That the MVRD Board receive for information the report dated June 15, 2022, titled “MFA Fall 2022 Borrowing for the City of New Westminster – MVRD Security Issuing Bylaw No. 1352, 2022”.

FINANCIAL IMPLICATIONS

Although all member debt is a joint and shared liability of all member municipalities, there are no direct financial implications to Metro Vancouver with the adoption of the bylaw.

If the Board approves Alternative 1, the City of New Westminster will proceed to borrow \$122,430,000 to fund the construction and improvements to civic infrastructure, the construction of an electrical substation and the construction of a new aquatics and community centre.

If the Board approves Alternative 2, the City of New Westminster would be unable to borrow funds as required for the purpose intended and would need to look for other funding sources, potentially causing the Municipality undue financial challenges.

CONCLUSION

The City of New Westminster requested to borrow \$122,430,000 to finance construction and improvements to civic infrastructure, the construction of an electrical substation and the construction of a new aquatics and community centre. The City has met all regulatory requirements and has the legislative authority to undertake the borrowing. The proposed *Metro Vancouver District Security Issuing Bylaw No. 1352, 2022* will authorize the City of New Westminster’s borrowing request which will be forwarded to MFA for consideration upon approval. Staff recommends consenting to the Municipality’s borrowing and adopting the Security Issuing Bylaw as outlined in Alternative 1.

Attachments

1. *Metro Vancouver Regional District Security Issuing Bylaw No. 1352, 2022*
2. City of New Westminster - Additional Information

53122575

**METRO VANCOUVER REGIONAL DISTRICT
BYLAW NO. 1352, 2022**

**A Bylaw to Authorize the Entering into a Finance Agreement with the Municipal Finance Authority
of British Columbia in the Amount of \$122,430,000 (Canadian)**

WHEREAS the Municipal Finance Authority of British Columbia (the “Authority”) may provide financing of capital requirements for Regional Districts or for their member municipalities by the issue of debentures or other evidence of indebtedness of the Authority and lending the proceeds therefrom to the Regional District on whose request the financing is undertaken;

WHEREAS the City of New Westminster is a member municipality of the Metro Vancouver Regional District (the “Regional District”);

WHEREAS the Regional District is to finance from time to time on behalf of and at the sole cost of the member municipalities, under the provisions of Section 410 of the *Local Government Act*, the works to be financed pursuant to the following loan authorization bylaw:

Member Loan Authorization Bylaw Number	Purpose	Amount of Borrowing Authorized	Amount Already Borrowed	Borrowing Authority Remaining	Term of Issue	Amount of Issue
7842, 2016	Construction and improvements to Civic Infrastructure	\$28,300,000	\$22,145,000	\$6,155,000	20 years	\$3,830,000
8041, 2018	Construction of Electric Utility Infrastructure	\$30,000,000	\$0	\$30,000,000	20 years	\$25,000,000
8073, 2019	Construction of new Aquatics and Community Centre	\$93,600,000	\$0	\$93,600,000	20 years	\$93,600,000
Total 2022 Fall Borrowing Request						\$122,430,000

AND WHEREAS the Regional Board, by this bylaw, hereby requests such financing shall be undertaken through the Authority:

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

1. The Regional Board hereby consents to financing the debt of the City of New Westminster in the amount of one hundred and twenty-two million four hundred and thirty thousand dollars (\$122,430,000) in accordance with the following terms.
2. The Authority is hereby requested and authorized to finance from time to time the aforesaid undertakings at the sole cost and on behalf of the City of New Westminster up to, but not exceeding one hundred and twenty two million four hundred and thirty thousand (\$122,430,000) in lawful money of Canada (provided that the Regional District may borrow all or part of such amount in such currency as the Trustees of the Authority shall determine but the aggregate amount in lawful money of Canada and in Canadian Dollar equivalents so borrowed shall not exceed \$122,430,000 in Canadian Dollars) at such interest and with such discounts or premiums and expenses as the Authority may deem appropriate in consideration of the market and economic conditions pertaining.
3. Upon completion by the Authority of financing undertaken pursuant hereto, the Chair and officer assigned the responsibility of financial administration of the Regional District, on behalf of the Regional District and under its seal shall, at such time or times as the Trustees of the Authority may request, enter into and deliver to the Authority one or more agreements, which said agreement or agreements shall be substantially in the form annexed hereto as Schedule "A" and made part of this bylaw (such Agreement or Agreements as may be entered into, delivered or substituted hereinafter referred to as the "Agreement") providing for payment by the Regional District to the Authority of the amounts required to meet the obligations of the Authority with respect to its borrowings undertaken pursuant hereto, which Agreement shall rank as debenture debt of the Regional District.
4. The Agreement in the form of Schedule "A" shall be dated and payable in the principal amount or amounts of monies and in Canadian dollars or as the Authority shall determine and subject to the Local Government Act, in such currency or currencies as shall be borrowed by the Authority under Section 1 and shall set out the schedule of repayment of the principal amount together with interest on unpaid amounts as shall be determined by the Treasurer of the Authority.
5. The obligation incurred under the said Agreement shall bear interest from a date specified therein, which date shall be determined by the Treasurer of the Authority, and shall bear interest at a rate to be determined by the Treasurer of the Authority.
6. The Agreement shall be sealed with the seal of the Regional District and shall bear the signature of the Chair and the officer assigned the responsibility of financial administration of the Regional District.
7. The obligations incurred under the said Agreement as to both principal and interest shall be payable at the Head Office of the Authority in Victoria and at such time or times as shall be determined by the Treasurer of the Authority.

8. During the currency of the obligation incurred under the said Agreement to secure borrowings in respect of the “City of New Westminster Civic Infrastructure Loan Authorization Bylaw No. 7842, 2016” and “Electric Utility Infrastructure Loan Authorization Bylaw No. 8041, 2018” and “New Westminster Aquatics and Community Centre Loan Authorization Bylaw No. 8073, 2019”, there shall be requisitioned annually an amount sufficient to meet the annual payment of interest and the repayment of principal.

9. The Regional District shall provide and pay over to the Authority such sums as are required to discharge its obligations in accordance with the terms of the Agreement, provided, however, that if the sums provided for in the Agreement are not sufficient to meet the obligations of the Authority, any deficiency in meeting such obligations shall be a liability of the Regional District to the Authority and the Regional Board of the Regional District shall make due provision to discharge such liability.

10. The Regional District shall pay over to the Authority at such time or times as the Treasurer of the Authority so directs such sums as are required pursuant to section 15 of the *Municipal Finance Authority Act* to be paid into the Debt Reserve Fund established by the Authority in connection with the financing undertaken by the Authority on behalf of the Regional District pursuant to the Agreement.

This bylaw may be cited as “Metro Vancouver Regional District Security Issuing Bylaw No. 1352, 2022”.

Read a first time this _____ day of _____, _____.

Read a second time this _____ day of _____, _____.

Read a third time this _____ day of _____, _____.

Approved by the Inspector of Municipalities this ____ day of _____, _____.

Passed and finally adopted this _____ day of _____, _____.

Sav Dhaliwal, Chair

Chris Plagnol, Corporate Officer

SCHEDULE A

CANADA

PROVINCE OF BRITISH COLUMBIA

AGREEMENT

Metro Vancouver Regional District

The Metro Vancouver Regional District (the "Regional District") hereby promises to pay to the Municipal Finance Authority of British Columbia at its Head Office in Victoria, British Columbia, (the "Authority") the sum of one hundred and twenty two million four hundred and thirty thousand (\$122,430,000) in lawful money of Canada, together with interest calculated semi-annually in each and every year during the currency of this Agreement; and payments shall be as specified in the table appearing below hereof commencing on the day of _____, provided that in the event the payments of principal and interest hereunder are insufficient to satisfy the obligations of the Authority undertaken on behalf of the Regional District, the Regional District shall pay over to the Authority further sums as are sufficient to discharge the obligations of the Regional District to the Authority.

DATED at _____, British Columbia, this day of _____, 2022.

IN TESTIMONY WHEREOF and under the authority of Bylaw No. 1352, 2022 cited as "Metro Vancouver Regional District Security Issuing Bylaw No. 1352, 2022". This Agreement is sealed with the Corporate Seal of the Metro Vancouver Regional District and signed by the Chair and the officer assigned the responsibility of financial administration thereof.

Chair

Treasurer

Pursuant to the *Local Government Act*, I certify that this Agreement has been lawfully and validly made and issued and that its validity is not open to question on any ground whatever in any Court of the Province of British Columbia.

Dated _____, 2022
(month, day)

Inspector of Municipalities

Schedule B

PRINCIPAL AND/OR SINKING FUND DEPOSIT AND INTEREST PAYMENTS

<u>Date of Payment</u>	Principal and/or Sinking Fund <u>Deposit</u>	<u>Interest</u>	<u>Total</u>
_____	\$ _____	\$ _____	\$ _____
_____	\$ _____	\$ _____	\$ _____

City of New Westminster

CORPORATION OF THE CITY OF NEW WESTMINSTER

New Westminster Civic Infrastructure Loan Authorization Bylaw No. 7842, 2016

A Bylaw to Authorize Borrowing for the purpose of constructing and upgrading Civic Infrastructure and to purchase land

WHEREAS pursuant to section 179 of the Community Charter a council may by a loan authorization bylaw, adopted with the approval of the inspector and, pursuant to section 180 of the *Community Charter*, the approval of the electors, incur a liability by borrowing for purposes of a capital nature.

AND WHEREAS Council considers it desirable to construct and improve the City's Civic Facilities and Fibre Optic Network as set out in Schedule A as well as to purchase land for a future electrical substation and district energy plant;

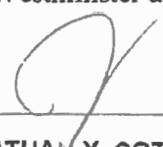
AND WHEREAS the estimated cost of constructing and improving the City's Civic Facilities, Fibre Optic Network and the estimated cost of land, including all incidental expenses is the sum of twenty eight million three hundred thousand dollars (\$28,300,000) which is the amount of debt created by this bylaw.

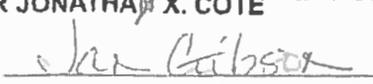
NOW THEREFORE, the Council of the Corporation of the City of New Westminster in open meeting assembled enacts as follows:

1. This Bylaw may be cited as "New Westminster Civic Infrastructure Loan Authorization Bylaw No. 7842, 2016".
2. The City is hereby empowered and authorized to borrow upon its credit a sum not exceeding twenty eight million three hundred thousand dollars (\$28,300,000) for the purposes of constructing and improving Civic Facilities and Fibre Optic Network as well as to purchase land for a future electrical substation and district energy plant, including expenses incidental thereto as set out in Schedule A attached to this bylaw and forming a part thereof.
3. The maximum term for which debentures may be issued to secure the debt created by this Bylaw is 20 years.

GIVEN THREE READINGS this 9th day of May 2016.

ADOPTED and the Seal of the Corporation of the City of New Westminster affixed this 29th day of August 2016.


MAYOR JONATHAN X. COTÉ MAYOR


JAN GIBSON, CITY CLERK CITY CLERK

CORPORATION OF THE CITY OF NEW WESTMINSTER

Schedule 'A' to Civic Infrastructure Loan Authorization Bylaw No. 7842, 2016

The estimated cost of constructing and improving the City's Civic Facilities, Fibre Optic Network and the estimated cost of land, including all incidental expenses is the sum of twenty eight million three hundred thousand dollars (\$28,300,000) as outlined below:

Major building improvements to City Hall	\$ 6,000,000
Major building improvements to the Uptown Library	4,800,000
Land purchases for the future placement of an electrical substation and district energy plant	8,500,000
Fibre Optic Network Infrastructure	<u>9,000,000</u>
Total Debt Financing	<u>\$ 28,300,000</u>



Certificate of Approval

Under the authority of the *Local Government Act*, I certify that Bylaw No. 7842, cited as the "New Westminster Civic Infrastructure Loan Authorization Bylaw No. 7842, 2016" of the City of New Westminster has been lawfully and validly made and enacted, and that its validity is not open to question on any ground in any court of British Columbia.

Dated this 08 day
of November, 2016

Deputy Inspector of Municipalities of British Columbia

CORPORATION OF THE CITY OF NEW WESTMINSTER

Electric Utility Infrastructure Loan Authorization Bylaw No. 8041, 2018

A Bylaw to Authorize Borrowing for the purpose of constructing an electrical substation

WHEREAS pursuant to section 179 of the Community Charter a council may by a loan authorization bylaw, adopted with the approval of the inspector and, pursuant to section 180 of the *Community Charter*, the approval of the electors, incur a liability by borrowing for purposes of a capital nature.

AND WHEREAS Council considers it desirable to construct an electrical substation;

AND WHEREAS the estimated cost of constructing the electrical substation, including all incidental expenses is the sum of thirty million (\$30,000,000) which is the amount of debt created by this bylaw.

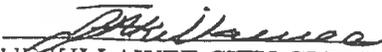
NOW THEREFORE, the Council of the Corporation of the City of New Westminster in open meeting assembled enacts as follows:

1. This Bylaw may be cited as "Electric Utility Infrastructure Loan Authorization Bylaw No. 8041, 2018".
2. The City is hereby empowered and authorized to borrow upon its credit a sum not exceeding thirty million dollars (\$30,000,000) for the purposes of constructing an electrical substation.
3. The maximum term for which debentures may be issued to secure the debt created by this Bylaw is 20 years.

GIVEN THREE READINGS this 19th day of November 2018.

ADOPTED and the Seal of the Corporation of the City of New Westminster affixed this 8th day of April 2019.


MAYOR JONATHAN X. COTÉ MAYOR


JACQUE KILLAWEE CITY CLERK



Certificate of Approval

Under the authority of the *Local Government Act*, I certify that Bylaw No.8041, cited as the "Electric Utility Infrastructure Loan Authorization Bylaw No. 8041, 2018" of the New Westminster has been lawfully and validly made and enacted, and that its validity is not open to question on any ground in any court of British Columbia.

Dated this 24 day
 Of June , 2019

Deputy Inspector of Municipalities of British Columbia

CORPORATION OF THE CITY OF NEW WESTMINSTER

New Westminster Aquatics and Community Centre Infrastructure Loan Authorization Bylaw
No. 8073, 2019

A Bylaw to Authorize Borrowing for the purpose of replacing the Canada Games Pool and Centennial Community Centre with a new Aquatic and Community Centre.

WHEREAS pursuant to section 179 of the Community Charter a council may by a loan authorization bylaw, adopted with the approval of the inspector and, pursuant to section 180 of the *Community Charter*, the approval of the electors, incur a liability by borrowing for purposes of a capital nature;

AND WHEREAS Council considers it desirable to construct an Aquatic and Community Centre that replaces the Canada Games Pool and Centennial Community Centre;

AND WHEREAS the portion of the cost of constructing the Aquatic and Community Centre, including all incidental expenses, to be funded through debt, is the sum of ninety three million six hundred thousand dollars (\$93,600,000) which is the amount of debt created by this bylaw.

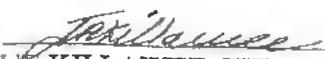
NOW THEREFORE, the Council of the Corporation of the City of New Westminster in open meeting assembled enacts as follows:

1. This Bylaw may be cited as "New Westminster Aquatics and Community Centre Loan Authorization Bylaw No. 8073, 2019".
2. The City is hereby empowered and authorized to borrow upon its credit a sum not exceeding ninety three million six hundred thousand dollars (\$93,600,000) for the purposes of constructing an Aquatic and Community Centre.
3. The maximum term for which debentures may be issued to secure the debt created by this Bylaw is 20 years.

GIVEN THREE READINGS this 14th day of January 2019.

ADOPTED and the Seal of the Corporation of the City of New Westminster affixed this
24th day of June 2019.


MAYOR JONATHAN X. COTÉ MAYOR


JACQUE KILLAWEE CITY CLERK



Certificate of Approval

Under the authority of the *Local Government Act*, I certify that Bylaw No.8073, cited as the "New Westminster Aquatics and Community Centre Loan Authorization Bylaw No. 8073, 2019 " of the City of New Westminster has been lawfully and validly made and enacted, and that its validity is not open to question on any ground in any court of British Columbia.

Dated this 20 *day*
Of August , 2019


Deputy Inspector of Municipalities of British Columbia

City of New Westminster

CORPORATION OF THE CITY OF NEW WESTMINSTER

New Westminster Civic Infrastructure
Temporary Borrowing Bylaw No. 7843, 2016

A Bylaw to Authorize Temporary Borrowing pending Sale of Debentures

WHEREAS it is provided by section 181 of the Community Charter that the Council may, where it has adopted a loan authorization bylaw, without further assents or approvals, borrow temporarily from any person under the conditions therein set out:

AND WHEREAS the Council has adopted New Westminster Civic Infrastructure Loan Authorization Bylaw no. 7842, 2016, authorizing the amount of twenty eight million three hundred thousand dollars (\$28,300,000) for the purposes of constructing and improving the City's Civic Facilities and Fibre Optic Network as well as to purchase land for a future electrical substation and district energy plant;

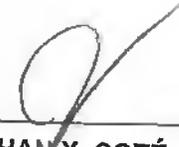
AND WHEREAS the sale of debentures has been temporarily deferred:

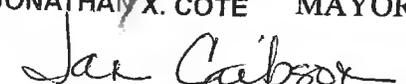
NOW THEREFORE, the Council of the Corporation of the City of New Westminster in open meeting assembled enacts as follows:

1. This Bylaw may be cited as "New Westminster Civic Infrastructure Temporary Borrowing Bylaw No. 7843, 2016".
2. The Council is hereby authorized and empowered to borrow an amount or amounts not exceeding the sum of twenty eight million three hundred thousand dollars (\$28,300,000), as the same may be required.
3. The form of obligation to be given as acknowledgement of the liability shall be a promissory note or notes bearing the corporate seal and signed by the Mayor and the Financial Administration Officer.
4. The money so borrowed shall be used solely for the purposes set out in said Civic Infrastructure Loan Authorization Bylaw No. 7842, 2016.

GIVEN THREE READINGS this 9th day of May, 2016.

ADOPTED and the Seal of the Corporation of the City of New Westminster affixed this 3rd day of October, 2016.


MAYOR JONATHAN X. COTÉ MAYOR


IAN GIBSON, CITY CLERK

CORPORATION OF THE CITY OF NEW WESTMINSTER

BYLAW NO. 8308, 2022

A Bylaw of the City of New Westminster representing the Five-Year
Financial Plan for the years 2022 – 2026, inclusive

WHEREAS pursuant to Section 165 of the Community Charter, Council must establish a Five-Year Financial Plan for the period 2022 – 2026 inclusive;

NOW THEREFORE, the Council of the Corporation of the City of New Westminster ENACTS AS FOLLOWS:

(1) This bylaw may be cited for all purposes as the “Five-Year Financial Plan (2022 – 2026), Bylaw No. 8308, 2022”.

(2) Council does hereby adopt the Five-Year Financial Plan, for the years 2022 - 2026 inclusive, for each year of the plan, as set out in Schedule A.

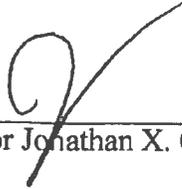
(3) Schedules B and C provide supplementary information to the bylaw.

GIVEN FIRST READING this 10th day of January , 2022.

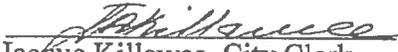
GIVEN SECOND READING this 10th day of January , 2022.

GIVEN THIRD READING this 10th day of January , 2022.

ADOPTED this 31st day of January , 2022.



Mayor Jonathan X. Cote



Jacque Killawee, City Clerk

**City Council Meeting
April 25, 2022
Minutes Extract**

6.7 Municipal Security Issuing Resolutions

To seek Council's approval to proceed with securing long-term debt for the tēmәsәwtx^w Aquatic and Community Centre, the Queensborough Substation and Civic Infrastructure from the Municipal Financing Authority (MFA) through their fall 2022 long-term debt issue.

THAT Council approves borrowing from the Municipal Finance Authority of British Columbia (MFA), as part of their 2022 Fall Borrowing Session, \$93,600,000 as authorized through the New Westminster Aquatics and Community Centre Loan Authorization Bylaw No. 8073, 2019; and

THAT Metro Vancouver be requested to consent to the City borrowing \$93,600,000 over a 20-year term and include the borrowing in their security issuing bylaw.

THAT Council approves borrowing from the Municipal Finance Authority of British Columbia (MFA), as part of their 2022 Fall Borrowing Session, \$25,000,000 as authorized through the Electric Utility Infrastructure Loan Authorization Bylaw No. 8041, 2018; and

THAT Metro Vancouver be requested to consent to the City borrowing \$25,000,000 over a 20-year term and include the borrowing in their security issuing bylaw.

THAT Council approves borrowing from the Municipal Finance Authority of British Columbia (MFA), as part of their 2022 Fall Borrowing Session, \$3,830,000 as authorized through the New Westminster Civic Infrastructure Loan Authorization Bylaw No. 7842, 2016; and

THAT Metro Vancouver be requested to consent to the City borrowing \$3,830,000 over a 20-year term and include the borrowing in their security issuing bylaw.

Adopted on Consent.

Certified to be a true and correct copy of
City Council Meeting
April 25, 2022 Minutes Extract
Date Certification: May 20, 2022

Jacques Kiliawee, City Clerk

LIABILITY SERVICING LIMIT CERTIFICATE

The Corporation of The City of New Westminster (the "Municipality")
 In relation to Previously Authorized LA Bylaws No. 7842, 2016, No. 8041, 2018 and No.8073, 2019

The undersigned Financial Officer assigned responsibility for financial administration under section 149 of the Community Charter, SBC 2003, Chapter 26 (the "Charter") or Auditor appointed for the Municipality under section 169 of the Charter hereby certifies as follows:

Calculation revenue for the previous year <i>(section 4 & 5, BC Reg 254/2004)</i>	<u>\$211,492,853.00</u> a
Liability Servicing Limit (a x 25%) <i>(section 2, BC Reg 254/2004)</i>	<u>\$52,873,213.25</u> b
Annual Servicing cost for previous year	<u>\$15,388,365.00</u> c

Plus: New liabilities incurred, other than current request

Liability Type and reference	Annual servicing cost
_____	_____ d
_____	_____ e
_____	_____ f
_____	_____ g
_____	_____ h
_____	_____ i
_____	_____ j
_____	_____ k
_____	_____ l
Total of lines d through l	<u>\$0.00</u> m

Less: Liabilities which have matured

Liability type and reference	Annual servicing cost
_____	_____ n
_____	_____ o
_____	_____ p
_____	_____ q
_____	_____ r
Total of lines n through r	<u>\$0.00</u> s

Amount of new liability <i>(section 3, BC Reg 254/2004)</i>	<u>_____</u> t
Annual servicing cost of new liability <i>(section 3, BC Reg 254/2004)</i>	<u>_____</u> u
Total liability servicing cost including current request (lines c+m-s+u)	<u>\$15,388,365.00</u> v

- which is less than the annual liability servicing limit stated on line b.
- OR
- which exceeds the annual liability servicing limit stated on line b, and the undersigned hereby requests approval of the Inspector of Municipalities under section 174 of the Charter to exceed the limit established under the section.

In accordance with section 179(5) or section 175(1)(b) of the Charter, as applicable, the debt to be contracted under the loan authorization bylaw, or other liability for which certification is being made, referred to above will not exceed the lesser of 30 years and the reasonable life expectancy of the capital asset, activity, work or service, or the remaining term of the applicable agreement, as the case may be, for which the debt is to be contracted.

The undersigned Financial Officer or Auditor also hereby authorizes Legal Counsel of the Municipal Finance Authority of British Columbia to rely on this Certificate in giving any opinion in connection with any borrowing by the Municipal Finance Authority of British Columbia ("MFA") and the issuance of bonds, debentures, and other securities by the MFA in respect of the loan authorization bylaw, or other liability for which certification is being made, referred to above.

DATED this 26 day of May, 2022.

[Signature]
 Financial Officer
THOMAS VAAN
 (Please print full name)

OR

 Auditor

 (Please print full name & company)

CORPORATION OF THE CITY OF NEW WESTMINSTER

CONSOLIDATED FINANCIAL PLAN

Schedule 'A' to Bylaw No. 8308, 2022

	2022	Budget Projections			
	Budget	2023	2024	2025	2026
REVENUE					
Municipal Taxation (see below)	\$ 97,877,861	\$ 103,095,703	\$ 109,463,995	\$ 115,272,273	\$ 120,451,743
Utility Rates	100,119,172	105,126,857	110,290,843	115,769,312	121,585,481
Sale of Services	14,373,935	15,771,060	15,871,060	15,571,060	15,571,060
Grants from Other Governments (1)	8,920,339	5,893,400	2,871,600	2,871,600	2,871,600
Contributions (2)	24,086,630	24,174,930	18,839,530	17,170,930	10,983,930
Other Revenue	16,915,915	18,081,073	18,221,457	18,082,689	17,797,265
Total Revenues	262,293,852	272,143,023	275,558,485	284,737,864	289,261,079
EXPENSES					
General Services					
Police Services	34,408,503	34,729,375	35,717,010	36,385,994	36,975,831
Parks and Recreation	19,416,533	22,296,796	26,355,706	26,703,057	26,982,221
Fire and Rescue	17,868,972	18,554,183	19,290,982	19,670,640	20,219,813
Development Services	7,358,604	7,014,666	7,155,875	7,313,040	7,449,313
Engineering	29,776,519	30,592,468	31,214,919	31,519,297	32,086,538
General Government	29,850,878	30,366,173	30,452,417	30,563,408	31,384,291
Library	4,905,686	4,996,028	5,068,783	5,119,432	5,180,001
	143,585,695	148,549,689	155,255,692	157,274,868	160,278,008
Utilities Services					
Electrical Utility	40,883,766	41,706,514	42,581,978	45,037,184	45,867,089
Water Utility	9,358,198	9,967,152	10,999,891	12,093,204	13,346,871
Sewer Utility	15,330,615	17,646,962	20,145,656	23,121,261	28,848,140
Solid Waste Utility	3,994,991	4,112,023	4,210,458	4,295,997	4,424,510
	69,567,570	73,432,651	77,937,983	84,547,646	92,486,610
Fiscal Expenses					
Interest and Bank Charges	2,849,958	5,177,088	6,157,719	6,222,996	6,445,961
Total Expenses	216,003,223	227,159,428	239,351,394	248,045,510	259,210,579
INCREASE IN TOTAL EQUITY	46,290,629	44,983,595	36,207,091	36,692,354	30,050,500
Reconciliation to Financial Equity					
Amortization of Tangible Capital Assets	26,286,000	27,438,000	29,959,000	31,329,000	31,803,000
Capital Expenses (Schedule B)	(170,699,310)	(109,731,100)	(66,230,250)	(58,198,700)	(48,236,400)
Debt Retirement	(5,151,403)	(8,214,754)	(9,686,716)	(9,657,090)	(10,214,494)
Proceeds on Debt Issuance	72,184,585	30,772,800	8,000,000	7,500,000	500,000
CHANGE IN FINANCIAL EQUITY (Reserves)	(31,089,499)	(14,751,459)	(1,750,875)	7,665,564	3,902,606
Financial Equity, beginning of year	154,633,733	123,544,234	108,792,775	107,041,900	114,707,464
FINANCIAL EQUITY (Reserves), end of year	\$ 123,544,234	\$ 108,792,775	\$ 107,041,900	\$ 114,707,464	\$ 118,610,070

Notes:

(1) Includes capital grants noted on Schedule B.

(2) Includes capital contributions and DCCs noted on Schedule B.

Municipal Taxation					
Property Taxes	\$ 96,205,561	\$ 101,389,353	\$ 107,721,045	\$ 113,491,623	\$ 118,632,293
Parcel Taxes	19,200	17,750	17,750	17,750	17,750
Grant-in-Lieu of Taxes	1,184,200	1,219,700	1,256,300	1,294,000	1,332,800
Utilities 1%-in-Lieu of Taxes	468,900	468,900	468,900	468,900	468,900
	\$ 97,877,861	\$ 103,095,703	\$ 109,463,995	\$ 115,272,273	\$ 120,451,743

**CORPORATION OF THE CITY OF NEW WESTMINSTER
CONSOLIDATED FINANCIAL PLAN
Schedule 'A' to Bylaw No. 8308, 2022**

(continued)

Proportion of Revenues By Funding Source:

The following table shows the proportion of total revenue proposed to be raised from each funding source. Property taxes form the second largest portion of revenues. They provide a stable and consistent source of revenues to pay for many services, such as police and fire protection, that are difficult or undesirable to fund on a user-pay basis.

Utilities' rates are the City's largest component of planned revenues. These revenues pay for services including electricity, water, sewer and solid waste and are charged on a user-pay basis. This basis attempts to fairly apportion utility service costs to those that make use of these services.

Other revenue sources, including sale of services, government grants and contributions make up the remainder of total revenues. These revenues fluctuate due to economic conditions and City initiatives.

Revenue Source	% Total Revenue
Taxation	37%
Utility Rates	38%
Sale of Services	5%
Gov't Grants	3%
Contributions	9%
Other Revenue	6%
	100%

Distribution of Property Taxes Between Property Classes:

The following table provides the distribution of property tax revenue between property classes. The City's primary goal is to set tax rates that are sufficient, after maximizing non-tax revenues, to provide for service delivery; City assets; and maintain tax stability. This is accomplished by maintaining the historical relationship between the property classes and applying the same annual tax rate increase across all Classes. A secondary goal is to set tax rates that are competitive within the region; consequently, the City may, from time to time, adjust the property tax distribution between the Classes as deemed necessary.

Class No	Property Class	% Tax Burden
1	Residential	63%
2	Utilities	<1%
4	Major Industry	2%
5	Light Industry	3%
6	Business	31%
8	Recreation/Non-Profit	<1%
9	Farm	<1%
		100%

Use of Permissive Exemptions:

The City's Annual Municipal Report contains a list of permissive exemptions granted for the year and the amount of tax revenue foregone. Permissive tax exemption is granted to not-for-profit institutions including religious institutions, some recreational facilities, service organizations and cultural institutions that form a valuable part of our community.

Since the mid-90's the City has generally ceased granting new permissive exemptions from property taxes in order to preserve the tax revenue base. Organizations granted exemption prior to implementation of this practice continue to be considered for exemption provided they make an annual submission showing the use of the property subject to exemption has not been altered. All other applications for permissive exemption from property taxes are reviewed on a case-by-case basis.

**CORPORATION OF THE CITY OF NEW WESTMINSTER
CONSOLIDATED CAPITAL PROGRAM
Schedule 'B' to Bylaw No. 8308, 2022**

Note: This Schedule has been provided as an addendum to Schedule A. The figures in this Schedule are included in the consolidated figures in Schedule A.

	2022 Budget	Budget Projections			
		2023	2024	2025	2026
CAPITAL EXPENSES					
Land	\$ 500,000	\$ 4,733,800	\$ -	\$ -	\$ 2,000,000
Buildings	62,291,200	30,451,100	8,908,200	8,388,000	5,070,000
Vehicles/Equipment	7,503,500	5,530,800	6,250,650	4,883,500	4,753,500
Other Projects	8,519,295	5,164,800	3,601,500	3,709,300	3,135,000
Park Improvements	4,374,100	5,061,200	4,744,000	1,651,000	2,084,000
Engineering Structures	23,561,600	14,140,000	10,400,000	9,250,000	15,225,000
Water Infrastructure	6,011,500	6,838,900	5,338,900	5,838,900	5,838,900
Sewer Infrastructure	15,028,730	10,752,500	7,987,000	7,780,000	7,480,000
Electrical Distribution System	42,909,385	27,058,000	19,000,000	16,698,000	2,650,000
TOTAL	\$ 170,699,310	\$ 109,731,100	\$ 66,230,250	\$ 58,198,700	\$ 48,236,400
FUNDING SOURCES					
Reserve Funds	\$ 76,163,925	\$ 59,102,500	\$ 46,331,650	\$ 40,468,700	\$ 43,693,400
Development Cost Charges	3,734,150	2,660,000	1,321,600	375,000	263,000
Long Term Debt	72,184,585	30,772,800	8,000,000	7,500,000	500,000
Grants from Other Governments	5,660,800	3,021,800	-	-	-
Contributions	12,955,850	14,174,000	10,577,000	9,855,000	3,780,000
TOTAL	\$ 170,699,310	\$ 109,731,100	\$ 66,230,250	\$ 58,198,700	\$ 48,236,400

City of New Westminster - Development Cost Charge Funding Envelope Plan for the 2009 DCC Bylaw 7311

NOTES:

1. This DCC Funding Envelope Plan is based on the capital projects set out in the 2009 Development Cost Charge Review which forms the basis for the City's DCC Bylaw. The City's DCC Bylaw was amended in 2015 to reflect new rates based on an updated capital project plan.
2. City contributions will be from reserves while other contributions are from provincial / federal government grants.
3. The mainland waterfront parkland acquisition / development (\$16M) was initially funded with debt with the intention that the principal on the debt would be repaid over time using Parks DCCs.

	Values	TTL	2009 - 2021	2022	2023	2024	2025	2026	2027 +
Total DCCs	87,284,408	\$ 87,284,408	\$ 38,993,527	\$ 3,734,150	\$ 2,660,000	\$ 1,321,600	\$ 375,000	\$ 263,000	\$ 39,937,131
Total City & Other Contributions	34,985,065	34,985,065	11,932,581	2,349,257	3,406,586	2,395,886	1,339,286	939,286	12,622,183
	122,269,473	\$ 122,269,473	\$ 50,926,108	\$ 6,083,407	\$ 6,066,586	\$ 3,717,486	\$ 1,714,286	\$ 1,202,286	\$ 52,559,314

CORPORATION OF THE CITY OF NEW WESTMINSTER
CONSOLIDATED STATEMENT OF RESERVES AND DEVELOPMENT COST CHARGES
Schedule 'C' to Bylaw No. 8308, 2022

Note: This Schedule has been provided as an addendum to Schedule A. The reserve figures in this Schedule are included in the consolidated figures in Schedule A. Development Cost Charges are provided for information, but are deferred charges rather than reserves.

FINANCIAL EQUITY (RESERVES)	2022	Budget Projections			
	Budget	2023	2024	2025	2026
Revenues:					
Contributions	\$ 6,817,903	\$ 7,135,376	\$ 6,750,365	\$ 6,765,777	\$ 6,318,907
	6,817,903	7,135,376	6,750,365	6,765,777	6,318,907
Transfers (to) from:					
Operating Budget	38,256,523	37,215,665	37,830,410	41,368,487	41,277,099
Capital Budget	(76,163,925)	(59,102,500)	(46,331,650)	(40,468,700)	(43,693,400)
	(37,907,402)	(21,886,835)	(8,501,240)	899,787	(2,416,301)
Change in Financial Equity (Reserves)	(31,089,499)	(14,751,459)	(1,750,875)	7,665,564	3,902,606
Financial Equity, Beginning of Year	154,633,733	123,544,234	108,792,775	107,041,900	114,707,464
Financial Equity, End of Year	123,544,234	108,792,775	107,041,900	114,707,464	118,610,070
CHANGE IN RESERVES					
Non-Statutory Reserves	\$ (29,574,974)	\$ (10,346,144)	\$ (1,912,754)	\$ 7,500,447	\$ 5,734,188
Statutory Reserves					
Cemetery	52,025	53,066	54,127	55,210	56,314
Construction of Municipal Works	(1,628,826)	(4,521,902)	42,960	43,819	(1,955,305)
Parking Cash In Lieu	24,803	25,299	25,805	26,321	26,847
Park Land Acquisition	1,293	1,319	1,346	1,373	1,400
Tax Sale Land	36,180	36,903	37,641	38,394	39,162
Change in Reserves	\$ (31,089,499)	\$ (14,751,459)	\$ (1,750,875)	\$ 7,665,564	\$ 3,902,606
Statutory DCC Reserves					
Drainage DCC	\$ 61,370	\$ 123,998	\$ 126,478	\$ 129,007	\$ 131,588
Parkland DCC	1,143,242	(247,292)	788,161	1,383,325	1,392,291
Sewer DCC	(540,329)	378,414	386,483	449,212	458,196
Transportation DCC	(1,233,594)	(8,365)	271,468	570,897	694,315
Water DCC	(48,425)	180,406	184,015	187,695	191,448
Change in DCCs	\$ (617,736)	\$ 427,161	\$ 1,756,605	\$ 2,720,136	\$ 2,867,838
RESERVE BALANCES					
Non-Statutory Reserves	\$ 112,812,498	\$ 102,466,354	\$ 100,553,600	\$ 108,054,047	\$ 113,788,235
Statutory Reserves					
Cemetery	885,796	938,862	992,989	1,048,199	1,104,513
Construction of Municipal Works	6,669,881	2,147,979	2,190,939	2,234,758	279,453
Parking Cash In Lieu	1,264,932	1,290,231	1,316,036	1,342,357	1,369,204
Park Land Acquisition	65,961	67,280	68,626	69,999	71,399
Tax Sale Land	1,845,166	1,882,069	1,919,710	1,958,104	1,997,266
Total Reserves	\$ 123,544,234	\$ 108,792,775	\$ 107,041,900	\$ 114,707,464	\$ 118,610,070
Statutory DCC Reserves					
Drainage DCC	\$ 449,878	\$ 573,876	\$ 700,354	\$ 829,361	\$ 960,949
Parkland DCC	14,360,371	14,113,079	14,901,240	16,284,565	17,676,856
Sewer DCC	1,695,705	2,074,119	2,460,602	2,909,814	3,368,010
Transportation DCC	(468,272)	(476,637)	(205,169)	365,728	1,060,043
Water DCC	2,020,303	2,200,709	2,384,724	2,572,419	2,763,867
Total DCC Reserves	\$ 18,057,985	\$ 18,485,146	\$ 20,241,751	\$ 22,961,887	\$ 25,829,725

Consolidation Financial Statements of

**CORPORATION OF THE CITY OF
NEW WESTMINSTER**

And Independent Auditor's Report Thereon

Year ended December 31, 2021



KPMG LLP
PO Box 10426 777 Dunsmuir Street
Vancouver BC V7Y 1K3
Canada
Telephone (604) 691-3000
Fax (604) 691-3031

INDEPENDENT AUDITORS' REPORT

To the Mayor and Council of the Corporation of the City of New Westminster

Opinion

We have audited the consolidated financial statements of the Corporation of the City of New Westminster (the "City"), which comprise:

- the consolidated statement of financial position as at December 31, 2021
- the consolidated statement of operations for the year then ended
- the consolidated statement of change in net financial assets for the year then ended
- the consolidated statement of cash flows for the year then ended
- and notes to the consolidated financial statements, including a summary of significant accounting policies

(Hereinafter referred to as the "financial statements").

In our opinion, the accompanying financial statements present fairly, in all material respects, the consolidated financial position of the City as at December 31, 2021, and its consolidated results of operations, its consolidated changes in net financial assets and its consolidated cash flows for the year then ended in accordance with Canadian public sector accounting standards.

Basis for Opinion

We conducted our audit in accordance with Canadian generally accepted auditing standards. Our responsibilities under those standards are further described in the "***Auditors' Responsibilities for the Audit of the Financial Statements***" section of our auditors' report.

We are independent of the City in accordance with the ethical requirements that are relevant to our audit of the financial statements in Canada and we have fulfilled our other ethical responsibilities in accordance with these requirements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

KPMG LLP, an Ontario limited liability partnership and member firm of the KPMG global organization of independent member firms affiliated with KPMG International Limited, a private English company limited by guarantee. KPMG Canada provides services to KPMG LLP.



Responsibilities of Management and Those Charged with Governance for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with Canadian public sector accounting standards, and for such internal control as management determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is responsible for assessing the City's ability to continue as a going concern, disclosing as applicable, matters related to going concern and using the going concern basis of accounting unless management either intends to liquidate the City or to cease operations, or has no realistic alternative but to do so.

Those charged with governance are responsible for overseeing the City's financial reporting process.

Auditors' Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditors' report that includes our opinion.

Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with Canadian generally accepted auditing standards will always detect a material misstatement when it exists.

Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of the financial statements.

As part of an audit in accordance with Canadian generally accepted auditing standards, we exercise professional judgment and maintain professional skepticism throughout the audit.

We also:

- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion.

The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.

- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the City's internal control.



- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by management.
- Conclude on the appropriateness of management's use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on City's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditors' report to the related disclosures in the financial statements or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditors' report. However, future events or conditions may cause City to cease to continue as a going concern.
- Evaluate the overall presentation, structure and content of the financial statements, including the disclosures, and whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation.
- Communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.

KPMG LLP

Chartered Professional Accountants

Vancouver, Canada
May 9, 2022

**CORPORATION OF THE CITY OF NEW WESTMINSTER
CONSOLIDATED STATEMENT OF FINANCIAL POSITION
As at December 31, 2021**

	2021	2020
FINANCIAL ASSETS		
Cash and Cash Equivalents (Note 2)	\$ 114,146,434	\$ 147,152,685
Accounts Receivable		
Property Taxes	3,139,525	3,557,411
Other	22,239,744	23,639,583
Due from Other Governments	3,660,687	1,634,413
Investments (Note 3)	102,595,180	82,876,282
	245,781,570	258,860,374
LIABILITIES		
Accounts Payable and Accrued Liabilities	27,751,609	21,545,171
Due to Other Governments	5,596,028	22,029,016
Prepaid Taxes	12,172,127	11,148,774
Deferred Revenue and Deposits (Note 4)	30,957,932	32,668,168
Deferred Development Cost Charges (Note 5)	19,203,332	19,130,724
Employee Benefit Plans (Note 7)	12,904,573	12,141,474
Long-Term Debt (Note 8)	60,514,159	62,130,349
	169,099,760	180,793,676
NET FINANCIAL ASSETS	76,681,810	78,066,698
NON-FINANCIAL ASSETS		
Tangible Capital Assets (Note 9)	749,532,592	717,449,624
Inventory of Supplies	2,371,758	2,098,247
Prepaid Expenses	3,522,563	1,651,150
	755,426,913	721,199,021
ACCUMULATED SURPLUS (Note 10)	\$ 832,108,723	\$ 799,265,719

Contingencies (Note 14)
Commitments (Note 16)

The accompanying notes are an integral part of these consolidated financial statements.



Harji Varn, CPA, CGA
CFO/Director of Finance

CORPORATION OF THE CITY OF NEW WESTMINSTER
CONSOLIDATED STATEMENT OF OPERATIONS
For the Year Ended December 31, 2021

	2021 Budget (Note 1(g))	2021	2020
REVENUE			
Municipal Taxation and Other Levies (Note 12)	\$ 93,740,726	\$ 92,724,364	\$ 89,195,332
Utility Rates	94,010,630	95,411,264	92,380,953
Sale of Services	13,114,033	14,038,332	12,064,621
Grants from Other Governments (Note 18)	13,493,021	5,198,139	10,577,058
Contributed Tangible Capital Assets (Note 9(b))	-	7,932,156	4,974,934
Contributions	11,825,944	13,104,911	9,334,300
Other Revenue (Note 13)	14,676,156	15,516,222	16,719,355
	<u>240,860,510</u>	<u>243,925,388</u>	<u>235,246,553</u>
EXPENSES			
Police Services	33,018,500	34,149,429	29,169,363
Parks and Recreation	21,567,216	24,751,668	21,791,314
Fire Services	17,992,154	17,371,253	16,870,661
Climate Action, Planning and Development	6,776,962	7,376,599	6,063,165
Engineering Services	27,676,745	28,405,234	27,042,941
General Government	27,267,361	27,490,649	25,585,521
Library	4,725,629	3,836,930	3,700,338
Utility Operations	67,116,713	67,700,622	65,442,892
	<u>206,141,280</u>	<u>211,082,384</u>	<u>195,666,195</u>
ANNUAL SURPLUS	34,719,230	32,843,004	39,580,358
Accumulated Surplus, beginning of year	799,265,719	799,265,719	759,685,361
ACCUMULATED SURPLUS, end of year	<u>\$ 833,984,949</u>	<u>\$ 832,108,723</u>	<u>\$ 799,265,719</u>

The accompanying notes are an integral part of these consolidated financial statements.

CORPORATION OF THE CITY OF NEW WESTMINSTER
CONSOLIDATED STATEMENT OF CHANGE IN NET FINANCIAL ASSETS
For the Year Ended December 31, 2021

	2021 Budget (Note 1(g))	2021	2020
ANNUAL SURPLUS	\$ 34,719,230	\$ 32,843,004	\$ 39,580,358
Acquisition of Tangible Capital Assets	(90,796,327)	(48,474,800)	(31,714,897)
Contribution of Tangible Capital Assets	-	(7,932,156)	(4,974,934)
Proceeds from Disposal of Tangible Capital Assets	-	44,275	14,106
Amortization of Tangible Capital Assets	25,289,000	24,204,386	23,545,497
Net (Gain) Loss on Disposal of Tangible Capital Assets	-	75,327	1,408,854
Consumption (Acquisition) of Inventory of Supplies	-	(273,511)	157,056
Acquisition of Prepaid Expenses	-	(1,871,413)	(117,098)
INCREASE (DECREASE) IN NET FINANCIAL ASSETS	(30,788,097)	(1,384,888)	27,898,942
Net Financial Assets, beginning of year	78,066,698	78,066,698	50,167,756
NET FINANCIAL ASSETS, end of year	\$ 47,278,601	\$ 76,681,810	\$ 78,066,698

The accompanying notes are an integral part of these consolidated financial statements.

CORPORATION OF THE CITY OF NEW WESTMINSTER
CONSOLIDATED STATEMENT OF CASH FLOWS
For the Year Ended December 31, 2021

	2021	2020
CASH PROVIDED (USED) BY:		
OPERATING ACTIVITIES		
Annual Surplus	\$ 32,843,004	\$ 39,580,358
Items not involving cash:		
Amortization of Tangible Capital Assets	24,204,386	23,545,497
Net (Gain) Loss on Disposal of Tangible Capital Assets	75,327	1,408,854
Contributed Tangible Capital Assets	(7,932,156)	(4,974,934)
Capital Expenditures Funded from Development Cost Charges	(1,524,676)	(1,060,637)
Long Term Debt Actuarial Reduction	(667,396)	(555,899)
Change in non-cash operating items:		
Accounts Receivable	1,817,725	(5,918,180)
Due From Other Governments	(2,026,274)	1,745,011
Accounts Payable and Accrued Liabilities	6,206,438	(4,910,502)
Due to Other Governments	(16,432,988)	21,488,914
Prepaid Taxes	1,023,353	1,247,634
Deferred Revenue and Deposits	(1,710,236)	5,640,397
Employee Benefit Plans	763,099	495,441
Inventory of Supplies	(273,511)	157,056
Prepaid Expenses	(1,871,413)	(117,098)
	<u>34,494,682</u>	<u>77,771,912</u>
FINANCING ACTIVITIES		
Development Cost Charge Receipts and Interest	1,597,284	8,340,828
Long-Term Debt Repayments	(3,073,794)	(3,056,724)
Proceeds from Issuance of Long-Term Debt	2,125,000	-
	<u>648,490</u>	<u>5,284,104</u>
CAPITAL ACTIVITIES		
Proceeds from Disposal of Tangible Capital Assets	44,275	14,106
Cash Used to Acquire Tangible Capital Assets	(48,474,800)	(31,714,897)
	<u>(48,430,525)</u>	<u>(31,700,791)</u>
INVESTING ACTIVITIES		
Sale of Investments	-	45,000,000
Purchase of Investments	(19,718,898)	(11,447,474)
	<u>(19,718,898)</u>	<u>33,552,526</u>
INCREASE (DECREASE) IN CASH AND CASH EQUIVALENTS	(33,006,251)	84,907,751
Cash and Cash Equivalents, beginning of year	147,152,685	62,244,934
CASH AND CASH EQUIVALENTS, end of year	\$ 114,146,434	\$ 147,152,685

The accompanying notes are an integral part of these consolidated financial statements.

CORPORATION OF THE CITY OF NEW WESTMINSTER
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS
For the Year Ended December 31, 2021

The Corporation of the City of New Westminster (the "City") is a local government in the Province of British Columbia. In March 2020, the COVID-19 outbreak was declared a pandemic by the World Health Organization. This resulted in governments worldwide, including the Canadian federal and provincial governments enacting emergency measure to combat the spread of the virus. The economic conditions and the City's response to the pandemic had an impact on the City's operating results and financial position in 2020 and 2021.

1. SIGNIFICANT ACCOUNTING POLICIES

The City prepares its consolidated financial statements in accordance with Canadian public sector accounting standards as issued by the Public Sector Accounting Board ("PSAB") of the Chartered Professional Accountants of Canada. The accounting policies of the City include the following:

- (a) **Basis of Presentation**
These consolidated financial statements include the accounts of all the funds of the City and the Library and Police Boards. Inter-fund transactions and balances have been eliminated.
- (b) **Cash and Cash Equivalents**
Cash and cash equivalents consist of cash, highly liquid money market investments and short-term investments with maturities of less than 90 days at acquisition.
- (c) **Investments**
Investments in the Municipal Finance Authority of British Columbia ("MFA") Pooled Investment Funds – Intermediate and Bond Funds are recorded at cost. Cost is comprised of subscriptions net of redemptions plus earnings that are reinvested in the funds.
- (d) **Employee Future Benefits**
The City and its employees make contributions to the Municipal Pension Plan. These contributions are expensed as incurred.

Sick leave and post-employment benefits also accrue to the City's employees. The liabilities related to these benefits are actuarially determined based on service and best estimates of retirement ages and expected future salary and wage increases. The liabilities under these benefits plans are accrued based on projected benefits as the employees render services necessary to earn the future benefits.
- (e) **Deferred Revenue**
Deferred revenue represents licenses, permits, other fees and grants which have been collected, but for which the related services have not been performed and / or projects have not been constructed. These amounts will be recognized as revenue in the fiscal year the services are performed and / or the projects are constructed.
- (f) **Development Cost Charges (DCCs)**
Development cost charges are deferred upon receipt and recognized as revenue only to the extent used to finance related authorized capital projects.
- (g) **Budget**
Budget data presented in these consolidated financial statements is based on the City's Five-Year Financial Plan for the years 2021 – 2025, adopted by Council on February 22, 2021.

**CORPORATION OF THE CITY OF NEW WESTMINSTER
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS
For the Year Ended December 31, 2021**

1. SIGNIFICANT ACCOUNTING POLICIES (continued)

(h) **Government Transfers**

Restricted transfers from governments are deferred and recognized as revenue as the related expenditures are incurred or the stipulations in the related agreement are met. Unrestricted transfers are recognized as revenue when received or if the amount to be received can be reasonably assured.

(i) **Non-Financial Assets**

Non-financial assets are not available to discharge existing liabilities and are held for use in the provision of services. They have useful lives extending beyond the current year and are not intended for sale in the ordinary course of operations.

(i) **Tangible Capital Assets**

Tangible capital assets are initially recorded at cost which includes amounts that are directly attributable to acquisition, construction, development or betterment of the asset. The cost, less residual value, of the tangible capital assets, excluding land, are amortized on a straight line basis over their estimated useful lives as follows:

Major Asset Category	Useful Life
Building	10 - 70 years
Vehicles and Equipment	3 - 50 years
Park Improvements	5 - 80 years
Engineering Structures	15 - 100 years
Electrical Distribution System	5 - 100 years

Annual amortization is charged in the year that assets are available for productive use. Assets under construction are not amortized until the asset is available for productive use.

Tangible capital assets are written down when conditions indicate that they no longer contribute to the City's ability to provide goods and services, or when the value of future economic benefits associated with the tangible capital assets are less than their net book value. The net write-downs are accounted for as expenses in the consolidated statement of operations.

(ii) **Contributions of Tangible Capital Assets**

Tangible capital assets received as contributions are recorded at their fair value at the date of receipt and also are recorded as revenue.

(iii) **Works of Art and Historic Assets**

Works of art and historic assets are not recorded as assets in these consolidated financial statements.

(iv) **Natural Resources**

Horticultural assets such as treed areas, grassy areas and gardens are not recognized as assets in these consolidated financial statements.

CORPORATION OF THE CITY OF NEW WESTMINSTER
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS
For the Year Ended December 31, 2021

1. SIGNIFICANT ACCOUNTING POLICIES (continued)

(i) Non-Financial Assets (continued)

(v) Interest Capitalization

The City does not capitalize interest costs associated with the acquisition or construction of a tangible capital asset.

(vi) Leased Tangible Capital Assets

Leases which transfer substantially all of the benefits and risks incidental to ownership of property are accounted for as leased tangible capital assets. All other leases are accounted for as operating leases and the related payments are charged to expenses as incurred.

(vii) Inventory of Supplies

Inventory of supplies held for consumption are recorded at the lower of weighted average cost and replacement cost.

(viii) Prepaid Expenses

Prepaid expenses are recorded as assets in these consolidated financial statements.

(j) Reserves and Reserve Funds

(i) Reserves Set Aside by Council

Reserves set aside by Council are surpluses from the current operations to finance future capital and maintenance projects. These internally restricted funds are not available for unrestricted purposes without the approval of Council.

(ii) Statutory Reserves

Statutory reserves are funds that have been internally restricted by Council. Formal establishing bylaws have been adopted pursuant to the Community Charter, which define how these reserves are to be used.

(k) Revenue Recognition

Taxation revenue is recorded at the time property tax bills are issued. Restricted revenues are recognized as revenue when the funds have been spent in accordance with the restrictions. Unrestricted contributions are recognized when received and collection is reasonably assured. Utility rates, sale of services and other revenues are recognized when earned.

(l) Use of Estimates

The preparation of the consolidated financial statements requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities at the date of the consolidated financial statements, and the reported revenue and expenses during the reporting period.

Actual results could differ from management's best estimates as additional information becomes available. Adjustments, if any, will be reflected in the consolidated financial statements in the period that the change in estimate is made, as well as in the period of settlement if the amount is different.

**CORPORATION OF THE CITY OF NEW WESTMINSTER
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS
For the Year Ended December 31, 2021**

1. SIGNIFICANT ACCOUNTING POLICIES (continued)

(m) Segment Disclosures

A segment is defined as a distinguishable activity or group of activities of a government for which it is appropriate to separately report financial information.

(n) Liability for contaminated sites

A liability for contaminated sites is recognized when a site is not in productive use and the following criteria are met:

- (i) An environmental standard exists;
- (ii) Contamination exceeds the environmental standard;
- (iii) The City is directly responsible or accepts responsibility;
- (iv) It is expected that future economic benefits will be given up; and
- (v) A reasonable estimate of the amount can be made.

The liability is recognized as management's estimate of the cost of post-remediation including operation, maintenance and monitoring that are an integral part of the remediation strategy for a contaminated site.

2. CASH AND CASH EQUIVALENTS

Cash and cash equivalents include \$33,799,222 (2020 - \$45,231,155) invested in the MFA Pooled Investment Funds – Money Market Fund, which is considered equivalent to cash as it is highly liquid and subject to insignificant risk of changes in value.

3. INVESTMENTS

	2021 Carrying Value	2020 Carrying Value
	<hr/>	<hr/>
MFA - Government Focused Ultra-Short Bond Fund, 2021 Yield - 2.66% (2020 - 2.56%)	\$ 46,353,321	\$ 30,326,256
MFA – Bond Fund, 2021 Yield - 2.03% (2020 - 4.62%)	45,758,676	44,819,802
MFA - Mortgage Fund, 2021 Yield - 2.98% (2020 - 3.03%)	10,483,183	7,730,224
	<hr/> \$ 102,595,180 <hr/>	<hr/> \$ 82,876,282 <hr/>

CORPORATION OF THE CITY OF NEW WESTMINSTER
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS
For the Year Ended December 31, 2021

4. DEFERRED REVENUE AND DEPOSITS

	Balance, beginning of year	Amounts Received	Revenue Recognized	Balance, end of year
Parks and Recreation Fees	\$ 1,083,343	\$ 2,296,552	\$ (1,990,897)	\$ 1,388,998
Future Capital Works	25,488,497	10,978,612	(10,639,968)	25,827,141
Other Deferred Revenue	6,096,328	1,815,976	(4,170,511)	3,741,793
	\$ 32,668,168	\$ 15,091,140	\$ (16,801,376)	\$ 30,957,932

5. DEFERRED DEVELOPMENT COST CHARGES

	Balance, beginning of year	Third Party Contributions	Interest Allocation	Capital Expenses	Balance, end of year
Queensborough Drainage	\$ 413,212	\$ 82,281	\$ 4,132	\$ (238,984)	\$ 260,641
Queensborough Transportation *	(2,208,667)	399,488	(22,087)	(421,043)	(2,252,309)
Queensborough Parkland	3,120,688	690,063	31,207	(185,600)	3,656,358
Queensborough Water	842,823	-	8,428	(205,951)	645,300
Queensborough Sanitary	699,271	125,033	6,993	-	831,297
Mainland Drainage	386,611	1,954	3,866	-	392,431
Mainland Transportation	3,308,887	31,418	33,089	(112,798)	3,260,596
Mainland Parkland	9,791,707	60,750	97,917	(360,300)	9,590,074
Mainland Water	1,436,321	5,508	14,363	-	1,456,192
Mainland Sanitary	1,339,871	9,482	13,399	-	1,362,752
	\$ 19,130,724	\$ 1,405,977	\$ 191,307	\$ (1,524,676)	\$ 19,203,332

* Development Cost Charge Expenditure Bylaws authorize borrowing from other DCC Reserves to cover the deficit in the Queensborough Transportation DCC Reserve. The other DCC Reserves will be repaid with interest at the earlier of when the funds are required to complete DCC capital works and sufficient Queensborough Transportation DCCs are collected.

6. PENSION PLAN

The City and its employees contribute to the Municipal Pension Plan (a jointly trustee pension plan). The board of trustees, representing plan members and employers, is responsible for administering the plan, including investment of assets and administration of benefits. The plan is a multi-employer defined benefit pension plan. Basic pension benefits are based on a formula. As at December 31, 2020, the plan has about 220,000 active members and approximately 112,000 retired members. Active members include approximately 42,000 contributors from local governments.

Every three years, an actuarial valuation is performed to assess the financial position of the plan and adequacy of plan funding. The actuary determines an appropriate combined employer and member contribution rate to fund the plan. The actuary's calculated contribution rate is based on the entry-age normal cost method, which produces the long-term rate of member and employer contributions sufficient to provide benefits for average future entrants to the plan. This rate may be adjusted for the amortization of any actuarial funding surplus and will be adjusted for the amortization of any unfunded actuarial liability.

CORPORATION OF THE CITY OF NEW WESTMINSTER
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS
For the Year Ended December 31, 2021

6. PENSION PLAN (continued)

The most recent actuarial valuation for the Municipal Pension Plan as at December 31, 2018, indicated a \$2,866 million funding surplus for basic pension benefits on a going concern basis.

The City paid \$7,985,324 (2020 - \$7,724,529) for employer contributions to the plan in fiscal 2021.

The next valuation will be as at December 31, 2021, with results available in 2022.

Employers participating in the plan record their pension expense as the amount of employer contributions made during the fiscal year (defined contribution pension plan accounting). This is because the plan records accrued liabilities and accrued assets for the plan in aggregate, resulting in no consistent and reliable basis for allocating the obligation, assets and cost to individual employers participating in the plan.

7. EMPLOYEE BENEFIT PLANS

The City provides certain post-employment benefits, compensated absences, and termination benefits to its employees. These benefits include accumulated non-vested sick leave and post-employment disability benefits.

	<u>2021</u>	<u>2020</u>
Accrued Benefit Obligation, beginning of year	\$ 12,815,100	\$ 12,017,500
Current service cost	823,700	768,400
Interest cost	222,800	273,900
Long term disability expense (revenue)	477,400	569,100
Benefits paid	(835,900)	(1,153,500)
Actuarial loss (gain)	(817,100)	339,700
Accrued Benefit Obligation, end of year	<u>12,686,000</u>	<u>12,815,100</u>
Other employee benefit liabilities	52,673	40,974
Unamortized actuarial (loss) gain	165,900	(714,600)
Accrued Benefit Liability, end of year	<u>\$ 12,904,573</u>	<u>\$ 12,141,474</u>

Actuarial gains and losses are amortized over the expected average remaining service period of the related employee group commencing the year after the gain or loss arises. A full update to the actuarial valuation of the accrued benefit liability was performed to determine the City's accrued benefit obligation as at December 31, 2020 and results were extrapolated to December 31, 2021. Actuarial assumptions used to determine the City's accrued benefit obligation are as follows:

	<u>2021</u>	<u>2020</u>
Discount rate	2.50%	2.10%
Expected future inflation rate	2.50%	2.50%
Expected wage and salary range increases	3.00% - 4.63%	3.00% - 4.63%
Expected average remaining service period	12 years	12 years

CORPORATION OF THE CITY OF NEW WESTMINSTER
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS
For the Year Ended December 31, 2021

8. LONG-TERM DEBT

The City receives debt financing through the MFA in accordance with the Community Charter to finance certain capital expenses. Gross debt of \$83,764,914 (2020 - \$81,639,914) less repayments and actuarial adjustments of \$23,250,755 (2020 - \$19,509,565) is presented as net debt of \$60,514,159 (2020 - \$62,130,349).

	<u>2021</u>	<u>2020</u>
Police Building, Bylaw 6603, 2.25%, due 2024	\$ 1,671,628	\$ 2,185,945
Moody Park Pool, Bylaw 7209, 2.90%, due 2028	1,756,532	1,972,560
Moody Park Pool, Bylaw 7209, 1.28%, due 2030	229,756	252,191
Westminster Pier Park Development Bylaw 7377, 3.65%, due 2026	2,485,936	2,931,853
Westminster Pier Park Development Bylaw 7377, 2.00% due 2032	1,099,450	1,199,400
Civic Facilities, Road Maintenance and Park Development Loan Authorization Bylaw 7528, 2.60%, due 2036	10,071,532	10,591,204
New Westminster Substation Loan Authorization Bylaw 7604, 2.20% due 2035	18,908,746	19,976,960
New Westminster Civic Infrastructure Loan Authorization Bylaw 7842, MFA variable rate, due 2024	3,830,000	1,705,000
New Westminster Civic Infrastructure Loan Authorization Bylaw 7842, 2.24%, due 2039	20,460,579	21,315,236
	<u>\$ 60,514,159</u>	<u>\$ 62,130,349</u>

Estimated repayments on long-term debt for the next five years and thereafter are as follows:

2022	3,873,825
2023	4,010,448
2024	5,829,337
2025	3,677,150
2026	5,924,577
Thereafter	<u>37,198,822</u>
	<u>\$ 60,514,159</u>

CORPORATION OF THE CITY OF NEW WESTMINSTER
 NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS
 For the Year Ended December 31, 2021

9. TANGIBLE CAPITAL ASSETS

	Assets Under Construction		Land	Building	Vehicles / Equipment	Park Improvements	Engineering Structures			Electrical Distribution System	2021 Total	2020 Total
	Construction	Land					Engineering Structures	Water	Sewer			
COST												
Balance, beginning of year	\$ 16,841,301	\$ 207,126,137	\$ 188,331,708	\$ 43,443,363	\$ 75,575,357	\$ 232,829,570	\$ 63,771,360	\$ 120,297,410	\$ -	\$ 98,552,079	\$ 1,046,768,285	\$ 1,018,835,392
Transfers	(7,797,023)	-	66,297	51,152	1,822,347	2,205,630	979,297	2,672,300	-	-	-	-
Additions	30,472,432	5,322,318	1,108,771	2,632,477	939,906	8,539,506	1,662,210	2,311,409	-	3,417,927	56,406,956	36,689,831
Disposals	-	-	-	(1,997,209)	(44,390)	(434,169)	(22,006)	-	-	(218,128)	(2,715,902)	(8,756,938)
Balance, end of year	39,516,710	212,448,455	189,506,776	44,129,783	78,293,220	243,140,537	66,390,861	125,281,119	-	101,751,878	1,100,459,339	1,046,768,285
ACCUMULATED AMORTIZATION												
Balance, beginning of year	\$ -	\$ -	\$ 76,817,128	\$ 24,729,807	\$ 37,910,519	\$ 118,995,665	\$ 13,899,242	\$ 28,372,120	\$ -	\$ 28,594,180	\$ 329,318,661	\$ 313,107,142
Amortization	-	-	5,839,527	3,810,148	2,198,830	7,189,971	886,299	1,838,696	-	2,440,915	24,204,386	23,545,497
Disposals	-	-	-	(1,936,722)	(44,390)	(434,169)	(22,006)	-	-	(159,013)	(2,596,300)	(7,333,978)
Balance, end of year	-	-	82,656,655	26,603,233	40,064,959	125,751,467	14,763,535	30,210,816	-	30,876,082	350,926,747	329,318,661
NET BOOK VALUE												
As at December 31, 2021	\$ 39,516,710	\$ 212,448,455	\$ 106,850,121	\$ 17,526,550	\$ 38,228,261	\$ 117,389,070	\$ 51,627,326	\$ 95,070,303	\$ -	\$ 70,875,796	749,532,592	
NET BOOK VALUE												
As at December 31, 2020	\$ 16,841,301	\$ 207,126,137	\$ 111,514,580	\$ 18,713,556	\$ 37,664,838	\$ 113,833,905	\$ 49,872,118	\$ 91,925,290	\$ -	\$ 69,957,899		\$ 717,449,624

CORPORATION OF THE CITY OF NEW WESTMINSTER
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS
For the Year Ended December 31, 2021

9. TANGIBLE CAPITAL ASSETS (continued)

(a) **Assets under construction**

Assets under construction having a value of \$39,516,710 (2020 – \$16,841,301) have not been amortized. Amortization of these assets will commence when the asset is put into service.

(b) **Contributed tangible capital assets**

Contributed capital assets have been recognized at fair market value at the date of contribution. Included in the additions to tangible capital assets is \$7,932,156 of contributed assets received during the year (2020 – \$4,974,934).

(c) **Works of art and historic assets**

The City manages and controls various works of art and non-operational historic assets including buildings, artifacts, painting and sculptures located at City sites and public display areas. These assets are not recorded as tangible capital assets and are not amortized.

CORPORATION OF THE CITY OF NEW WESTMINSTER
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS
For the Year Ended December 31, 2021

10. ACCUMULATED SURPLUS

Accumulated surplus consists of individual fund surplus and reserves and reserve funds as follows:

	<u>2021</u>	<u>2020</u>
Surplus:		
Invested in Tangible Capital Assets (a)	\$ 691,766,726	\$ 658,067,568
Invested in Inventory of Supplies	2,371,758	2,098,247
Invested in Prepaid Expenses	3,522,563	1,651,150
Reserves:		
Reserves set aside by Council:		
Affordable Housing	1,642,737	1,464,370
Childcare Amenity	1,751	1,734
Community Amenity	7,756,370	7,661,981
Community Development	1,861,872	903,709
Community Endowment	4,884,502	4,836,140
Computer Replacement	801,712	633,043
Environment/Childcare Grants	200,000	200,000
Equipment Replacement	10,900,668	10,435,755
Facility Maintenance	4,937,234	4,005,762
Facility Replacement - TACC	-	8,233,178
Facility Replacement - Massey Theatre	7,121,289	6,665,915
General Amenity	419,177	415,027
General Fund Provisions	9,007,015	21,988,318
Offstreet Parking Provisions	1,788,850	1,808,909
Public Art	760,592	691,061
Electrical Fund Provisions	32,338,664	30,779,474
Water Fund Provisions	11,955,625	7,161,852
Sewer Fund Provisions	27,040,856	18,513,143
Solid Waste Fund Provisions	(1,640,813)	(1,937,471)
Statutory Reserves:		
Cemetery Reserve	842,003	782,766
Construction of Municipal Works	8,744,315	9,151,359
Parking Cash in Lieu	1,227,972	1,215,813
Park Land Acquisition	64,034	63,400
Tax Sale Land	1,791,251	1,773,516
Total Reserves	<u>134,447,676</u>	<u>137,448,754</u>
Total Accumulated Surplus	<u>\$ 832,108,723</u>	<u>\$ 799,265,719</u>

- (a) Invested in tangible capital assets is comprised of tangible capital assets of \$749,532,592 (2020 - \$717,449,624) less net proceeds from debt spent on tangible capital assets of \$57,765,866 (2020 - \$59,382,056).

CORPORATION OF THE CITY OF NEW WESTMINSTER
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS
For the Year Ended December 31, 2021

11. TRUST FUNDS

The Election Surplus, Amateur Sports Promotion and Irving House Bequeaths are not reported in these consolidated financial statements. The following is a summary of Trust Fund transactions for the year:

	<u>2021</u>	<u>2020</u>
Balances, beginning of year	\$ 356,407	\$ 366,001
Interest earned	3,564	7,320
	<u>359,971</u>	<u>373,321</u>
Expenses and Transfers (Net)	-	(16,914)
Balances, end of year	<u>\$ 359,971</u>	<u>\$ 356,407</u>

12. MUNICIPAL TAXATION AND OTHER LEVIES

In addition to levying and collecting property taxes for municipal purposes, the City also collects taxes from its citizens on behalf of other governments. The following table illustrates the amounts collected and the amounts transferred to other governments. These amounts collected on behalf of other governments are not reflected on the City's consolidated financial statements.

	<u>2021</u>	<u>%</u>	<u>2020</u>	<u>%</u>
Gross Taxation and Levies	<u>\$144,004,351</u>	<u>100.00</u>	<u>\$130,554,730</u>	<u>100.00</u>
Less: Collections on Behalf of Other Governments				
Metro Vancouver Regional District	1,717,907	1.19	1,554,283	1.19
BC Assessment Authority	1,269,611	0.88	1,257,090	0.96
Municipal Finance Authority	5,873	< 0.01	5,734	< 0.01
Province of British Columbia - School Taxes	39,496,656	27.43	30,113,235	23.07
South Coast British Columbia Transportation Authority	8,359,485	5.81	8,013,764	6.14
Business Improvement Levies	430,455	0.30	415,292	0.32
	<u>51,279,987</u>	<u>35.61</u>	<u>41,359,398</u>	<u>31.68</u>
Municipal Taxation and Levies	<u>\$ 92,724,364</u>	<u>64.39</u>	<u>\$ 89,195,332</u>	<u>68.32</u>

13. OTHER REVENUE

Other Revenue includes:

	<u>2021</u>	<u>2020</u>
Licences, Permits and Fines	\$ 7,407,496	\$ 6,955,531
Interest and Penalties	4,273,446	5,744,119
Gain on Disposal of Tangible Capital Assets	21,244	10,462
Other	3,814,036	4,009,243
	<u>\$ 15,516,222</u>	<u>\$ 16,719,355</u>

CORPORATION OF THE CITY OF NEW WESTMINSTER
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS
For the Year Ended December 31, 2021

14. CONTINGENCIES

- (a) The loan agreements with the Metro Vancouver Regional District and the MFA provide that, if at any time the scheduled payments provided for in the agreements are not sufficient to meet the authorities' obligations in respect of such borrowing, the resulting deficiency becomes a joint and several liability of the City and the other participants.
- (b) The City obtains long-term debt instruments through the MFA. The City is also required to execute demand notes in connection with each debenture whereby the City may be required to loan certain amounts to the MFA. The demand notes are contingent in nature and are not reflected in the accounts. Details of the contingent demand notes at December 31, 2021 are as follows:

	2021	2020
Police Building, Bylaw 6603	\$ 233,776	\$ 233,776
Moody Park Pool, Bylaw 7209	142,759	142,759
Westminster Pier Park, Bylaw 7377	253,681	253,681
New Westminster Substation, Bylaw 7604	463,277	463,277
Civic Facilities, Road Maintenance and Park Development, Bylaw 7528	258,507	258,507
New Westminster Civic Infrastructure, Bylaw 7842	438,645	438,645
	\$ 1,790,645	\$ 1,790,645

- (c) A number of legal claims have been initiated against the City in varying or unspecified amounts. The outcome of these claims cannot reasonably be determined at this time. The amount of loss, if any, arising from these claims will be recorded in the period in which the loss is determined.
- (d) The City is a shareholder of E-Comm, Emergency Communications for British Columbia Incorporated (E-Comm) whose services include: regional 9-1-1 call centre for the Metro Vancouver Regional District; Wide Area Radio network; dispatch operations; and records management. The City has one Class A share and one Class B share and the Police Board has one Class A share. There are 36 Class A shares and 19 Class B shares issued and outstanding as at December 31, 2021. As a Class A shareholder, the City shares in both funding the future operations and capital obligations of E-Comm (in accordance with a cost sharing formula), including any lease obligations committed to by E-Comm up to the shareholder's withdrawal date.
- (e) The City, as a member of the Metro Vancouver Regional District, the Greater Vancouver Sewerage and Drainage District and the Greater Vancouver Water District is jointly and severally liable for the net capital liabilities of these Districts. Any liability which may arise as a result of the above noted contingency will be accounted for in the period in which the required payment is made.

CORPORATION OF THE CITY OF NEW WESTMINSTER
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS
For the Year Ended December 31, 2021

15. SEGMENTED INFORMATION

The City is a diversified municipal government institution that provides a wide range of services to its citizens, including Police Services, Parks and Recreation Services, Fire Services, Climate Action, Planning and Development Services, Engineering Services, General Government Services, Library, and Utility Operations which includes Water Supply Services, Electrical Distribution Services, Sewer and Drainage Services, and Solid Waste Services. For management reporting purposes, the City's operations and activities are organized and reported by Service Areas. Service Areas were created for the purpose of recording specific activities to attain certain objectives in accordance with regulations, restrictions and limitations.

City Services are provided by departments and their activities are reported in these Service Areas. Departments disclosed in the segmented information, along with the services they provide, are as follows:

General Government Services – Legislative Services, Administration, Cultural Services, Communications, Finance, Information Technology, Human Resources, Legal Services, Economic Development, and Grants in Aid

The Departments and Divisions within General Government Services are responsible for adopting bylaws; adopting administrative policy; levying and collecting taxes and utilities; acquiring, disposing and managing City assets; developing and maintaining information technology systems and applications; ensuring effective financial management and communication; administering City grants; managing the Anvil Centre and cultural services; developing an effective labour force; administering collective agreements and payroll; economic development; monitoring and reporting performance; and ensuring that high quality City service standards are met.

Police Services

The mandate of Police Services is to keep the community safe by enforcing the law, and by preventing and reducing crime.

Parks and Recreation Services

Parks and Recreation is responsible for providing, facilitating the development of, and maintaining high quality parks, and recreation facilities and programs.

Library Services

The New Westminster Public Library is responsible for providing library resources and services to the community.

Fire Services

The mandate of Fire Services is to protect life, property and the environment through the provision of emergency response and planning, inspections, code enforcement and public education, ensuring safety for the public.

**CORPORATION OF THE CITY OF NEW WESTMINSTER
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS
For the Year Ended December 31, 2021**

15. SEGMENTED INFORMATION (continued)

Climate Action, Planning and Development

Climate Action, Planning and Development is responsible for preparing land use plans, bylaws and policies for sustainable development of the City, for reviewing and approving new development, building permits and inspections and climate action.

Engineering Services – Engineering Operations and Administration, Cemetery, Parking and Towing Services, Animal Services, Vehicle Fleet Services, Works Yards

Engineering Services is responsible for planning, building, operating and maintaining the City's physical infrastructure including roads and sidewalks, civic buildings and facilities. In addition, the divisions provide services for parking, towing, cemetery operations, animal control and fleet services.

Utility Operations - Water Supply Services, Electrical Distribution Services, Sewer and Drainage Services, and Solid Waste Services

The Water Utility operates and distributes over 8 million cubic meters of drinking water, and maintains water mains and pump stations. The Electrical Distribution Utility is responsible for the distribution of electricity to the City's citizens and businesses and the City's fibre network system. The Sewer and Drainage Utility is responsible for the disposal of sanitary sewage and drainage, as well as the network of sewer mains, storm sewers and pump stations. The Solid Waste Utility is responsible for garbage collection, green waste collection and recycling.

CORPORATION OF THE CITY OF NEW WESTMINSTER
 NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS
 For the Year Ended December 31, 2021

15. SEGMENTED INFORMATION (continued)

SEGMENTED REVENUES AND EXPENSES

	General Government	Police Services	Parks and Recreation	Library	Fire Services	Climate Action, Planning and Development	Engineering Services	Utility Operations	2021	2020	2021 Budget
REVENUE											
Municipal Taxation and Other Levies	\$ 92,641,123	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 83,241	\$ 92,724,364	\$ 89,195,332	\$ 93,740,726
Utility Rates	-	-	-	-	-	-	-	95,411,264	95,411,264	92,380,953	94,010,630
Sale of Services	287,134	5,344,241	2,860,169	26,255	164,642	14,834	4,162,534	1,178,523	14,038,332	12,064,621	13,114,033
Grants from Other Governments	47,053	1,924,981	862,525	144,054	-	645,174	1,574,352	-	5,198,139	10,577,058	13,493,021
Contributed Tangible Capital Assets	-	-	4,000,000	-	-	-	3,442,002	490,154	7,932,156	4,974,934	-
Contributions	4,061,265	-	3,007,367	-	75,922	249,469	3,650,527	2,060,361	13,104,911	9,334,300	11,825,944
Other Revenue	6,114,829	31,599	274,733	323	80,653	5,598,322	2,171,922	1,243,841	15,516,222	16,719,355	14,676,156
Total Revenue	\$ 103,151,404	\$ 7,300,821	\$ 11,004,794	\$ 170,632	\$ 321,217	\$ 6,507,799	\$ 15,001,337	\$ 100,467,384	\$ 243,925,388	\$ 235,246,553	\$ 240,860,510
EXPENSES											
Salaries, Benefits and Training	\$ 14,667,512	\$ 28,309,778	\$ 13,564,984	\$ 2,693,761	\$ 15,487,372	\$ 5,334,472	\$ 13,473,378	\$ 5,090,326	\$ 98,621,583	\$ 89,686,470	\$ 101,195,040
Contracted Services	1,963,900	3,778,461	5,485,337	123,247	904,334	1,857,522	3,141,482	3,823,038	21,077,321	18,248,326	12,047,634
Supplies and Materials	2,283,004	1,351,945	1,587,937	312,809	334,740	148,045	3,251,743	710,561	9,980,784	9,046,693	10,341,506
Interest and Bank Charges	949,178	-	-	-	-	-	-	842,716	1,791,894	1,807,756	1,995,681
Cost of Sales	255,851	-	120,743	-	-	-	10,241	86	386,921	375,867	491,357
Grants	747,854	8,390	-	-	-	36,560	-	-	792,804	717,419	1,013,450
Insurance and Claims	2,609,745	-	-	-	-	-	175,959	-	2,785,704	1,573,091	1,818,147
Utility Purchases and Levies	-	-	-	-	-	-	-	51,344,416	51,344,416	49,245,760	51,949,465
Amortization	4,013,605	692,855	3,966,528	707,113	641,489	-	8,352,431	5,830,365	24,204,386	23,545,497	25,289,000
Loss on Disposal of Tangible Capital Assets	-	8,000	26,139	-	3,318	-	-	59,114	96,571	1,419,316	-
Total Expenses	\$ 27,490,649	\$ 34,149,429	\$ 24,751,668	\$ 3,836,930	\$ 17,371,253	\$ 7,376,599	\$ 28,405,234	\$ 67,700,622	\$ 211,082,384	\$ 195,666,195	\$ 206,141,280
ANNUAL SURPLUS (DEFICIT)	\$ 75,660,755	\$ (26,848,608)	\$ (13,746,874)	\$ (3,666,298)	\$ (17,050,036)	\$ (868,800)	\$ (13,403,897)	\$ 32,766,762	\$ 32,843,004	\$ 39,580,358	\$ 34,719,230

**CORPORATION OF THE CITY OF NEW WESTMINSTER
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS
For the Year Ended December 31, 2021**

16. COMMITMENTS

In January 2012, the City entered into an operating agreement with BC Hydro for the New Westminster Substation. The agreement commits the City to reimburse BC Hydro for all costs relating to operating, maintaining and upgrading the substation. The initial term of the agreement was effective until March 31, 2015 with subsequent five-year renewal periods until such time as either party serves written notice of termination at least one year prior to the end of the current five-year term. On March 31, 2020 the term of the agreement was automatically extended until March 31, 2025.

17. CONTRACTUAL RIGHTS

The City has various contracts with organizations that are expected to result in the following revenues over the next five years that are either to provide services to or acquire capital assets for the community, or are for the use of City assets through property, fibre optic and advertising space agreements.

	<u>2021</u>
2022	\$ 11,086,299
2023	\$ 3,476,228
2024	\$ 1,894,317
2025	\$ 1,731,874
2026	\$ 1,407,297

Certain contractual rights are not included in the above schedule as the amounts received vary from period to period and cannot be estimated.

18. GRANTS FROM OTHER GOVERNMENTS

Grants from other governments include:

	<u>2021</u>	<u>2020</u>
Federal	\$ 815,505	\$ 784,095
Provincial and Regional	4,382,634	9,792,963
	<u>\$ 5,198,139</u>	<u>\$ 10,577,058</u>

19. COMPARATIVE INFORMATION

Certain comparative information has been reclassified to conform to the City's financial statement presentation adopted for the current year.

CORPORATION OF THE CITY OF NEW WESTMINSTER
 STATEMENTS OF FINANCIAL POSITION - BY FUND
 As at December 31, 2021

SUPPLEMENTAL SCHEDULE I (UNAUDITED)

	General Fund	Electrical Utility Fund	Water Utility Fund	Sewer Utility Fund	Solid Waste Utility Fund	2021	2020
FINANCIAL ASSETS							
Cash and Cash Equivalents	\$ 114,146,434	\$ -	\$ -	\$ -	\$ -	\$ 114,146,434	\$ 147,152,685
Accounts Receivable							
Property Taxes	3,139,525	-	-	-	-	3,139,525	3,557,411
Other	11,107,169	9,201,770	599,202	1,117,524	214,079	22,239,744	23,639,583
Due from Other Governments	3,660,687	-	-	-	-	3,660,687	1,634,413
Investments	102,595,180	-	-	-	-	102,595,180	82,876,282
	<u>234,648,995</u>	<u>9,201,770</u>	<u>599,202</u>	<u>1,117,524</u>	<u>214,079</u>	<u>245,781,570</u>	<u>258,860,374</u>
LIABILITIES							
Accounts Payable	27,561,216	190,393	-	-	-	27,751,609	21,545,171
Due to Other Governments	5,596,028	-	-	-	-	5,596,028	22,029,016
Prepaid Taxes	12,172,127	-	-	-	-	12,172,127	11,148,774
Deferred Revenue and Deposits	30,782,753	175,179	-	-	-	30,957,932	32,668,168
Deferred Development Cost Charges	14,907,790	-	2,101,493	2,194,049	-	19,203,332	19,130,724
Employee Benefit Plans	12,904,573	-	-	-	-	12,904,573	12,141,474
Long-Term Debt	27,056,141	33,458,018	-	-	-	60,514,159	62,130,349
Due to/(from) Other Funds	70,123,472	(26,063,879)	(15,606,477)	(29,330,708)	877,592	-	-
	<u>201,104,100</u>	<u>7,759,711</u>	<u>(13,504,984)</u>	<u>(27,136,659)</u>	<u>877,592</u>	<u>169,099,760</u>	<u>180,793,676</u>
NET FINANCIAL ASSETS	33,544,895	1,442,059	14,104,186	28,254,183	(663,513)	76,681,810	78,066,698
NON-FINANCIAL ASSETS							
Tangible Capital Assets	508,972,440	89,937,939	52,437,567	97,071,804	1,112,842	749,532,592	717,449,624
Inventory of Supplies	500,323	1,710,186	132,655	28,594	-	2,371,758	2,098,247
Prepaid Expenses	3,522,563	-	-	-	-	3,522,563	1,651,150
	<u>512,995,326</u>	<u>91,648,125</u>	<u>52,570,222</u>	<u>97,100,398</u>	<u>1,112,842</u>	<u>755,426,913</u>	<u>721,199,021</u>
ACCUMULATED SURPLUS	\$ 546,540,221	\$ 93,090,184	\$ 66,674,408	\$ 125,354,581	\$ 449,329	\$ 832,108,723	\$ 799,265,719

CORPORATION OF THE CITY OF NEW WESTMINSTER
 STATEMENTS OF OPERATIONS - BY FUND
 For the Year Ended December 31, 2021

SUPPLEMENTAL SCHEDULE II (UNAUDITED)

	General Fund	Electrical Utility Fund	Water Utility Fund	Sewer Utility Fund	Solid Waste Utility Fund	2021	2020	2021 Budget
REVENUE								
Municipal Taxation and Other Levies	\$ 92,641,123	\$ -	\$ -	\$ 83,241	\$ -	\$ 92,724,364	\$ 89,195,332	93,740,726
Utility Rates		52,317,951	14,939,665	24,346,843	3,806,805	95,411,264	92,380,953	94,010,630
Sale of Services	12,859,809	151,203	255,123	772,197	-	14,038,332	12,064,621	13,114,033
Grants from Other Governments	5,198,139	-	-	-	-	5,198,139	10,577,058	13,493,021
Contributed Tangible Capital Assets	7,442,002	70,600	-	419,554	-	7,932,156	4,974,934	-
Contributions	11,044,550	1,779,169	-	281,192	-	13,104,911	9,334,300	11,825,944
Other Revenue	14,272,381	281,847	-	10,268	951,726	15,516,222	16,719,355	14,676,156
	<u>143,458,004</u>	<u>54,600,770</u>	<u>15,194,788</u>	<u>25,913,295</u>	<u>4,758,531</u>	<u>243,925,388</u>	<u>235,246,553</u>	<u>240,860,510</u>
EXPENSES								
Police Services	34,149,429	-	-	-	-	34,149,429	29,169,363	33,018,500
Parks and Recreation	24,751,668	-	-	-	-	24,751,668	21,791,314	21,567,216
Fire Services	17,371,253	-	-	-	-	17,371,253	16,870,661	17,992,154
Climate Action, Planning and Development	7,376,599	-	-	-	-	7,376,599	6,063,165	6,776,962
Engineering Services	28,405,234	-	-	-	-	28,405,234	27,042,941	27,676,745
General Government	27,490,649	-	-	-	-	27,490,649	25,585,521	27,267,361
Library	3,836,930	-	-	-	-	3,836,930	3,700,338	4,725,629
Utility Operations	-	40,026,211	8,879,323	15,213,658	3,581,430	67,700,622	65,442,892	67,116,713
	<u>143,381,762</u>	<u>40,026,211</u>	<u>8,879,323</u>	<u>15,213,658</u>	<u>3,581,430</u>	<u>211,082,384</u>	<u>195,666,195</u>	<u>206,141,280</u>
ANNUAL SURPLUS	76,242	14,574,559	6,315,465	10,699,637	1,177,101	32,843,004	39,580,358	34,719,230
Interfund Transfers:								
From Electrical Fund to Current Fund	2,500,000	(2,500,000)	-	-	-	-	-	-
From Electrical Fund to Provision for Future Exp.	3,500,000	(3,500,000)	-	-	-	-	-	-
Other Transfers	1,314,460	275,100	(478,006)	(364,822)	(746,732)	-	-	-
INCREASE (DECREASE) IN SURPLUS	7,390,702	8,849,659	5,837,459	10,334,815	430,369	32,843,004	39,580,358	34,719,230
Accumulated Surplus, beginning of year	539,149,519	84,240,525	60,836,949	115,019,766	18,960	799,265,719	759,685,361	799,265,719
ACCUMULATED SURPLUS, end of year	\$ 546,540,221	\$ 93,090,184	\$ 66,674,408	\$ 125,354,581	\$ 449,329	\$ 832,108,723	\$ 799,265,719	\$ 833,984,949

**CORPORATION OF THE CITY OF NEW WESTMINSTER
CONSOLIDATED STATEMENT OF RESERVES
For the Year Ended December 31, 2021**

SUPPLEMENTAL SCHEDULE III (UNAUDITED)

	Balances, Beginning of Year	Transfer from (to) Operating and Trust Funds	Third Party Contributions (Disbursements)	Interest Allocation	Proceeds from Disposal	Transfers For Capital Expenses	Balances, End of Year
RESERVES SET ASIDE BY COUNCIL							
Affordable Housing	\$ 1,464,370	\$ 163,723	\$ -	\$ 14,644	\$ -	\$ -	\$ 1,642,737
Childcare Amenity	1,734	-	-	17	-	-	1,751
Community Amenity	7,661,981	(40,356)	75,000	76,620	-	(16,875)	7,756,370
Community Development	903,709	(2,461,400)	3,438,046	9,036	-	(27,519)	1,861,872
Community Endowment	4,836,140	-	-	48,362	-	-	4,884,502
Computer Replacement	633,043	278,761	-	6,330	-	(116,422)	801,712
Environment/Childcare Grants	200,000	(2,000)	-	2,000	-	-	200,000
Equipment Replacement	10,435,755	1,895,712	-	104,358	44,275	(1,579,432)	10,900,668
Facility Maintenance	4,005,762	2,580,091	-	40,058	-	(1,688,677)	4,937,234
Facility Replacement - TACC	8,233,178	2,408,092	-	82,332	-	(10,723,602)	-
Facility Replacement - Massey Theatre	6,665,915	1,058,455	-	66,659	-	(669,740)	7,121,289
General Amenity	415,027	-	-	4,150	-	-	419,177
General Fund Provisions	21,988,318	(3,191,776)	-	2,749	-	(9,792,276)	9,007,015
Offstreet Parking Provisions	1,808,909	(20,059)	-	-	-	-	1,788,850
Public Art	691,061	62,620	-	6,911	-	-	760,592
Electrical Fund Provisions	30,779,474	1,559,190	-	-	-	-	32,338,664
Water Fund Provisions	7,161,852	4,793,773	-	-	-	-	11,955,625
Sewer Fund Provisions	18,513,143	8,527,713	-	-	-	-	27,040,856
Solid Waste Fund Provisions	(1,937,471)	296,658	-	-	-	-	(1,640,813)
	<u>124,461,900</u>	<u>17,909,197</u>	<u>3,513,046</u>	<u>464,226</u>	<u>44,275</u>	<u>(24,614,543)</u>	<u>121,778,101</u>
STATUTORY RESERVES							
Cemetery Reserve	782,766	59,237	-	-	-	-	842,003
Construction of Municipal Works	9,151,359	138,068	-	91,513	-	(636,625)	8,744,315
Parking Cash in Lieu	1,215,813	-	-	12,159	-	-	1,227,972
Park Land Acquisition	63,400	-	-	634	-	-	64,034
Tax Sale Land	1,773,516	-	-	17,735	-	-	1,791,251
	<u>12,986,854</u>	<u>197,305</u>	<u>-</u>	<u>122,041</u>	<u>-</u>	<u>(636,625)</u>	<u>12,669,575</u>
TOTAL RESERVES	\$ 137,448,754	\$ 18,106,502	\$ 3,513,046	\$ 586,267	\$ 44,275	\$ (25,251,168)	\$ 134,447,676
2021 Budget	\$ 122,761,260	\$ 38,714,905	\$ 1,997,593	\$ 1,190,546	\$ -	\$ (75,456,107)	\$ 89,208,197

SUPPLEMENTAL SCHEDULE IV (UNAUDITED)

**CORPORATION OF THE CITY OF NEW WESTMINSTER
RESTART GRANT SCHEDULE
For the Year Ended December 31, 2021**

BC COVID-19 SAFE RESTART GRANT

In November, 2020 the City received \$6,052,000 from the Province of British Columbia for funding operations impacted by COVID-19. The Safe Restart Grant can be used over multiple years to fund increased costs and lower revenues as a result of COVID-19. The City has recognized the grant as revenue in 2020 and has used some of the funds to offset impacts in 2021 and is expecting to use the remainder of the funds by the end of 2023.

Safe Restart Grant Received November 2020	<u>\$ 6,052,000</u>
Costs offset in 2021	
Support for vulnerable persons	59,177
Education and enforcement	36,454
Community support programs	31,601
Emergency management centre response	<u>98,220</u>
Total of Costs	<u>225,452</u>
Casino revenue shortfall offset in 2021	<u>4,450,000</u>
Unused Grant Funding, December 31, 2021	<u>\$ 1,376,548</u>

**CORPORATION OF THE CITY OF NEW WESTMINSTER
CONSOLIDATED STATEMENT OF RESERVES
For the Year Ended December 31, 2021**

	Balances, End of Year
RESERVES SET ASIDE BY COUNCIL	
Affordable Housing	\$ 1,642,737
Childcare Amenity	1,751
Community Amenity	7,756,370
Community Development	1,861,872
Community Endowment	4,884,502
Computer Replacement	801,712
Environment/Childcare Grants	200,000
Equipment Replacement	10,900,668
Facility Maintenance	4,937,234
Facility Replacement - TACC	-
Facility Replacement - Massey Theatre	7,121,289
General Amenity	419,177
General Fund Provisions	9,007,015
Offstreet Parking Provisions	1,788,850
Public Art	760,592
Electrical Fund Provisions	32,338,664
Water Fund Provisions	11,955,625
Sewer Fund Provisions	27,040,856
Solid Waste Fund Provisions	(1,640,813)
	<u>121,778,101</u>
STATUTORY RESERVES	
Cemetery Reserve	842,003
Construction of Municipal Works	8,744,315
Parking Cash in Lieu	1,227,972
Park Land Acquisition	64,034
Tax Sale Land	1,791,251
	<u>12,669,575</u>
TOTAL RESERVES	\$ <u>134,447,676</u>

To: Performance and Audit Committee

From: Linda Sabatini, Acting Director, Financial Operations

Date: June 15, 2022 Meeting Date: July 14, 2022

Subject: **MFA Fall 2022 Borrowing for City of Pitt Meadows – MVRD Security Issuing Bylaw No. 1353, 2022**

RECOMMENDATION

That the MVRD Board:

- a) give consent to the request for financing from the City of Pitt Meadows in the amount of \$20,000,000 pursuant to Sections 182(1)(b) and 182(2)(a) of the *Community Charter*;
 - b) give first, second and third reading to *Metro Vancouver Regional District Security Issuing Bylaw No. 1353, 2022* being a bylaw to authorize the entering into an Agreement respecting financing between the Metro Vancouver Regional District and the Municipal Finance Authority of British Columbia;
 - c) pass and finally adopt *Metro Vancouver Regional District Security Issuing Bylaw No. 1353, 2022* and forward it to the Inspector of Municipalities for Certificate of Approval.
-

EXECUTIVE SUMMARY

As set out in the *Community Charter*, the Metro Vancouver Regional District (MVRD) must adopt a security issuing bylaw in order to enable the City of Pitt Meadows to proceed with their long term borrowing request of \$20,000,000. This borrowing is to finance the construction of a Police building. The City's total estimated annual debt servicing costs for existing and new proposed debt combined is approximately \$1,721,500 which is roughly 16.1% of their liability servicing limit of \$10,724,426. Pitt Meadows has met the regulatory requirements and has the legislative authority to undertake the planned borrowing. The proposed *Metro Vancouver District Security Issuing Bylaw No. 1353, 2022* will authorize the City of Pitt Meadows' borrowing request.

Staff recommends consenting to City of Pitt Meadows' borrowing request and adopting the Security Issuing Bylaw as outlined in Alternative 1.

PURPOSE

To seek the adoption of a Security Issuing Bylaw to authorize a borrowing request from the City of Pitt Meadows in the amount of \$20,000,000 for the Fall 2022 MFA long term debt issue.

BACKGROUND

Metro Vancouver received a request from the City of Pitt Meadows to borrow \$20,000,000 to finance the construction of a Police building. This request has been approved by Pitt Meadows' respective council by way of Loan Authorization Bylaw and Security Issuing Resolution as required under provincial legislation. Currently, the Ridge Meadows RCMP provides policing service to the communities of Pitt Meadows and Maple Ridge. In 2021, Pitt Meadows received approval from the Province of British Columbia to create an autonomous RCMP detachment. This report is being

brought forward to the MVRD Board to seek the adoption of *Metro Vancouver Security Issuing Bylaw No. 1353, 2022* which will authorize the borrowing request from the City of Pitt Meadows. The borrowing must be approved by the MVRD Board before the Security Issuing Bylaw can be issued and the request forwarded to the MFA for consideration.

MUNICIPAL BORROWING REQUEST

Request Details

The City of Pitt Meadows adopted the Loan Authorization Bylaw as outlined in Table 1 below. Their Council subsequently passed the required Security Issuing Resolution on May 10, 2022 to proceed with the 2022 Fall Borrowing for the requested amount within the authorized and outstanding balance of the bylaw. This request is within the parameters set out in the City of Pitt Meadows Financial Plan Bylaw.

Table 1

MVRD Bylaw	Member Bylaw	Date Bylaw Passed	Purpose	Borrowing Request	Term
1353, 2022	2913, 2021	February 15, 2022	Construction of Police building	\$20,000,000	30 years

The member’s loan authorization bylaw identified above has been reviewed by the Inspector of Municipalities and has received the necessary Certificate of Approval. The certificate is included in Attach 2 of this report.

Financial Analysis

Per the Liability Servicing Limit Certificate dated May 19, 2022, the City of Pitt Meadows had a liability servicing limit of approximately \$10,724,426. This limit represents the maximum amount, as prescribed by the Province, that Pitt Meadows can annually pay for serving debt. The estimated annual debt servicing costs for the proposed bylaw will be approximately \$1,249,600. When combined with existing annual debt servicing costs, the total costs will be approximately \$1,721,500 which is roughly 16.1% of their overall liability servicing limit.

All debt of the MVRD is a joint and several liability of its member municipalities.

Included as attachment are the following information provided by the City of Pitt Meadows to assist in considering this request:

- Adopted Loan Authorization Bylaw along with Certificate of Approval
- Copy of security issuing resolution
- Liability Servicing Limit Certificate
- The 2022 - 2026 Financial Plan Bylaw
- 2021 Audited Consolidated Financial Statements
- Schedule of Budgeted Reserves for fiscal years 2022 to 2026

ALTERNATIVES

1. That the MVRD Board:
 - a) give consent to the request for financing from the City of Pitt Meadows in the amount of \$20,000,000 pursuant to Sections 182(1)(b) and 182(2)(a) of the *Community Charter*;
 - b) give first, second and third reading to *Metro Vancouver Regional District Security Issuing Bylaw No. 1353, 2022* being a bylaw to authorize the entering into an Agreement respecting financing between the Metro Vancouver Regional District and the Municipal Finance Authority of British Columbia;
 - c) pass and finally adopt *Metro Vancouver Regional District Security Issuing Bylaw No. 1353, 2022*; and forward it to the Inspector of Municipalities for Certificate of Approval.
2. That the MVRD Board receive for information the report dated June 15, 2022, titled “MFA Fall 2022 Borrowing for City of Pitt Meadows – MVRD Security Issuing Bylaw No. 1353, 2022”.

FINANCIAL IMPLICATIONS

Although all member debt is a joint and shared liability of all member municipalities, there are no direct financial implications to Metro Vancouver with the adoption of the bylaw.

If the Board approves Alternative 1, the City of Pitt Meadows will proceed to borrow \$20,000,000 to fund the construction of a Police building.

If the Board approves Alternative 2, the City of Pitt Meadows would be unable to borrow funds as required for the purpose intended and would need to look for other funding sources, potentially causing the City undue financial challenges.

CONCLUSION

The City of Pitt Meadows has requested to borrow \$20,000,000 to finance the construction of a Police building. The City has met all regulatory requirements and has the legislative authority to undertake the borrowing. The proposed *Metro Vancouver District Security Issuing Bylaw No. 1353, 2022* will authorize the City of Pitt Meadows’ borrowing request which will be forwarded to MFA for consideration upon approval. Staff recommends consenting to the City’s borrowing and adopting the Security Issuing Bylaw as outlined in Alternative 1.

Attachments

1. *Metro Vancouver Regional District Security Issuing Bylaw No. 1353, 2022*
2. City of Pitt Meadows - Additional Information

53136474

**METRO VANCOUVER REGIONAL DISTRICT
BYLAW NO. 1353, 2022**

**A Bylaw to Authorize the Entering into a Finance Agreement with the Municipal Finance Authority
of British Columbia in the Amount of \$20,000,000 (Canadian)**

WHEREAS the Municipal Finance Authority of British Columbia (the “Authority”) may provide financing of capital requirements for Regional Districts or for their member municipalities by the issue of debentures or other evidence of indebtedness of the Authority and lending the proceeds therefrom to the Regional District on whose request the financing is undertaken;

WHEREAS the City of Pitt Meadows is a member municipality of the Metro Vancouver Regional District (the “Regional District”);

WHEREAS the Regional District is to finance from time to time on behalf of and at the sole cost of the member municipalities, under the provisions of Section 410 of the *Local Government Act*, the works to be financed pursuant to the following loan authorization bylaw:

Member Loan Authorization Bylaw Number	Purpose	Amount of Borrowing Authorized	Amount Already Borrowed	Borrowing Authority Remaining	Term of Issue	Amount of Issue
2913, 2021	Construction of Police Building	\$20,000,000	\$0	\$20,000,000	30 years	\$20,000,000
Total 2022 Fall Borrowing Request						\$20,000,000

AND WHEREAS the Regional Board, by this bylaw, hereby requests such financing shall be undertaken through the Authority:

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

1. The Regional Board hereby consents to financing the debt of the City of Pitt Meadows in the amount of twenty million dollars (\$20,000,000) in accordance with the following terms.
2. The Authority is hereby requested and authorized to finance from time to time the aforesaid undertakings at the sole cost and on behalf of the City of Pitt Meadows up to, but not exceeding twenty million dollars (\$20,000,000) in lawful money of Canada (provided that the Regional District may borrow all or part of such amount in such currency as the Trustees of the Authority shall determine but the aggregate amount in lawful money of Canada and in Canadian Dollar equivalents so borrowed shall not exceed \$20,000,000 in Canadian Dollars) at such interest and with such discounts or premiums and expenses as the Authority may deem appropriate in consideration of the market and economic conditions pertaining.

3. Upon completion by the Authority of financing undertaken pursuant hereto, the Chair and officer assigned the responsibility of financial administration of the Regional District, on behalf of the Regional District and under its seal shall, at such time or times as the Trustees of the Authority may request, enter into and deliver to the Authority one or more agreements, which said agreement or agreements shall be substantially in the form annexed hereto as Schedule "A" and made part of this bylaw (such Agreement or Agreements as may be entered into, delivered or substituted hereinafter referred to as the "Agreement") providing for payment by the Regional District to the Authority of the amounts required to meet the obligations of the Authority with respect to its borrowings undertaken pursuant hereto, which Agreement shall rank as debenture debt of the Regional District.
4. The Agreement in the form of Schedule "A" shall be dated and payable in the principal amount or amounts of monies and in Canadian dollars or as the Authority shall determine and subject to the *Local Government Act*, in such currency or currencies as shall be borrowed by the Authority under Section 1 and shall set out the schedule of repayment of the principal amount together with interest on unpaid amounts as shall be determined by the Treasurer of the Authority.
5. The obligation incurred under the said Agreement shall bear interest from a date specified therein, which date shall be determined by the Treasurer of the Authority, and shall bear interest at a rate to be determined by the Treasurer of the Authority.
6. The Agreement shall be sealed with the seal of the Regional District and shall bear the signature of the Chair and the officer assigned the responsibility of financial administration of the Regional District.
7. The obligations incurred under the said Agreement as to both principal and interest shall be payable at the Head Office of the Authority in Victoria and at such time or times as shall be determined by the Treasurer of the Authority.
8. During the currency of the obligation incurred under the said Agreement to secure borrowings in respect of the "City of Pitt Meadows construction of Police Building Loan Authorization Bylaw No. 2913, 2021", there shall be requisitioned annually an amount sufficient to meet the annual payment of interest and the repayment of principal.
9. The Regional District shall provide and pay over to the Authority such sums as are required to discharge its obligations in accordance with the terms of the Agreement, provided, however, that if the sums provided for in the Agreement are not sufficient to meet the obligations of the Authority, any deficiency in meeting such obligations shall be a liability of the Regional District to the Authority and the Regional Board of the Regional District shall make due provision to discharge such liability.
10. The Regional District shall pay over to the Authority at such time or times as the Treasurer of the Authority so directs such sums as are required pursuant to section 15 of the *Municipal Finance Authority Act* to be paid into the Debt Reserve Fund established by the Authority in connection with the financing undertaken by the Authority on behalf of the Regional District pursuant to the Agreement.

This bylaw may be cited as “Metro Vancouver Regional District Security Issuing Bylaw No. 1353, 2022”.

Read a first time this _____ day of _____, _____.

Read a second time this _____ day of _____, _____.

Read a third time this _____ day of _____, _____.

Approved by the Inspector of Municipalities this ____ day of _____, _____.

Passed and finally adopted this _____ day of _____, _____.

Sav Dhaliwal, Chair

Chris Plagnol, Corporate Officer

SCHEDULE A

CANADA

PROVINCE OF BRITISH COLUMBIA

AGREEMENT

Metro Vancouver Regional District

The Metro Vancouver Regional District (the "Regional District") hereby promises to pay to the Municipal Finance Authority of British Columbia at its Head Office in Victoria, British Columbia, (the "Authority") the sum of twenty million dollars (\$20,000,000) in lawful money of Canada, together with interest calculated semi-annually in each and every year during the currency of this Agreement; and payments shall be as specified in the table appearing below hereof commencing on the day of _____, _____ provided that in the event the payments of principal and interest hereunder are insufficient to satisfy the obligations of the Authority undertaken on behalf of the Regional District, the Regional District shall pay over to the Authority further sums as are sufficient to discharge the obligations of the Regional District to the Authority.

DATED at _____, British Columbia, this day of _____, 2022.

IN TESTIMONY WHEREOF and under the authority of Bylaw No. 1353, 2022 cited as "Metro Vancouver Regional District Security Issuing Bylaw No. 1353, 2022". This Agreement is sealed with the Corporate Seal of the Metro Vancouver Regional District and signed by the Chair and the officer assigned the responsibility of financial administration thereof.

Chair

Treasurer

Pursuant to the *Local Government Act*, I certify that this Agreement has been lawfully and validly made and issued and that its validity is not open to question on any ground whatever in any Court of the Province of British Columbia.

Dated _____, 2022
(month, day)

Inspector of Municipalities

Schedule B

PRINCIPAL AND/OR SINKING FUND DEPOSIT AND INTEREST PAYMENTS

<u>Date of Payment</u>	Principal and/or Sinking Fund <u>Deposit</u>	<u>Interest</u>	<u>Total</u>
_____	\$ _____	\$ _____	\$ _____
_____	\$ _____	\$ _____	\$ _____

CITY OF PITT MEADOWS
LOAN AUTHORIZATION BYLAW
Bylaw No. 2913, 2021

A bylaw to authorize the borrowing of the estimated cost of constructing the Police building.

WHEREAS the Council of the City of Pitt Meadows is authorized to enact a bylaw pursuant to Community Charter S. 179;

AND WHEREAS it is deemed desirable and expedient to finance the construction of the Police building;

AND WHEREAS the estimated cost of constructing the Police building including expenses incidental thereto is the sum of twenty million dollars (\$20 million), of which the sum of twenty million dollars (\$20 million) is the amount of debt intended to be borrowed by this bylaw;

NOW THEREFORE the Council of the City of Pitt Meadows enacts as follows:

1. This Bylaw may be cited as the Police Building Loan Authorization Bylaw, No. 2913, 2021".
2. The Council is hereby empowered and authorized to undertake and carry out or cause to be carried out the construction of the Police building; generally in accordance with general plans on file in the municipal office and to do all things necessary in connection therewith and without limiting the generality of the foregoing:
 - a) To borrow upon the credit of the Municipality a sum not exceeding twenty million dollars (\$20 million).
 - b) To acquire all such real property, easements, rights-of-way, licenses, rights or authorities as may be requisite or desirable for or in connection with constructing the Police Building.
3. The maximum term for which debentures may be issued to secure the debt created by this bylaw is thirty years.

READ a FIRST and SECOND and THIRD time on December 14, 2021.

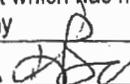
APPROVED by the Inspector of Municipalities on January 21, 2022.

ADOPTED on February 15, 2022.



Bill Dingwall
Mayor


Kate Barchard
Corporate Officer

I certify this to be a true copy of the original document which has not been altered in any way	
Signature 	Date: <u>Mar 16</u> <u>2022</u>
Kate Barchard Commissioner for taking Affidavits Designation: Corporate Officer, City of Pitt Meadows 12007 Harris Road, Pitt Meadows, BC V3Y 2B5 604.465.2462	

CORPORATE OFFICER'S CERTIFICATE (Form CO2)

The _____ **City of Pitt Meadows** _____ (the "Local Government")

The undersigned, Corporate Officer, as the person responsible for corporate administration of the Local Government under section 148 of the *Community Charter* (the *Charter*) or section 236 of the *Local Government Act*, hereby certifies as follows:

1. That Loan Authorization Bylaw No. 2913, 2021 (the "Loan Authorization Bylaw") was duly and properly enacted in accordance with the provisions of the local government legislation at a duly constituted meeting of the Local Government in accordance with the requirements of the Local Government's applicable procedure bylaw and at which a quorum was present and acting throughout. **Attached is an adopted copy of the Loan Authorization Bylaw.**
2. That the Loan Authorization Bylaw has not been amended or repealed and is in full force and effect as at the date hereof.
3. Approval of the electors for the Loan Authorization Bylaw is not required under section 180 of the *Charter* or section 407 of the *Local Government Act* for one of the following reasons:

- The liability is within the approval-free liability zone determined in accordance with section 7 of the *Municipal Liabilities Regulation* (BC Reg. 254/2004) or;
- The money is being borrowed for a purpose referred to in section 179 (1) (d) to (g) of the *Charter* [loan authorization bylaws for court, arbitration and expropriation requirements] or in the case of regional districts, paying compensation in respect of property expropriated or injured in carrying out works referred to in section 291 of the *Local Government Act* [entry on land to mitigate damage] or;
- The money is being borrowed for works required to be carried out under an order of the Inspector of Dikes; an order under section 84 [abatement of municipal pollution], or section 85 [environmental protection orders] or section 87 [environmental emergency measures] of the *Environmental Management Act*.
- The money is being borrowed for water treatment works in compliance with an order of a drinking water protection officer and the Inspector of Municipalities has approved the proposed liability under section 8 of the *Municipal Liabilities Regulation* (BC Reg. 254/2004) or section 4 of the *Regional District Liabilities Regulation* (BC Reg. 261/2004).

- The liability is for the purpose of a regional park or regional trail and the requirements in section 3 of the *Regional District Liabilities Regulation* (BC Reg. 261/2004) have been met.
- The money is being borrowed for the purpose of preparing or implementing a waste management plan under section 24 of the *Environmental Management Act*.
- As per section 180 (3) of the *Community Charter*, approval of the electors has been waived by the Inspector of Municipalities.
- The money is being borrowed for the purpose of responding to a State of Emergency situation, pursuant to section 13 of the *Emergency Program Act*.

4. No application has been made or action or proceeding brought to quash or to set aside the Loan Authorization Bylaw under section 623 of the *Local Government Act* or otherwise and the validity of the Loan Authorization Bylaw has not been attacked, questioned or adjudicated in any court and to the best of the knowledge of the undersigned no such action is pending or has been threatened and the undersigned knows of no objections to the validity of the Loan Authorization Bylaw.

DATED this 16th day of March, 2022.

 _____ [signature]

Name: Kate Barchard

Title: Corporate Officer



April 11, 2022

Ref: C22A-221

Corporate Officer
City of Pitt Meadows
12007 Harris Road
Pitt Meadows BC V3Y 2B5

Enclosed is a Certificate of Approval for Bylaw No. 2913, cited as "Police Building Loan Authorization Bylaw, No. 2913, 2021".

Sincerely,

Lisa Hoskins
Program Analyst

Enclosure

Ministry of Municipal Affairs

Governance and Structure Branch
Local Government Division

Mailing Address:
PO Box 9839 Stn Prov Govt
Victoria BC V8W 9T1

Location:
4th Floor, 800 Johnson Street
Victoria BC V8W 9T1

Phone: 250 387-4020
Fax: 250 387-7972



Certificate of Approval

Under the authority of the *Local Government Act*, I certify that Bylaw No. 2913, cited as the "Police Building Loan Authorization Bylaw, No. 2913, 2021" of the City of Pitt Meadows has been lawfully and validly made and enacted, and that its validity is not open to question on any ground in any court of British Columbia.

Dated this fifth day
Of April, 2022

Deputy Inspector of Municipalities of British Columbia

CERTIFICATION

I, **TANYA BARR**, Deputy Corporate Officer for the City of Pitt Meadows, **HEREBY CERTIFY** that the following is a true and exact extract of the Minutes of the Special (Public) Meeting of the Pitt Meadows City Council held on Tuesday, May 10, 2022 regarding the Municipal Security Issuing Resolution – Police Building Loan:

“It was MOVED and SECONDED THAT Council:

- A. *Approve borrowing from the Municipal Finance Authority of British Columbia, as part of the 2022 Fall Borrowing Session, for \$20,000,000 as authorized through Police Building Loan Authorization Bylaw No. 2913, 2021 and that Metro Vancouver Regional District be requested to consent to our borrowing over a thirty (30) year term and include the borrowing in a Security Issuing Bylaw.*

CARRIED.”



Tanya Barr
Deputy Corporate Officer
City of Pitt Meadows

May 11, 2022

Date Signed

LIABILITY SERVICING LIMIT CERTIFICATE

The City of Pitt Meadows (the "Municipality")
 In relation to Police Building Loan Authorization Bylaw No. 2913, 2021

The undersigned Financial Officer assigned responsibility for financial administration under section 149 of the Community Charter, SBC 2003, Chapter 26 (the "Charter") or Auditor appointed for the Municipality under section 169 of the Charter hereby certifies as follows:

Calculation revenue for the previous year <i>(section 4 & 5, BC Reg 254/2004)</i>	<u>\$42,897,704.00</u> a
Liability Servicing Limit (a x 25%) <i>(section 2, BC Reg 254/2004)</i>	<u>\$10,724,426.00</u> b
Annual Servicing cost for previous year	<u>\$471,906.00</u> c

Plus: New liabilities incurred, other than current request

Liability Type and reference	Annual servicing cost	
_____	_____	d
_____	_____	e
_____	_____	f
_____	_____	g
_____	_____	h
_____	_____	i
_____	_____	j
_____	_____	k
_____	_____	l
Total of lines d through l	<u>\$0.00</u>	m

Less: Liabilities which have matured

Liability type and reference	Annual servicing cost	
_____	_____	n
_____	_____	o
_____	_____	p
_____	_____	q
_____	_____	r
Total of lines n through r	<u>\$0.00</u>	s

Amount of new liability <i>(section 3, BC Reg 254/2004)</i>	<u>\$20,000,000.00</u> t
Annual servicing cost of new liability <i>(section 3, BC Reg 254/2004)</i>	<u>\$1,249,553.00</u> u
Total liability servicing cost including current request (lines c+m-s+u)	<u>\$1,721,459.00</u> v

which is less than the annual liability servicing limit stated on line b.

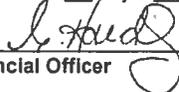
OR

which exceeds the annual liability servicing limit stated on line b, and the undersigned hereby requests approval of the Inspector of Municipalities under section 174 of the Charter to exceed the limit established under the section.

In accordance with section 179(5) or section 175(1)(b) of the Charter, as applicable, the debt to be contracted under the loan authorization bylaw, or other liability for which certification is being made, referred to above will not exceed the lesser of 30 years and the reasonable life expectancy of the capital asset, activity, work or service, or the remaining term of the applicable agreement, as the case may be, for which the debt is to be contracted.

The undersigned Financial Officer or Auditor also hereby authorizes Legal Counsel of the Municipal Finance Authority of British Columbia to rely on this Certificate in giving any opinion in connection with any borrowing by the Municipal Finance Authority of British Columbia ("MFA") and the issuance of bonds, debentures, and other securities by the MFA in respect of the loan authorization bylaw, or other liability for which certification is being made, referred to above.

DATED this 19 day of May, 2022



 Financial Officer

OR

 Auditor

Cheryl Harding

 (Please print full name)

 (Please print full name & company)

CITY OF PITT MEADOWS
2022 – 2026 FINANCIAL PLAN
BYLAW NO. 2920, 2022

A Bylaw to adopt the 2022 to 2026 Financial Plan

WHEREAS in accordance with Section 165 of the Community Charter, the Council of the City of Pitt Meadows is required, by bylaw, to adopt a Financial Plan for the municipality before the annual property tax bylaw is adopted;

NOW THEREFORE the Council of the City of Pitt Meadows enacts as follows:

Citation/Title

1. This Bylaw may be cited as the "City of Pitt Meadows 2022 – 2026 Financial Plan Bylaw".

Schedules

2. The following Schedules are attached to, and form part of, this Bylaw:
 - (a) Schedule "A", is adopted as the 2022 - 2026 Financial Plan of the City of Pitt Meadows for the period beginning January 1, 2022 and ending December 31, 2026.
 - (b) Schedule "B", specifies the transfers to, and expenditures from, the City Reserve Funds for the period beginning January 1, 2022 and ending December 31, 2026.
 - (c) Schedule "C", is the Revenue and Taxation Policy for the City of Pitt Meadows.

READ a FIRST, SECOND and THIRD time on March 29, 2022.

ADOPTED ON April 5, 2022.



Bill Dingwall
Mayor



Kate Barchard
Corporate Officer

Certify this to be a true copy of the original document which has not been altered in any way	
Signature: 	Date: <u>Apr 8 2022</u>
Kate Barchard Commissioner for taking Affidavits Designation: Corporate Officer, City of Pitt Meadows 12007 Harris Road, Pitt Meadows, BC V3Y 2B5 604.465.2462	

174359v1

SCHEDULE "A"
2022 - 2026 Financial Plan

<u>REVENUES</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>
Municipal Property and Other Taxes	\$ 27,310,100	\$ 28,353,000	\$ 29,425,500	\$ 30,437,800	\$ 31,362,700
Utility Charges	11,524,200	12,315,400	13,262,300	14,372,300	15,890,200
Sale of Services	2,042,400	2,086,500	2,131,900	2,178,700	2,226,900
Licenses, Permits, Penalties, Fines	2,202,600	1,519,100	1,507,800	1,502,700	1,609,100
Investment Income	449,300	452,500	475,400	491,500	477,800
Government Transfers	3,540,000	562,600	566,900	573,100	1,259,400
Contributions	3,888,700	423,600	1,492,300	628,300	62,000
Other Revenue	614,300	636,300	617,200	623,000	645,700
Total Revenues	51,571,600	46,349,000	49,479,300	50,807,400	53,533,800
<u>EXPENSES</u>					
Operating Expenditures	33,108,000	34,232,500	35,692,100	37,336,800	39,396,100
Debt Interest	304,200	692,500	667,400	608,700	621,800
Amortization	5,181,500	5,181,500	5,181,500	5,181,500	5,181,500
Total Operating Expenses	38,593,700	40,106,500	41,541,000	43,127,000	45,199,400
Net Revenues (Expenditure)	12,977,900	6,242,500	7,938,300	7,680,400	8,334,400
<u>ALLOCATIONS</u>					
Net Transfers from/(to) Reserves	1,170,200	10,545,900	(276,800)	1,583,100	(6,129,700)
Capital Expenditures	(38,909,200)	(21,065,000)	(11,916,100)	(13,461,900)	(6,609,700)
Unfunded Amortization	5,181,500	5,181,500	5,181,500	5,181,500	5,181,500
External Debt Principle Repayment	(420,400)	(904,900)	(926,900)	(983,100)	(776,500)
Police Building Debt Principle	20,000,000	-	-	-	-
Total Allocations	(12,977,900)	(6,242,500)	(7,938,300)	(7,680,400)	(8,334,400)
BUDGET BALANCE	\$ -	\$ -	\$ -	\$ -	\$ -

SCHEDULE "B"

<u>Transfers from Reserves:</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>
Arena Capital Reserve Fund	\$ 330,000	\$ 225,000	\$ 230,000	\$ 235,000	\$ 240,000
Community Amenity Fund	-	-	-	840,000	-
Carbon Neutrality Reserve Fund	31,500	15,000	15,000	15,000	-
Diking Capital Reserve Fund	370,200	74,900	75,200	75,500	75,900
Drainage Capital Reserve Fund	1,507,200	3,157,100	340,100	1,000,600	821,000
Equipment Replacement Reserve Fund	2,051,700	1,265,300	1,208,300	910,900	578,300
Future Capital Reserve Fund	539,500	25,000	25,000	25,000	25,000
Facilities & Fixtures Lifecycle Reserve Fund	18,814,700	13,646,600	2,565,600	1,730,200	1,237,500
Minor Capital Reserve Fund	14,000	14,000	14,000	504,000	14,000
Operating Reserve Fund	1,757,500	437,300	337,700	338,200	318,600
Sanitary Sewer Capital Reserve Fund	467,600	201,700	1,244,800	47,600	348,000
South Bonson Amenities Reserve Fund	55,700	44,200	41,100	37,900	34,800
Transportation Infrastructure Reserve Fund	4,149,400	762,300	4,285,200	5,722,700	1,929,600
Waterworks Capital Reserve Fund	2,906,400	1,632,700	848,100	2,162,500	1,035,000
Total Transfers from Reserves	32,995,400	21,501,100	11,230,100	13,645,100	6,657,700
<u>Transfers to Reserves:</u>					
Arena Capital Reserve Fund	(314,300)	(322,200)	(330,600)	(339,700)	(349,500)
Community Amenity Fund	(86,500)	(87,400)	(88,300)	(89,100)	(81,600)
Carbon Neutrality Reserve Fund	(600)	(500)	(300)	(200)	-
Diking Capital Reserve Fund	(167,800)	(166,500)	(167,000)	(162,000)	(162,900)
Drainage Capital Reserve Fund	(1,056,300)	(1,110,500)	(1,156,100)	(1,207,100)	(1,258,000)
Equipment Replacement Reserve Fund	(1,039,700)	(1,119,300)	(1,193,700)	(1,271,300)	(1,352,700)
Future Capital Reserve Fund	(443,800)	(3,200)	(8,700)	(8,500)	(8,400)
Facilities & Fixtures Lifecycle Reserve Fund	(23,718,500)	(3,563,900)	(3,868,900)	(4,200,000)	(4,534,900)
Minor Capital Reserve Fund	(58,200)	(58,700)	(59,100)	(59,500)	(55,100)
Operating Reserve Fund	(629,200)	(119,800)	(120,200)	(121,000)	(121,900)
Parkland Reserve Fund	(7,500)	(7,600)	(7,600)	(7,700)	(7,800)
Sanitary Sewer Capital Reserve Fund	(536,700)	(559,600)	(572,000)	(593,300)	(615,300)
South Bonson Amenities Reserve Fund	(13,100)	(12,700)	(12,400)	(12,100)	(11,900)
Transportation Infrastructure Reserve Fund	(2,277,000)	(2,297,300)	(2,337,000)	(2,338,100)	(2,520,000)
Waterworks Capital Reserve Fund	(1,476,000)	(1,526,000)	(1,585,000)	(1,652,400)	(1,707,400)
Total Transfers to Reserves	(31,825,200)	(10,955,200)	(11,506,900)	(12,062,000)	(12,787,400)
Total Transfers from (to) Reserves	\$ 1,170,200	\$ 10,545,900	\$ (276,800)	\$ 1,583,100	\$ (6,129,700)

* - Statutory Reserves as per Part 6 of the Community Charter

SCHEDULE "C"

POLICY NO. C049 – Revenue and Taxation

PITT MEADOWS POLICY MANUAL	POLICY NO. C049
SUBJECT: Revenue and Taxation	Approved by Council:

PURPOSE:

To comply with the disclosure requirements as set out in section 165 (3.1) of the Community Charter.

POLICY:

Total Revenue

Charter Requirement: Set out the objectives and policies regarding the proportion of total revenue proposed to come from each funding source.

The proportion of funding sources included in the financial plan is as follows:

	2022	2023	2024	2025	2026
Municipal Property & Other Taxes	53.0%	61.2%	59.5%	59.9%	58.6%
Utility Charges	22.3%	26.5%	26.8%	28.3%	29.7%
Sale of Services	4.0%	4.5%	4.3%	4.3%	4.1%
Licenses, Permits, Penalties, Fines	4.3%	3.3%	3.1%	3.0%	3.0%
Investment Income	0.9%	1.0%	1.0%	1.0%	0.9%
Government Transfers	6.8%	1.2%	1.1%	1.1%	2.4%
Contributions	7.5%	0.9%	3.0%	1.2%	0.1%
Other Revenue	1.2%	1.4%	1.2%	1.2%	1.2%
Total	100.0%	100.0%	100.0%	100.0%	100.0%

Property Tax is the City's largest source of revenue and provides funding for the "public type" services provided by the City which cannot be or are undesirable to be funded on a user pay basis such as parks and leisure services, public safety, transportation and general government. Its proportion of total revenue will vary

from year to year depending on the capital program and the use of reserves, borrowing or grants for the capital program.

Policy: The City is committed to, where feasible and for appropriate municipal services, shifting the payment of the services from property taxes to user fees. To this end, the City will review user fees and charges annually and compare to the costs to provide the services and comparative costs from other municipalities.

The City will also regularly review Development Cost Charge rates to ensure that developers who profit from development in the municipality pay an appropriate share of the cost of the municipal infrastructure required to service new developments.

Objective: That "private type" services provided by the City are charged and paid for on a full cost recovery basis.

Taxation Revenue

Charter Requirement: Set out the objectives and policies regarding the distribution of property taxes among the property classes.

The distribution of general property tax revenue across different property taxes is as follows:

	Class	Assessment %	Revenue %
Residential	1	79.76%	54.44%
Utilities	2	0.12%	1.13%
Major Industry	4	0.15%	0.63%
Light Industry	5	2.95%	7.70%
Business & Other	6	16.05%	32.58%
Recreation / Non-Profit	8	0.75%	1.13%
Farm	9	0.22%	2.39%
Total		100.00%	100.00%

The City remains heavily reliant on residential property taxation at 54.44% of total general property tax revenue. For 2022, approximately 45.56% is budgeted to come from non-residential assessment classes which make up only 20.24% of the total assessed value for the City.

Policy: The City is committed to increasing the overall proportion of revenue from non-residential classes through growth and development while working to ensure that the amount of property taxes paid by business and industry does not harm the

ability for existing businesses to operate effectively in the community and is not a deterrent for business considering locating in the community.

The City will regularly review growth in the respective classes of the tax base and compare the City's tax ratio between residential property owners and business owners relative to other municipalities in Metro Vancouver.

Objective: That the City has a broad assessment base in which each class share an equitable portion of the general property tax burden.

Permissive Exemptions

Charter Requirement: Set out the objectives and policies regarding the use of permissive tax exemptions.

Policy: The City of Pitt Meadows uses Policy C061 – Permissive Tax Exemptions, which has been approved by Council. The purpose of the policy is as follows:

"A permissive tax exemption is a means for Council to support organizations within the community which further Council's objectives of enhancing quality of life (economic, social, cultural) and delivering services economically. This policy guides identification of organizations meeting Council's objectives."

This policy demonstrates that Council will consider providing permissive exemptions to not-for-profit institutions that form a valuable part of our community. These include religious institutions, historical societies, some recreational facilities, service organizations and cultural institutions.

Objective: Council will periodically examine its permissive tax exemption policy to determine if changes are necessary. The policy was last reviewed by Council in 2015 and an updated policy will be brought to Council this year to review.

Consolidated Financial Statements of

CITY OF PITT MEADOWS

And Independent Auditors' Report thereon

Year ended December 31, 2021



KPMG LLP
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Chilliwack BC V2P 4H7
Canada
Telephone (604) 793-4700
Fax (604) 793-4747

INDEPENDENT AUDITORS' REPORT

To the Mayor and Council of the City of Pitt Meadows

Opinion

We have audited the consolidated financial statements of the City of Pitt Meadows (the "City"), which comprise:

- the consolidated statement of financial position as at December 31, 2021
- the consolidated statement of operations for the year then ended
- the consolidated statement of changes in net financial assets for the year then ended
- the consolidated statement of cash flows for the year then ended
- and the notes and Schedule 1 to the consolidated financial statements, including a summary of significant accounting policies

(Hereinafter referred to as the "financial statements").

In our opinion, the accompanying financial statements present fairly, in all material respects, the consolidated financial position of the City as at December 31, 2021, and its consolidated results of operations, its changes in net consolidated financial assets and its consolidated cash flows for the year then ended in accordance with Canadian public sector accounting standards.

Basis for Opinion

We conducted our audit in accordance with Canadian generally accepted auditing standards. Our responsibilities under those standards are further described in the "***Auditors' Responsibilities for the Audit of the Financial Statements***" section of our auditors' report.

We are independent of the City in accordance with the ethical requirements that are relevant to our audit of the financial statements in Canada and we have fulfilled our other ethical responsibilities in accordance with these requirements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.



Responsibilities of Management and Those Charged with Governance for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with Canadian public sector accounting standards organizations, and for such internal control as management determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is responsible for assessing the City's ability to continue as a going concern, disclosing as applicable, matters related to going concern and using the going concern basis of accounting unless management either intends to liquidate the City or to cease operations, or has no realistic alternative but to do so.

Those charged with governance are responsible for overseeing the City's financial reporting process.

Auditors' Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditors' report that includes our opinion.

Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with Canadian generally accepted auditing standards will always detect a material misstatement when it exists.

Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of the financial statements.

As part of an audit in accordance with Canadian generally accepted auditing standards, we exercise professional judgment and maintain professional skepticism throughout the audit.

We also:

- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion.

The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.

- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the City's internal control.
- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by management.



- Conclude on the appropriateness of management's use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on City's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditors' report to the related disclosures in the financial statements or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditors' report. However, future events or conditions may cause City to cease to continue as a going concern.
- Evaluate the overall presentation, structure and content of the financial statements, including the disclosures, and whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation.
- Communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.

KPMG LLP

Chartered Professional Accountants

Chilliwack, Canada

May 3, 2022

Consolidated Statement of Financial Position

As At December 31, 2021, with comparative information for 2020

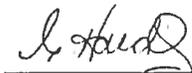
	2021	2020
Financial Assets		
Cash and Cash Equivalents	\$ 20,889,244	\$ 18,625,707
Portfolio Investments (Note 2)	42,535,291	42,553,421
Accounts Receivable (Note 3)	11,027,322	5,268,234
	<u>74,451,757</u>	<u>66,447,362</u>
Liabilities		
Accounts Payable and Accrued Liabilities (Note 4)	9,652,940	10,219,193
Refundable Deposits (Note 5)	3,992,681	3,755,628
Deferred Revenue (Note 6)	3,862,321	2,733,759
Employee Benefit Liability (Note 7)	937,000	858,200
Development Cost Charges (Note 8)	16,375,649	12,991,623
Debt (Note 9)	4,269,439	4,684,820
	<u>39,090,030</u>	<u>35,243,223</u>
Net Financial Assets	<u>35,361,727</u>	<u>31,204,139</u>
Non-Financial Assets		
Tangible Capital Assets (Note 10)	192,797,184	183,789,567
Inventories of Supplies	237,485	240,613
Prepaid Expenses & Leases	1,581,852	1,750,213
	<u>194,616,521</u>	<u>185,780,393</u>
Accumulated Surplus (Note 11)	<u>\$ 229,978,248</u>	<u>\$ 216,984,532</u>

Contingent Liabilities and Commitments (Note 13)

Contractual rights (Note 15)

Impact of COVID-19 (Note 19)

See accompanying Notes to the Consolidated Financial Statements.



Cheryl Harding, Director of Financial Services



Bill Dingwall, Mayor

Consolidated Statement of Operations

Year Ended December 31, 2021, with comparative information for 2020

	2021 Budget (Note 17)	2021 Actual	2020 Actual
Revenues			
Municipal Property Taxes (Note 16)	\$ 25,293,200	\$ 25,528,604	\$ 23,894,950
Utility Charges	11,032,000	11,146,633	10,377,283
Sale of Services	1,425,600	2,052,652	1,919,816
Licences, Permits, Penalties, and Fines	2,338,500	2,632,863	1,904,777
Investment Income	455,900	424,276	425,367
Other Revenue	483,600	473,429	427,731
Government Transfers (Note 14)	1,440,600	1,531,328	6,231,794
Contributions	9,662,700	8,335,118	1,568,401
	52,132,100	52,124,903	46,750,119
Expenses			
General Government Services	5,621,339	5,868,782	5,918,428
Protective Services	9,220,717	9,574,516	9,237,770
Transportation Services	4,099,073	4,283,394	4,043,227
Solid Waste Services	1,064,600	1,094,823	1,062,507
Water Services	4,273,220	4,840,453	3,943,588
Sewer Services	2,436,103	2,419,930	2,458,274
Drainage Services	2,107,012	2,300,300	1,932,647
Diking Services	191,776	183,040	595,283
Development Services	905,561	906,630	815,883
Parks, Recreation and Cultural Services	7,652,577	7,659,319	6,572,188
	37,571,978	39,131,187	36,579,795
Annual Surplus	\$ 14,560,122	\$ 12,993,716	\$ 10,170,324
Accumulated Surplus, Beginning of Year	216,984,532	216,984,532	206,814,208
Accumulated Surplus, End of Year	\$ 231,544,654	\$ 229,978,248	\$ 216,984,532

See accompanying Notes to the Consolidated Financial Statements.

Consolidated Statement of Changes in Net Financial Assets

Year Ended December 31, 2021, with comparative information for 2020

	2021 Budget (Note 17)	2021 Actual	2020 Actual
Annual Surplus	\$ 14,560,122	\$ 12,993,716	\$ 10,170,324
Tangible Capital Assets			
Acquisition	(30,734,822)	(15,015,533)	(9,557,126)
Amortization	5,260,500	5,827,321	5,537,635
Loss on disposal	-	180,595	491,642
Write-down	-	-	16,249
	<u>(25,474,322)</u>	<u>(9,007,617)</u>	<u>(3,511,600)</u>
Inventories of Supplies			
Acquisition	-	(222,024)	(222,024)
Use	-	225,152	225,886
	<u>-</u>	<u>3,128</u>	<u>3,862</u>
Prepaid Expenses & Lease			
Acquisition	-	(297,318)	(463,425)
Use	-	465,679	380,894
	<u>-</u>	<u>168,361</u>	<u>(82,531)</u>
Increase (Decrease) in Net Financial Assets	(10,914,200)	4,157,588	6,580,055
Net Financial Assets, Beginning of Year	<u>31,204,139</u>	<u>31,204,139</u>	<u>24,624,084</u>
Net Financial Assets, End of Year	<u>\$ 20,289,939</u>	<u>\$ 35,361,727</u>	<u>\$ 31,204,139</u>

See accompanying Notes to the Consolidated Financial Statements.

Consolidated Statement of Cash Flow

Year Ended December 31, 2021, with comparative information for 2020

	2021	2020
Operating Activities		
Annual Surplus	\$ 12,993,716	\$ 10,170,324
Items not utilizing cash:		
Development Cost Charge Revenue Recognized (Note 8)	(3,543,230)	(22,312)
Amortization	5,827,321	5,537,635
Write-down of Tangible Capital Assets	-	16,249
Loss on Disposal of Tangible Capital Assets	180,595	491,642
Change in non-cash assets and liabilities:		
Accounts Receivable	(5,758,988)	662,424
Accounts Payable and Accrued Liabilities	(566,253)	4,751,296
Refundable Performance Deposits	237,053	1,066,928
Deferred Revenue	1,128,562	(976,106)
Employee Benefit Liability	78,800	77,700
Inventories of Supplies	3,128	3,862
Prepaid Expenses & Lease	168,361	(82,531)
Cash Provided by Operating Activities	10,749,065	21,697,111
Capital Activities		
Cash Used to Acquire Tangible Capital Assets	(15,015,533)	(9,557,126)
Cash Used in Capital Activities	(15,015,533)	(9,557,126)
Investing Activities		
Purchase of Investments	(4,909,087)	(25,799,829)
Redemption of Investments	4,927,217	23,829,620
Cash Provided (Used) in Investing Activities	18,130	(1,970,209)
Financing Activities		
Development Cost Charge Receipts and Interest	6,927,256	228,575
Repayment of Long Term Debt	(415,381)	(400,543)
Cash Provided (Used) in Financing Activities	6,511,875	(171,968)
Increase in Cash and Cash Equivalents	2,263,537	9,997,808
Cash and Cash Equivalents, Beginning of Year	18,625,707	8,627,899
Cash and Cash Equivalents, End of Year	\$ 20,889,244	\$ 18,625,707

See accompanying Notes to the Consolidated Financial Statements.

Notes to the Consolidated Financial Statements

For the Year Ended December 31, 2021

The City was incorporated as a District Municipality in 1914 under the *Municipal Act* (now a combination of the *Community Charter* and the *Local Government Act*), a statute of the Province of British Columbia. Effective January 1, 2007, the articles of incorporation of the municipality were changed by an Order in Council of the provincial government to reflect a change in its name to the City of Pitt Meadows. Its principal activities include the provision of local government services to the residents of the incorporated area. These services include community planning, protective, transportation, recreational & cultural, solid waste, water, sewer, drainage diking services and general government.

I. Significant Accounting Policies

(a) Basis of Presentation

The consolidated financial statements of the City of Pitt Meadows are prepared in accordance with Canadian public sector accounting standards as prescribed by the Public Sector Accounting Board (PSAB) of the Chartered Professional Accountants Canada.

The consolidated financial statements reflect the assets, liabilities, revenues, expenses, and accumulated surplus of the reporting entity which is comprised of all organizations that are controlled or owned by the City, including the Pitt Meadows Economic Development Corporation which was incorporated on March 5, 2010 and is currently inactive. Inter-entity balances and transactions have been eliminated on consolidation.

(b) Cash and Cash Equivalents

Cash and cash equivalents consist of cash, bank balances, highly liquid money market investments and short-term investments with maturities of less than 90 days at acquisition.

(c) Portfolio Investments

Investments are recorded at amortized cost. Investment premiums and discounts are amortized over the term of the respective investment. Investments are written down when there is considered to be a permanent decline in value.

(d) Deferred Revenue

The City defers a portion of the revenue collected from permits, licenses and other fees and recognizes this revenue in the year in which related inspections are performed or related expenditures are incurred.

(e) Government Transfers

Government transfers, which include legislative grants, are recognized as revenue in the financial statements when the transfer is authorized, any eligibility criteria are met, and the amount to be received can be reasonably estimated except to the extent that transfer stipulations give rise to an obligation that meets the definition of a liability. Transfers are recognized as deferred revenue when the transfer stipulations give rise to a liability. Transfer revenue is recognized in the statement of operations as the stipulation liabilities are settled.

(f) Debt

Debt is recorded net of related sinking fund balances held by the Municipal Finance Authority of BC (MFA).

Notes to the Consolidated Financial Statements

For the Year Ended December 31, 2021

I. Significant Accounting Policies (continued)

(g) Employee Future Benefits

The City and its employees make contributions to the Municipal Pension Plan. The Municipal Pension Plan is a multi-employer contributory defined pension plan. These contributions are expensed as incurred.

The City also accrues sick leave, deferred vacation, supplementary vacation, vacation in year of retirement, overtime and service severance benefits. The liability relating to these benefits is actuarially determined based on service and best estimates of retirement ages and expected future salary and wage increases. The liability under this benefit plan is accrued based on projected benefits as the employees render services necessary to earn the future benefits. The discount rate used to measure obligations is based on the cost of borrowing. The cumulative unrecognized actuarial gains and losses are amortized over the expected average remaining service life of active employees covered under the plan.

(h) Liability for Contaminated Sites

Contaminated sites are a result of contamination being introduced into air, soil, water or sediment of a chemical, organic or radioactive material or live organism that exceeds an environmental standard. Any liability is recorded net of any expected recoveries. A liability for remediation of contaminated sites is recognized when all the following criteria are met:

- a) an environmental standard exists;
- b) contamination exceeds the environmental standard;
- c) the City is directly responsible or accepts responsibility;
- d) it is expected that future economic benefits will be given up;
- e) a reasonable estimate of the amount can be made.

The liability is recognized as management's estimate of the cost of remediation and post-remediation including operation, maintenance and monitoring that are integral parts of the remediation strategy for a contaminated site.

(i) Non Financial Assets

Non-financial assets are not available to discharge existing liabilities and are held for use in the provision of goods and services. They have useful lives extending beyond the current year and are not intended for sale in the ordinary course of operations.

(i) Tangible Capital Assets

Tangible Capital Assets, including capital work-in-progress, are recorded at cost which includes all amounts that are directly attributable to acquisition, construction, development and betterment of the assets. Interest incurred during construction is capitalized.

The cost, less residual value, is amortized on a straight-line basis over the estimated useful lives of the assets as follows:

Notes to the Consolidated Financial Statements

For the Year Ended December 31, 2021

I. Significant Accounting Policies (continued)

(i) Tangible Capital Assets (continued)

Buildings	20 to 50 years
Drainage Infrastructure	30 to 80 years
Equipment and Furnishings	4 to 10 years
Land Improvements	20 to 30 years
Leasehold Improvements	10 years
Other Infrastructure	50 to 100 years
Road Infrastructure	20 to 100 years
Sewer Infrastructure	30 to 80 years
Vehicles	5 to 20 years
Water Infrastructure	10 to 80 years

Amortization commences when the asset is put into service.

Diking Infrastructure consists of dikes and ditches which are not amortized since they do not deteriorate as long as they are maintained properly.

Contributed tangible capital assets are recorded at their estimated fair value at the date of contribution as contributed revenue.

Natural resources, works of art and cultural and historic assets are not recorded as assets in these financial statements..

(ii) Inventories of Supplies

Inventories of supplies held for consumption are recorded at the lower of actual cost and replacement cost.

(j) Revenue Recognition

Revenue is recorded on the accrual basis and recognized in the period in which the transactions or events occurred that give rise to the revenues. Revenue unearned in the current period is recorded as deferred revenue until the services are provided.

Taxes are recorded at estimated amounts when they meet the definition of an asset, have been authorized and the taxable event occurs. Annual levies for non-optional municipal services and general administrative services are recorded as taxes for municipal services in the year they are levied. Taxes receivable are recognized net of an allowance for anticipated uncollectable amounts. Levies imposed by other taxing authorities are not included as taxes for municipal purposes.

Unrestricted revenue for the sale of goods and services are reported as revenue at the time the services or products are provided.

Contributions for specific purposes are recorded as deferred revenue and recognized as revenue in the year in which the related expenses are incurred.

(k) Expense Recognition

Expenses are recognized in the period the goods and services are acquired and a liability is incurred or transfers are due.

Notes to the Consolidated Financial Statements

For the Year Ended December 31, 2021

1. Significant Accounting Policies (continued)

(l) Tax Collections for Other Governments

The City is required by legislation to bill and collect taxes on behalf of other governments. These revenues and payments are not included in the City's financial statements.

(m) Use of Estimates

The preparation of consolidated financial statements requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities, and contingent assets and liabilities, and the reported amounts of revenues and expenses during the period. Significant areas requiring use of management estimates relate to the determination of employee benefit obligations, useful lives of tangible capital assets, valuation of contributed assets and liabilities associated with legal claims. As such, actual results could differ from those estimates.

(n) Segment Disclosures

A segment is defined as a distinguishable activity or group of activities of a government for which it is appropriate to separately report financial information. The City has provided definitions of segments as well as presented financial information in Note 18.

(o) Budget Information

Budget information, presented on a basis consistent with that used for actual results, was included in the Five Year Plan and was adopted by Council on April 13, 2021.

2. Portfolio Investments

The City's portfolio of investments include money market mutual funds and fixed income Canadian corporate paper and bonds.

The fixed income instruments have stated rates of return ranging from 0.44% to 2.91% (2020 – 0.44% to 2.91%), with varying maturity dates up to June 1, 2024 (2020 – June 1, 2024). It is the City's practice to buy and hold investments to maturity in order to realize the stated rate of return.

	2021 Market	2021 Cost	2020 Cost
Money market mutual funds	\$ 1,789	\$ 1,789	\$ 1,773
Fixed income Canadian corporate paper & bonds	42,257,035	42,533,502	42,551,648
	\$ 42,258,824	\$ 42,535,291	\$ 42,553,421

3. Accounts Receivable

	2021	2020
Property taxes and utilities	\$ 2,392,211	\$ 2,468,057
Federal government agencies	320,889	303,023
Provincial government	63,227	404,216
Other government	617,925	662,180
General receivables	1,557,178	1,260,091
Development installments	6,075,792	170,667
	\$ 11,027,222	\$ 5,268,234

Development installments represent funds due from developers and others on a financing arrangement within two years. The City holds letters of credit as security for these amounts.

Notes to the Consolidated Financial Statements

For the Year Ended December 31, 2021

4. Accounts Payable and Accrued Liabilities

	2021	2020
Accounts Payable and Accrued Liabilities	\$ 2,212,171	\$ 2,006,477
Wages and Benefits Payable	428,293	582,166
Statutory Holdbacks	485,681	812,754
Due to Other Governments	6,526,795	6,817,796
	\$ 9,652,940	\$ 10,219,193

5. Refundable Deposits

	Balance December 31, 2020	Amounts Received	Amounts Refunded/ Forfeited	Balance December 31, 2021
Contract work	\$ 356,806	\$ 600,876	\$ (225,585)	\$ 732,097
Building (Construction)	159,300	92,410	(80,410)	171,300
Engineering Services	2,800,853	524,288	(531,489)	2,793,652
Parks & Recreation	29,538	54,700	(53,950)	30,288
Other	409,131	159,755	(303,542)	265,344
	\$ 3,755,628	\$ 1,432,029	\$ (1,194,976)	\$ 3,992,681

6. Deferred Revenue

	Balance December 31, 2020	Amounts Received	Revenue Recognized	Balance December 31, 2021
Business and dog licenses	\$ 155,053	\$ 138,453	\$ (155,053)	\$ 138,453
Major road network funding	194,691	236,655	(73,736)	357,610
Engineering fees	69,593	293,517	-	363,110
Parks & Recreation fees	61,665	89,058	(61,665)	89,058
Prepaid taxes	1,861,969	2,062,856	(1,861,969)	2,062,856
Other	390,788	851,233	(390,787)	851,234
	\$ 2,733,759	\$ 3,671,772	\$ (2,543,210)	\$ 3,862,321

7. Employee Benefit Liability

The City provides non-vested sick leave, service severance, overtime bank, and vacation benefits to its employees. These benefits are described as follows:

- a) Non-Vested Sick Leave: Regular full-time employees are entitled to a sick leave benefit of 1.5 days for each month of service which may be accumulated to a maximum of 261 days. Regular part-time employees are entitled to a sick leave benefit of 1 day (pro-rated) for each month of service which may be accumulated to a maximum of 75 days.

Notes to the Consolidated Financial Statements

For the Year Ended December 31, 2021

7. Employee Benefit Liability (continued)

- b) Service Severance: Upon retirement, employees are eligible for a payout of 3 days per year of service accumulated paid at his or her current rate of pay. Employees leaving the service of the employer, other than on retirement or layoff who have completed 8 or more years of service are eligible for a payout of 1 day per year of service paid at his or her current rate of pay.
- c) Overtime Bank: Employees may accumulate overtime hours in a bank. Upon termination, retirement or death, accrued overtime is paid out at his or her current rate of pay.
- d) Deferred Vacation: Employees may defer a portion of their annual vacation entitlement. Employees in the collective bargaining unit who are entitled to 25 vacation days or more are subject to a maximum accumulation of 20 days. Exempt employees are subject to a maximum of 20 days.
- e) Supplementary Vacation: Employees are entitled to 5 days of supplementary vacation every five years. Employees in the collective bargaining unit are entitled commencing the fifteenth year of service. Exempt employees are entitled commencing the fifth year of service. The supplementary days must be used during the five year period following entitlement.
- f) Severance, deferred vacation and sick leave plans do not provide medical or dental coverage as part of the benefit provided, therefore medical and dental is not included in the valuation.

Information about obligations for employee sick leave, overtime, vacation and retirement benefits are as follows:

	2021	2020
Accrued Benefit Obligation, beginning of year	\$ 940,700	\$ 829,100
Current Service Cost	111,000	103,500
Interest Cost	22,300	24,400
Employer Contributions	(74,600)	(58,800)
Actuarial loss/(gain)	11,000	42,500
Cost of plan amendment	7,700	-
Accrued Benefit Obligation, end of year	\$ 1,018,100	\$ 940,700
Unamortized net actuarial loss/(gain)	(81,100)	(82,500)
Accrued Benefit Liability	\$ 937,000	\$ 858,200

The benefit obligations have been rolled forward from the corresponding valuation for accounting purposes as at July 31, 2018 and September 30, 2021 and extrapolated to December 31, 2021.

The significant actuarial assumptions used in measuring the City's accrued benefit obligations include estimated future wage increases and the following.

	2021	2020
Discount Rate	2.60%	2.20%
Expected Future Inflation Rate	2.50%	2.00%
Expected Average Remaining Service Life	11 years	11 years

Notes to the Consolidated Financial Statements

For the Year Ended December 31, 2021

8. Development Cost Charges

	Balance December 31, 2020	Developer Contributions	Interest Earnings	Capital Expenditures	Balance December 31, 2021
Major Roads	\$ 4,689,936	\$ 5,011,732	\$ 39,410	\$ (4,441)	\$ 9,736,637
Minor Roads	2,872,455	344,333	24,293	-	3,241,081
Sewer	193,889	499,725	1,592	-	695,206
Water	149,223	319,734	1,193	(1,811)	468,339
Drainage	1,107,001	627,367	9,310	(3,034)	1,740,644
Parks	3,979,119	15,388	33,179	(3,533,944)	493,742
	\$ 12,991,623	\$ 6,818,279	\$ 108,977	\$ (3,543,230)	\$ 16,375,649

9. Debt

The City obtains debt financing through the Municipal Finance Authority (MFA) in accordance with the Community Charter to finance certain capital expenditures. Sinking fund balances managed by the MFA are offset against related long term debt.

Bylaw	Purpose	Maturity Date	Interest Rate	Authorized	Repayments & Actuarial Adjustments	2021	2020
2368	Civic Centre Parkade	2035	1.28%*	\$ 2,600,000	\$ 845,454	\$ 1,754,546	\$ 1,850,445
2408	Arena Acquisition	2025	1.28%*	2,175,000	1,466,528	708,472	870,874
2429	Community Centre	2033	2.00%	3,141,602	1,335,181	1,806,421	1,963,501
				\$7,916,602	\$3,647,163	\$ 4,269,439	\$ 4,684,820

*MFA rate re-set from 3.73% to 1.28% October 5, 2020

Future principal repayments on net outstanding debt over the next five years and thereafter are as follows:

Year	Amount
2022	\$ 424,422
2023	433,779
2024	443,463
2025	453,487
2026	270,979
Thereafter	2,243,309
	\$ 4,269,439

The City paid \$27,726 in interest on long-term debt during the year (2020 - \$147,325)

Notes to the Consolidated Financial Statements

For the Year Ended December 31, 2021

10. Tangible Capital Assets

Year ended December 31, 2021

Asset Category	Cost				Accumulated Amortization					Net Book Value
	Balance Beginning of Year	Additions	Disposals	Construction in Progress Transfer	Balance End of Year	Balance Beginning of Year	Amortization	Disposals	Balance End of Year	
Buildings	\$ 34,295,771	\$ 84,547	\$ 46,400	\$ 29,664	\$ 34,363,582	\$ 17,801,897	\$ 1,039,367	\$ 32,444	\$ 18,808,820	\$ 15,554,762
Drainage Infrastructure	33,543,605	1,160,132	189,256	9,592,181	44,106,662	13,077,906	767,893	187,410	13,658,389	30,448,273
Diking Infrastructure	12,026,612	-	-	-	12,026,612	-	-	-	-	12,026,612
Equipment and Furnishings	8,970,447	645,763	112,507	-	9,503,703	5,236,690	628,095	92,298	5,772,487	3,731,216
Land	51,250,042	4,700,000	-	-	55,950,042	-	-	-	-	55,950,042
Land Improvements	9,436,990	239,874	12,415	-	9,664,449	4,676,222	352,225	10,760	5,017,687	4,646,762
Leasehold Improvements	1,302,970	-	-	-	1,302,970	1,140,099	130,297	-	1,270,396	32,574
Other Infrastructure	5,389,471	-	-	-	5,389,471	1,255,998	92,259	-	1,348,257	4,041,214
Road Infrastructure	51,411,563	1,389,434	361,246	-	52,439,751	26,361,673	1,500,323	293,100	27,568,896	24,870,855
Sewer Infrastructure	15,608,937	324,009	77,280	15,694	15,871,360	6,018,599	233,572	34,772	6,217,399	9,653,961
Vehicles	6,162,356	1,059,924	-	-	7,222,280	3,981,456	402,821	-	4,384,277	2,838,003
Water Infrastructure	37,927,683	1,361,049	349,983	45,235	38,983,984	14,750,052	680,469	317,708	15,112,813	23,871,171
Construction in Progress	10,763,712	4,050,801	-	(9,682,774)	5,131,739	-	-	-	-	5,131,739
TOTAL	\$ 278,090,159	\$ 15,015,533	\$ 1,149,087	-	\$ 291,956,605	\$ 94,300,592	\$ 5,827,321	\$ 968,492	\$ 99,159,421	\$ 192,797,184

Year ended December 31, 2020

Asset Category	Cost				Accumulated Amortization					Net Book Value
	Balance Beginning of Year	Additions	Disposals	Construction in Progress Transfer	Balance End of Year	Balance Beginning of Year	Amortization	Disposals	Balance End of Year	
Buildings	\$ 35,080,192	\$ 135,618	\$ 974,813	\$ 54,774	\$ 34,295,771	\$ 17,501,935	\$ 1,013,610	\$ 713,648	\$ 17,801,897	\$ 16,493,874
Drainage Infrastructure	32,610,912	232,734	37,514	737,473	33,543,605	12,456,697	636,333	15,124	13,077,906	20,465,699
Diking Infrastructure	12,026,612	-	-	-	12,026,612	-	-	-	-	12,026,612
Equipment and Furnishings	8,474,766	586,267	240,138	149,552	8,970,447	4,867,953	599,987	231,250	5,236,690	3,733,757
Land	51,250,042	-	-	-	51,250,042	-	-	-	-	51,250,042
Land Improvements	9,296,709	81,309	-	58,972	9,436,990	4,299,900	376,322	-	4,676,222	4,760,768
Leasehold Improvements	1,302,970	-	-	-	1,302,970	1,009,802	130,297	-	1,140,099	162,871
Other Infrastructure	5,389,471	-	-	-	5,389,471	1,163,739	92,259	-	1,255,998	4,133,473
Road Infrastructure	48,138,277	3,097,135	241,167	417,318	51,411,563	25,095,554	1,398,428	132,309	26,361,673	25,049,890
Sewer Infrastructure	15,369,310	334,031	94,404	-	15,608,937	5,858,821	234,758	74,980	6,018,599	9,590,338
Vehicles	6,162,356	-	-	-	6,162,356	3,603,792	377,664	-	3,981,456	2,180,900
Water Infrastructure	36,742,631	843,521	284,844	626,375	37,927,683	14,292,849	677,977	220,774	14,750,052	23,177,631
Construction in Progress	8,584,761	4,230,262	6,847	(2,044,464)	10,763,712	-	-	-	-	10,763,712
TOTAL	\$ 270,429,009	\$ 9,540,877	\$ 1,879,727	-	\$ 278,090,159	\$ 90,151,042	\$ 5,537,635	\$ 1,388,085	\$ 94,300,592	\$ 183,789,567

Contributed tangible capital assets (including transportation, drainage, water and sanitary sewer assets) have been recognized as contributions at fair market value at the date of construction. In 2021, the City did not receive any contributed assets, (2020 - nil).

Notes to the Consolidated Financial Statements

For the Year Ended December 31, 2021

11. Accumulated Surplus

Accumulated Surplus includes the Investment in Tangible Capital Assets, Current Year Surplus and Statutory Reserves as follows:

	2021	2020
Current Year Surplus (Deficit)		
General Fund	\$ 315,659	\$ 1,996,275
Water Fund	(396,745)	(9,394)
Sewer Fund	54,328	80,761
Drainage Fund	8,215	123,809
Solid Waste	(1,788)	9,400
Appropriated Surplus		
Statutory Operating Reserves	7,931,003	7,503,199
Statutory Capital Reserves	33,539,831	28,175,735
	\$ 41,450,503	\$ 37,879,785
Investment in Tangible Capital Assets	188,527,745	179,104,747
Total Accumulated Surplus	\$ 229,978,248	\$ 216,984,532

12. Municipal Pension Plan

The City and its employees contribute to the Municipal Pension Plan (a jointly trustee pension plan). The board of trustees, representing plan members and employers, is responsible for administering the plan, including investment of assets and administration of benefits. The plan is a multi-employer defined benefit pension plan. Basic pension benefits are based on a formula. As at December 31, 2020, the plan has about 220,000 active members and approximately 112,000 retired members. Active members include approximately 42,000 contributors from local governments.

Every three years, an actuarial valuation is performed to assess the financial position of the plan and adequacy of plan funding. The actuary determines an appropriate combined employer and member contribution rate to fund the plan. The actuary's calculated contribution rate is based on the entry-age normal cost method, which produces the long-term rate of member and employer contributions sufficient to provide benefits for average future entrants to the plan. This rate may be adjusted for the amortization of any actuarial funding surplus and will be adjusted for the amortization of any unfunded actuarial liability.

The most recent valuation for the Municipal Pension Plan as at December 31, 2018, indicated a \$2,866 million funding surplus for basic pension benefits on a going concern basis.

The City paid \$891,356 (2020 - \$772,588) for employer contributions while employees contributed \$763,040 (2020 - \$666,321) to the plan in fiscal 2021.

The next valuation will be as at December 31, 2021, with results available in 2022.

Employers participating in the plan record their pension expense as the amount of employer contributions made during the fiscal year (defined contribution pension plan accounting). This is because the plan records accrued liabilities and accrued assets for the plan in aggregate, resulting in no consistent and reliable basis for allocating the obligation, assets and cost to individual employers participating in the plan.

Notes to the Consolidated Financial Statements

For the Year Ended December 31, 2021

13. Contingent Liabilities and Commitments

Contingent Liabilities

- a) The City is a member of the Municipal Insurance Association (MIA), which operates under a reciprocal insurance exchange agreement. The main purposes of the exchange agreement are: (1) to pool the risk of third party liability claims against member municipalities (approximately 170) in order to allow for stable financial planning related to those liability claims; and (2) to engage in broad risk management strategies to reduce accidents or occurrences that may result in liability claims against the City. The City is assessed an annual premium by MIA based on factors such as population, administrative costs, premium tax and re-insurance costs. MIA is subject to financial oversight by the Provincial Government.
- b) The City self insures for certain potential financial losses arising from the penetration of water into building envelopes ("leaky buildings") and acts of terrorism, for any claims made after January 1st, 2002.
- c) The City has been named defendant in a number of claims that are currently pending. In determining their estimated exposure the City has relied upon their understanding of the claims, including activities undertaken by the other parties, as well as discussions with legal counsel. In the opinion of management, the amount of any loss from these claims cannot be reasonably estimated, nor can the likelihood of their outcomes be known at this time. Therefore, management has made no provision for these claims and any future settlement will be accounted for in the year of settlement.
- d) As at December 31, 2021 there were various property assessment appeals pending. The outcome of those appeals may result in adjustments to property taxes receivable for the current and prior years. The City has made no specific provision for these appeals as the outcome is indeterminable. Management does not expect any material adjustments to occur from appeals.
- e) The City is a member of E-Comm, an organization comprised predominately of member municipalities, for the purpose of providing emergency dispatch services. The City is represented on the board, and as a Class 'A' shareholder has voting rights should the organization want to incur additional debt. The E-Comm facility was constructed using debt as a financing mechanism and members are liable for a proportionate share of that debt. This debt is repaid by members through annual fees charged by E-Comm. Should E-Comm dissolve, members would be liable for a proportionate share of any residual debt. Alternatively should a member choose to opt out of E-Comm, they would be liable for a proportionate share of debt at the time of withdrawal.
- f) The City has a contingent liability with respect to debentures of the Greater Vancouver Water District, Greater Vancouver Sewerage and Drainage District and Metro Vancouver, to the extent provided for in their respective Enabling Acts, Acts of Incorporation and Amending Acts. Management does not consider payment under this contingency to be likely and therefore no amounts have been accrued.

Commitments

- g) The City has a long-term service agreement with another organization for the provision of fire and public works dispatch services. This agreement has an annual cost of approximately \$36,000 and will expire on December 31, 2024.
- h) The City leases approximately 12,200 square feet of space at 12059 Harris Road, Pitt Meadows for the Pitt Meadows Library. The lease commenced March 1, 2012 for a term of ten years and was renewed for a five year term ending February 28, 2027 with an option to renew for a further five years. The annual minimum rent is \$151,000 and is subject to annual CPI increases in the renewal periods.

Notes to the Consolidated Financial Statements

For the Year Ended December 31, 2021

13. Contingent Liabilities and Commitments (continued)

Commitments (continued)

- i) The City has an Operating and Maintenance Agreement with Nustadia Recreation Inc. for the operation and maintenance of the Pitt Meadows Arena. The agreement was effective May 1, 2011, with an initial term of five years and four optional renewal periods. In April 2021, the parties agreed to renew the contract for 2-periods for a total of 10 years from May 11, 2021 to April 30, 2031. An annual management fee of \$100,000 is payable under the agreement (adjusted annually for inflation), with payments due in equal monthly installments.
- j) The City has a long-term service agreement with the Province of British Columbia for the provision of police services by the Royal Canadian Mounted Police with an annual cost of approximately \$3.9 million. The current agreement commenced April 1, 2012 with an expiry date of March 31, 2032.
- k) The City completed a lease agreement in April 2020 with Fly Guy Aviation for the temporary relocation of the fire hall during construction of the new fire hall. This agreement is for two years and five months expiring September 1, 2022. The monthly rent is \$20,300.

Notes to the Consolidated Financial Statements

For the Year Ended December 31, 2021

14. Government Transfers

	2021	2020
Federal Conditional		
Celebrate Canada	\$ 3,210	\$ 2,790
National Disaster Mitigation–Flood Risk Assessment (Federal portion)	-	193,037
Provincial Conditional		
BC Hydro Beautification	5,600	1,593
Community Child Care Planning Program	-	18,000
Community Emergency Preparedness	66,048	-
Emergency Response Claim	21,394	116,502
Emergency Social Services	-	7,726
Fire Smart	57,927	-
Housing Needs	18,220	-
ICBC Traffic Road Safety Study	15,000	10,000
National Disaster Mitigation–Flood Risk Assessment (Prov. portion)	422,293	179,245
Pump Station Backup Generators	-	678,200
Other	3,600	25,734
Provincial Unconditional		
Climate Action Revenue Incentive Program	32,845	26,138
COVID-19 Restart Grant	-	3,656,000
Small Communities	141,000	148,298
Traffic Fines	238,719	226,092
Regional Conditional		
TransLink Major Road Network	278,789	831,737
Regional Unconditional		
Gas Tax	226,683	110,702
	\$ 1,531,328	\$ 6,231,794

Notes to the Consolidated Financial Statements

For the Year Ended December 31, 2021

15. Contractual Rights

Contractual rights are rights to economic resources arising from contracts or agreements that will result in revenues and assets in the future. The City's contractual rights arise from contracts entered into for leases, licenses to occupy, grant funding agreements, service agreements, and developer contribution agreements.

Contractual Rights	2022	2023	2024	2025	2026	Thereafter
	\$1,229,686	\$1,898,799	\$666,835	\$644,789	\$588,710	\$865,936

16. Taxation and Other Levies

In addition to its own tax levies, the City is required to collect taxes on behalf of other taxing authorities, and remit to those authorities. Total taxes levied and remitted are as follows:

	2021	2020
Gross taxes levied on property	\$ 40,471,740	\$ 34,892,765
Taxes levied and collected on behalf of other jurisdictions:		
Provincial School Taxes	11,698,021	8,027,322
TransLink	2,392,301	2,196,529
British Columbia Assessment Authority	351,616	333,529
Greater Vancouver Regional District	499,556	438,890
Municipal Finance Authority of British Columbia	1,642	1,545
	\$ 14,943,136	\$ 10,997,815
Taxation Revenue	\$ 25,528,604	\$ 23,894,950

17. Budget

The budget amounts which are presented for comparative purposes reflect the statutory balanced budget as adopted by Council on April 13, 2021 per Financial Plan Bylaw No. 2882, 2021. The chart below reconciles the balanced statutory budget to the budget surplus reported on the Consolidated Statement of Operations:

	Budget Amount
Revenues	\$ 52,132,100
Expenses	37,571,978
Annual surplus per consolidated statement of operations	\$ 14,560,122
Add:	
Amortization	5,260,500
Transfers from reserves	11,324,500
Less:	
Capital expenditures	(30,734,822)
Debt principal repayments	(410,300)
Approved budget	\$ -

Notes to the Consolidated Financial Statements

For the Year Ended December 31, 2021

18. Segmented Information

For reporting purposes, City activities have been aggregated into functional segments based on the services each activity provides. The Segmented Disclosure Note (18(a)) reports the revenues and expenses that are directly attributable to each functional segment. The following describes the services included in each segment:

General Government Services

The General Government segment includes administration, legislative, financial, human resources, information technology and sustainability services. This also contains municipal property taxation and penalties and interest charged thereon, taxes in lieu, return on investments, and interest paid on development cost charge funds and tax prepayment accounts.

Protective Services

The Protective Services segment includes Police services provided by the RCMP and support services by the City of Maple Ridge, fire protection, bylaw enforcement, business licensing, building inspection, animal control and emergency program services.

Transportation Services

The Transportation Services segment includes engineering, operations administration, and roads maintenance services.

Utility, Solid Waste and Diking Services

The Utility, Solid Waste and Diking Services segment includes drainage, water, and sewer utility services, the solid waste collection and disposal service and diking services.

Parks, Recreation and Cultural Services

The Parks, Recreation and Cultural Services segment includes parks and recreation services provided by the City, Library services provided by the Fraser Valley Regional Library, and the operations of the Pitt Meadows Arena.

Development Services

The Development Services segment includes services for managing development and community planning.

Notes to the Consolidated Financial Statements

For the Year Ended December 31, 2021

18 (a). Segmented Information – Segmented Disclosure

	2021 Actual						2021 Budget
	General Government Services	Protective Services	Transportation Services	Utility, Solid Waste and Diking Services	Development Services	Parks, Recreation and Cultural Services	Consolidated (Note 17)
Revenues							
Municipal Property Taxes	\$ 25,373,837	\$ -	\$ -	\$ 154,767	\$ -	\$ -	\$ 25,528,604
Utility Charges	-	-	-	11,146,633	-	-	11,146,633
Sale of Services	52,152	42,693	15,581	297,968	3,877	1,640,381	2,052,652
Licenses, Permits, Penalties and Fines	-	930,313	1,340,273	28,120	305,262	28,895	2,632,863
Investment Income	424,276	-	-	-	-	-	424,276
Other Revenue	265,877	44,991	-	3,148	-	159,413	473,429
Government Transfers	606,402	145,369	293,789	455,138	18,220	12,410	1,531,328
Contributions	-	-	8,941	30,491	4,709,000	3,586,686	8,335,118
	26,722,544	1,163,366	1,658,584	12,116,265	5,036,359	5,427,785	52,124,903
							52,132,100
Expenses							
Salaries and Benefits	3,400,464	2,639,933	1,522,955	1,576,210	850,867	1,940,851	11,931,280
Contracted Services	1,261,770	6,602,209	595,688	1,975,098	52,118	4,002,109	14,488,992
Supplies, Materials and Equipment	380,664	164,145	251,288	596,641	3,645	323,232	1,719,615
Purchase of Water and Sewer Levy	-	-	-	4,926,859	-	-	4,926,859
Amortization	750,656	168,229	1,845,317	1,687,110	-	1,376,009	5,827,321
Interest Charges	56,525	-	-	-	-	-	56,525
Loss (gain) on disposal	18,703	-	68,146	76,628	-	17,118	180,595
	5,868,782	9,574,516	4,283,394	10,838,546	906,630	7,659,319	39,131,187
							37,571,978
Annual Surplus (Deficit)	\$ 20,853,762	\$ (8,411,150)	\$ (2,624,810)	\$ 1,277,719	\$ 4,129,729	\$ (2,231,534)	\$ 12,993,716
							\$ 14,560,122

	2020 Actual						2020 Budget
	General Government Services	Protective Services	Transportation Services	Utility, Solid Waste and Diking Services	Development Services	Parks, Recreation and Cultural Services	Consolidated
Revenues							
Municipal Property Taxes	\$ 23,745,381	\$ -	\$ -	\$ 149,569	\$ -	\$ -	\$ 23,894,950
Utility Charges	-	-	-	10,377,283	-	-	10,377,283
Sale of Services	41,636	29,010	13,178	255,933	2,660	1,577,399	1,919,816
Licenses, Permits, Penalties and Fines	-	384,009	1,170,386	30,248	308,434	11,700	1,904,777
Investment Income	425,367	-	-	-	-	-	425,367
Other Revenue	253,558	49,710	1,148	659	-	122,656	427,731
Government Transfers	4,150,559	123,900	841,737	1,093,092	18,000	4,506	6,231,794
Contributions	-	-	12,867	16,264	1,504,500	34,770	1,568,401
	28,616,501	586,629	2,039,316	11,923,048	1,833,594	1,751,031	46,750,119
							48,625,300
Expenses							
Salaries and Benefits	3,038,083	2,929,875	1,240,757	1,386,929	735,443	1,407,953	10,739,040
Contracted Services	1,689,099	5,745,989	679,193	2,284,551	76,712	3,467,022	13,942,566
Supplies, Materials and Equipment	302,825	201,133	266,523	577,035	3,728	271,640	1,622,884
Purchase of Water and Sewer Levy	-	-	-	4,083,658	-	-	4,083,658
Amortization	717,162	145,616	1,411,049	1,554,243	-	1,379,565	5,537,635
Interest Charges	162,370	-	-	-	-	-	162,370
Loss (gain) on disposal	8,889	215,157	115,705	105,883	-	46,008	491,642
	5,918,428	9,237,770	4,043,227	9,992,299	815,883	6,572,188	36,579,795
							38,469,696
Annual Surplus (Deficit)	\$ 22,698,073	\$ (8,651,141)	\$ (2,003,911)	\$ 1,930,749	\$ 1,017,711	\$ (4,821,157)	\$ 10,170,324
							\$ 10,155,604

Notes to the Consolidated Financial Statements

For the Year Ended December 31, 2021

19. Impact of COVID-19

On March 11, 2020, the COVID-19 outbreak was declared a pandemic by the World Health Organization. The current challenging economic climate may lead to adverse changes in cash flows and working capital levels, which may also have a direct impact on the City's operating results and financial position in the future.

The situation is dynamic and the ultimate duration and magnitude of the impact on the economy and the financial effect on the City is not known at this time.

Schedule I - COVID-19 Safe Restart Grant

Year Ended December 31, 2021

In November 2020, the Ministry of Municipal Affairs provided the City with funding in support of dealing with the increased operating costs and lower revenue due to COVID-19.

	2021
Balance, December 31, 2020	1,981,410
Eligible costs incurred:	
Revenue shortfalls	(352,697)
Facility reopening and operating costs	(248,327)
Protective services and bylaw enforcement costs	(43,011)
Computer and other electronic technology costs	(6,982)
Total eligible costs incurred	(651,017)
Balance, December 31, 2021	1,330,393

	2022 BUDGET	2023 BUDGET	2024 BUDGET	2025 BUDGET	2026 BUDGET
Asset Replacement Reserves					
Arena	\$1,036,000	\$1,133,000	\$1,234,000	\$1,338,000	\$1,448,000
Canada Community Building Fund	1,016,000	113,000	180,000	253,000	331,000
Diking	453,000	545,000	645,000	731,000	818,000
Drainage	695,000	174,000	190,000	196,000	233,000
Equipment Replacement	393,000	51,000	36,000	396,000	1,171,000
Lifecycle Buildings	172,000	2,181,000	5,072,000	8,270,000	11,407,000
Lifecycle General	849,000	771,000	916,000	115,000	197,000
Minor Capital	664,000	709,000	754,000	310,000	351,000
Sanitary Sewer	3,160,000	2,395,000	2,520,000	2,624,000	3,291,000
Translink Major Road Network Grant	21,000	183,000	345,000	510,000	1,000
Transportation	204,000	807,000	-	1,000	25,000
Transportation Road Use Levies	2,594,000	3,909,000	2,771,000	27,000	594,000
Water	102,000	1,000	738,000	228,000	900,000
	11,359,000	12,972,000	15,401,000	14,999,000	20,767,000
Development Reserves					
Development Cost Charges	13,839,000	12,801,000	12,485,000	13,029,000	14,145,000
Other Reserves					
Art In Public Spaces	287,000	287,000	287,000	287,000	287,000
Carbon Neutral & Sustainability	47,000	32,000	18,000	3,000	3,000
Community Amenity	6,738,000	6,825,000	6,914,000	6,163,000	6,244,000
Future Capital	287,000	265,000	249,000	232,000	216,000
Parkland Acquisition	256,000	264,000	271,000	279,000	287,000
South Bonson Amenity	273,000	242,000	213,000	187,000	164,000
Accumulated Surplus Reserve	1,295,000	1,274,000	1,329,000	1,384,000	1,434,000
Other Surplus Reserves	6,347,000	6,218,000	6,120,000	6,023,000	5,951,000
	15,530,000	15,407,000	15,401,000	14,558,000	14,586,000
Total Reserve Balances	\$40,728,000	\$41,180,000	\$43,287,000	\$42,586,000	\$49,498,000

To: MVRD Board of Directors

From: Performance and Audit Committee

Date: July 14, 2022 Meeting Date: July 29, 2022

Subject: **MFA Fall 2022 Borrowing for City of Richmond - MVRD Security Issuing Bylaw No. 1354, 2022**

PERFORMANCE AND AUDIT COMMITTEE RECOMMENDATION

That the MVRD Board:

- a) give consent to the request for financing from the City of Richmond in the amount of \$96,000,000 pursuant to Sections 182(1)(b) and 182(2)(a) of the Community Charter;
- b) give first, second and third reading to Metro Vancouver Regional District Security Issuing Bylaw No. 1354, 2022 being a bylaw to authorize the entering into an Agreement respecting financing between the Metro Vancouver Regional District and the Municipal Finance Authority of British Columbia;
- c) pass and finally adopt Metro Vancouver Regional District Security Issuing Bylaw No. 1354, 2022; and forward it to the Inspector of Municipalities for Certificate of Approval.

At its July 14, 2022 meeting, the Performance and Audit Committee considered the attached report titled “MFA Fall 2022 Borrowing for City of Richmond - MVRD Security Issuing Bylaw No. 1354, 2022”, dated June 15, 2022. The Committee passed the recommendation as presented above.

Following the Performance and Audit Committee meeting, staff identified a typographical error in the report on page 2 of 3, under the Financial Analysis section. The attached report has been revised to reflect the correct estimate annual debt servicing costs for the proposed bylaw, which is approximately “\$7,600,000”.

This matter is now before the Board for its consideration.

Attachment

Report titled “MFA Fall 2022 Borrowing for City of Richmond - MVRD Security Issuing Bylaw No. 1354, 2022”, dated June 15, 2022

To: Performance and Audit Committee

From: Linda Sabatini, Acting Director, Financial Operations

Date: June 15, 2022 Meeting Date: July 14, 2022

Subject: **MFA Fall 2022 Borrowing for City of Richmond – MVRD Security Issuing Bylaw No. 1354, 2022**

RECOMMENDATION

That the MVRD Board:

- a) give consent to the request for financing from the City of Richmond in the amount of \$96,000,000 pursuant to Sections 182(1)(b) and 182(2)(a) of the *Community Charter*;
 - b) give first, second and third reading to *Metro Vancouver Regional District Security Issuing Bylaw No. 1354, 2022* being a bylaw to authorize the entering into an Agreement respecting financing between the Metro Vancouver Regional District and the Municipal Finance Authority of British Columbia;
 - c) pass and finally adopt *Metro Vancouver Regional District Security Issuing Bylaw No. 1354, 2022*; and forward it to the Inspector of Municipalities for Certificate of Approval.
-

EXECUTIVE SUMMARY

As set out in the *Community Charter*, the Metro Vancouver Regional District (MVRD) must adopt a security issuing bylaw in order to enable the City of Richmond to proceed with their long term borrowing request of \$96,000,000. This borrowing is to fund the construction of a new Steveston Community Centre and Branch Library. The City's total estimated annual debt servicing costs for existing and new proposed debt combined is approximately \$14,330,000 which is roughly 12.0% of their overall liability servicing limit of \$119,783,791. Richmond has met the regulatory requirements and has the legislative authority to undertake the planned borrowing. The proposed *Metro Vancouver Regional District Security Issuing Bylaw No. 1354, 2022* will authorize the City of Richmond's borrowing request.

Staff recommends consenting to City of Richmond's borrowing request and adopting the Security Issuing Bylaw as outlined in Alternative 1.

PURPOSE

To seek the adoption of a Security Issuing Bylaw to authorize a borrowing request from the City of Richmond in the amount of \$96,000,000 for the Fall 2022 MFA long term debt issue.

BACKGROUND

The City of Richmond is requesting from Metro Vancouver Regional District (MVRD) to borrow \$96,000,000 to fund the construction of a new Steveston Community Centre and Branch Library. This request has been approved by Richmond's respective council by way of Loan Authorization Bylaw and Security Issuing Resolution as required under provincial legislation. This report is being brought forward to the MVRD Board to seek the adoption of *Metro Vancouver Security Issuing Bylaw*

No. 1354, 2022 which will authorize the borrowing request from Richmond. The borrowing must be approved by the MVRD Board before the Security Issuing Bylaw can be issued and the request forwarded to the MFA for consideration.

MUNICIPAL BORROWING REQUEST

Request Details

The City of Richmond has adopted the Loan Authorization Bylaw as outlined in Table 1 below. Their Council subsequently passed the required Security Issuing Resolutions on May 9, 2022 to proceed with the 2022 Fall Borrowing for the requested amounts within the authorized and outstanding balance in the bylaw. This request is within the parameters set out in the City of Richmond Financial Plan.

Table 1

MVRD Bylaw	Member Bylaw	Date Bylaw Passed	Purpose	Borrowing Request	Term
1354, 2022	10334	Feb 14, 2022	Steveston Community Centre and Branch Library	\$96,000,000	20 years

The member’s loan authorization bylaw identified above has been reviewed by the Inspector of Municipalities and has received the necessary Certificate of Approval. The certificate is included in Attach 2 of this report.

Financial Analysis

Per the Liability Servicing Limit Certificate dated May 31, 2022, the City of Richmond had a liability servicing limit of approximately \$119,783,791. This limit represents the maximum amount, as prescribed by the Province, that Richmond can pay annually for servicing debt. The estimated annual debt servicing costs for the proposed bylaw will be approximately \$7,600,000. When combined with existing annual debt servicing costs, the total costs will be approximately \$14,330,000 which is roughly 12.0% of their liability servicing limit.

All debt of the MVRD is a joint and several liability of its member municipalities.

Included, as attachment, are the following information provided by Richmond to assist in considering this request:

- Adopted Loan Authorization Bylaw and Certificate of Approval
- Copy of security issuing resolution
- Liability Servicing Limit Certificate
- The 2022 - 2026 Financial Plan Bylaw (draft) – to be adopted by Council on July 25, 2022
- 2021 Audited Consolidated Financial Statements
- Schedule of Budgeted Reserves for fiscal years 2022 to 2026

ALTERNATIVES

1. That the MVRD Board:
 - a) give consent to the request for financing from the City of Richmond in the amount of \$96,000,000 pursuant to Sections 182(1)(b) and 182(2)(a) of the *Community Charter*;

- b) give first, second and third reading to *Metro Vancouver Regional District Security Issuing Bylaw No. 1354, 2022* being a bylaw to authorize the entering into an Agreement respecting financing between the Metro Vancouver Regional District and the Municipal Finance Authority of British Columbia;
 - c) pass and finally adopt *Metro Vancouver Regional District Security Issuing Bylaw No. 1354, 2022*; and forward it to the Inspector of Municipalities for Certificate of Approval.
2. That the MVRD Board receive for information the report dated June 15, 2022, titled “MFA Fall 2022 Borrowing for City Richmond – MVRD Security Issuing Bylaw No. 1354, 2022”.

FINANCIAL IMPLICATIONS

Although all member debt is a joint and shared liability of all member municipalities, there are no direct financial implications to Metro Vancouver with the adoption of the bylaw.

If the Board approves Alternative 1, the City of Richmond will proceed to borrow \$96,000,000 to fund their infrastructure project.

If the Board approves Alternative 2, the City of Richmond would be unable to borrow funds as required for the purpose intended and would need to look for other funding sources, potentially causing the City undue financial challenges.

CONCLUSION

The City of Richmond has requested to borrow \$96,000,000 to fund the construction of a new Steveston Community Centre and Branch Library. The City has met all regulatory requirements and has the legislative authority to undertake the infrastructure borrowing. The proposed *Metro Vancouver Regional District Security Issuing Bylaw No. 1354, 2022* will authorize the City of Richmond borrowing request which will be forwarded to MFA for consideration upon approval. Staff recommends consenting to the City’s borrowing and adopting the Security Issuing Bylaw as outlined in Alternative 1.

Attachments

1. *Metro Vancouver Regional District Security Issuing Bylaw No. 1354, 2022*
2. City of Richmond - Additional Information

50319577

**METRO VANCOUVER REGIONAL DISTRICT
BYLAW NO. 1354, 2022**

A Bylaw to Authorize the Entering into a Finance Agreement with the Municipal Finance Authority of British Columbia in the Amount of \$96,000,000 (Canadian)

WHEREAS the Municipal Finance Authority of British Columbia (the “Authority”) may provide financing of capital requirements for Regional Districts or for their member municipalities by the issue of debentures or other evidence of indebtedness of the Authority and lending the proceeds therefrom to the Regional District on whose request the financing is undertaken;

WHEREAS the City of Richmond is a member municipality of the Metro Vancouver Regional District (the “Regional District”);

WHEREAS the Regional District is to finance from time to time on behalf of and at the sole cost of the member municipalities, under the provisions of Section 410 of the *Local Government Act*, the works to be financed pursuant to the following loan authorization bylaw:

Member Loan Authorization Bylaw Number	Purpose	Amount of Borrowing Authorized	Amount Already Borrowed	Borrowing Authority Remaining	Term of Issue	Amount of Issue
10334	Construction of Steveston Community Centre and Branch Library	\$96,000,000	\$0	\$96,000,000	20 years	\$96,000,000
Total 2022 Fall Borrowing Request						\$96,000,000

AND WHEREAS the Regional Board, by this bylaw, hereby requests such financing shall be undertaken through the Authority:

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

1. The Regional Board hereby consents to financing the debt of the City of Richmond in the amount of ninety-six million dollars (\$96,000,000) in accordance with the following terms.
2. The Authority is hereby requested and authorized to finance from time to time the aforesaid undertakings at the sole cost and on behalf of the City of Richmond up to, but not exceeding ninety six million dollars (\$96,000,000) in lawful money of Canada (provided that the Regional District may borrow all or part of such amount in such currency as the Trustees of the Authority shall determine but the aggregate amount in lawful money of Canada and in Canadian Dollar equivalents so borrowed shall not exceed \$96,000,000 in Canadian Dollars) at such interest and with such discounts or premiums and expenses as the Authority may deem appropriate in

consideration of the market and economic conditions pertaining.

3. Upon completion by the Authority of financing undertaken pursuant hereto, the Chair and officer assigned the responsibility of financial administration of the Regional District, on behalf of the Regional District and under its seal shall, at such time or times as the Trustees of the Authority may request, enter into and deliver to the Authority one or more agreements, which said agreement or agreements shall be substantially in the form annexed hereto as Schedule "A" and made part of this bylaw (such Agreement or Agreements as may be entered into, delivered or substituted hereinafter referred to as the "Agreement") providing for payment by the Regional District to the Authority of the amounts required to meet the obligations of the Authority with respect to its borrowings undertaken pursuant hereto, which Agreement shall rank as debenture debt of the Regional District.
4. The Agreement in the form of Schedule "A" shall be dated and payable in the principal amount or amounts of monies and in Canadian dollars or as the Authority shall determine and subject to the *Local Government Act*, in such currency or currencies as shall be borrowed by the Authority under Section 1 and shall set out the schedule of repayment of the principal amount together with interest on unpaid amounts as shall be determined by the Treasurer of the Authority.
5. The obligation incurred under the said Agreement shall bear interest from a date specified therein, which date shall be determined by the Treasurer of the Authority, and shall bear interest at a rate to be determined by the Treasurer of the Authority.
6. The Agreement shall be sealed with the seal of the Regional District and shall bear the signature of the Chair and the officer assigned the responsibility of financial administration of the Regional District.
7. The obligations incurred under the said Agreement as to both principal and interest shall be payable at the Head Office of the Authority in Victoria and at such time or times as shall be determined by the Treasurer of the Authority.
8. During the currency of the obligation incurred under the said Agreement to secure borrowings in respect of the "City of Richmond construction of a new Steveston Community Centre and Branch Library Loan Authorization Bylaw No. 10334", there shall be requisitioned annually an amount sufficient to meet the annual payment of interest and the repayment of principal.
9. The Regional District shall provide and pay over to the Authority such sums as are required to discharge its obligations in accordance with the terms of the Agreement, provided, however, that if the sums provided for in the Agreement are not sufficient to meet the obligations of the Authority, any deficiency in meeting such obligations shall be a liability of the Regional District to the Authority and the Regional Board of the Regional District shall make due provision to discharge such liability.
10. The Regional District shall pay over to the Authority at such time or times as the Treasurer of the Authority so directs such sums as are required pursuant to section 15 of the *Municipal Finance Authority Act* to be paid into the Debt Reserve Fund established by the Authority in connection

with the financing undertaken by the Authority on behalf of the Regional District pursuant to the Agreement.

This bylaw may be cited as “Metro Vancouver Regional District Security Issuing Bylaw No. 1354, 2022”.

Read a first time this _____ day of _____, _____.

Read a second time this _____ day of _____, _____.

Read a third time this _____ day of _____, _____.

Approved by the Inspector of Municipalities this ____ day of _____, _____.

Passed and finally adopted this _____ day of _____, _____.

Sav Dhaliwal, Chair

Chris Plagnol, Corporate Officer

SCHEDULE A

CANADA

PROVINCE OF BRITISH COLUMBIA

AGREEMENT

Metro Vancouver Regional District

The Metro Vancouver Regional District (the "Regional District") hereby promises to pay to the Municipal Finance Authority of British Columbia at its Head Office in Victoria, British Columbia, (the "Authority") the sum of ninety six million dollars (\$96,000,000) in lawful money of Canada, together with interest calculated semi-annually in each and every year during the currency of this Agreement; and payments shall be as specified in the table appearing below hereof commencing on the day of _____, _____ provided that in the event the payments of principal and interest hereunder are insufficient to satisfy the obligations of the Authority undertaken on behalf of the Regional District, the Regional District shall pay over to the Authority further sums as are sufficient to discharge the obligations of the Regional District to the Authority.

DATED at _____, British Columbia, this day of _____, 2022.

IN TESTIMONY WHEREOF and under the authority of Bylaw No. 1354, 2022 cited as "Metro Vancouver Regional District Security Issuing Bylaw No. 1354, 2022". This Agreement is sealed with the Corporate Seal of the Metro Vancouver Regional District and signed by the Chair and the officer assigned the responsibility of financial administration thereof.

Chair

Treasurer

Pursuant to the *Local Government Act*, I certify that this Agreement has been lawfully and validly made and issued and that its validity is not open to question on any ground whatever in any Court of the Province of British Columbia.

Dated _____, 2022
(month, day)

Inspector of Municipalities

Schedule B

PRINCIPAL AND/OR SINKING FUND DEPOSIT AND INTEREST PAYMENTS

<u>Date of Payment</u>	Principal and/or Sinking Fund <u>Deposit</u>	<u>Interest</u>	<u>Total</u>
_____	\$ _____	\$ _____	\$ _____
_____	\$ _____	\$ _____	\$ _____



City of Richmond

Bylaw 10334

**Steveston Community Centre and Branch Library
Loan Authorization Bylaw No. 10334**

WHEREAS Council considers it desirable to construct the new Steveston Community Centre and Branch Library;

AND WHEREAS the City of Richmond wishes to fund the construction of the new Steveston Community Centre and Branch Library by borrowing the sum of \$96,000,000, which is the amount of debt intended to be borrowed by this bylaw;

NOW THEREFORE, the Council of the City of Richmond, in open meeting assembled, enacts as follows:

1. The City of Richmond is hereby empowered and authorized to borrow upon the credit of the City of Richmond a sum not exceeding \$96,000,000 for the purpose of constructing the new Steveston Community Centre and Branch Library, including all expenses incidental thereto.
2. The maximum term for which debentures may be issued to secure debt created by this bylaw is thirty (30) years.
3. This bylaw may be cited as "Steveston Community Centre and Branch Library Loan Authorization Bylaw No. 10334".

FIRST READING

DEC 15 2021

SECOND READING

DEC 15 2021

THIRD READING

DEC 15 2021

RECEIVED the approval of the Inspector of Municipalities

JAN 21 2022

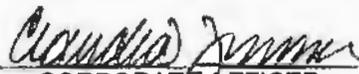
ADOPTED

FEB 14 2022

CITY OF RICHMOND
APPROVED for content by originating dept
VN
APPROVED for legality by Solicitor
ACI



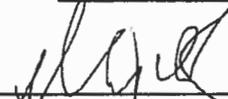
 MAYOR



 CORPORATE OFFICER

I hereby certify this to be a true and correct copy of the original.

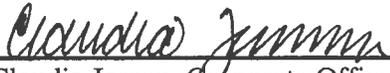
Date: March 17 2022



 Matthew O'Halloran, ACTING CORPORATE OFFICER
 City of Richmond, BC



I HEREBY CERTIFY this to be a true and correct copy of an extract from the minutes of the Regular (Open) Council Meeting held on Monday, May 9, 2022.



Claudia Jesson, Corporate Officer

**Extract From:
Regular (Open) Council Meeting
Monday, May 9, 2022**

12. **MUNICIPAL SECURITY ISSUING RESOLUTION**
(File Ref. No. 03-0900-01, 03-1040-01, 01-0150-20-MFAU1, 01-0157-01, 06-2052-25-SCCR1; XR: 12-8060-20-010334) (REDMS No. 6850735)
- (1) *That a 20-year term \$96 million borrowing with a 20-year amortization period from the Municipal Finance Authority of British Columbia's (MFA's) 2022 Fall Borrowing Session, as authorized through Steveston Community Centre and Branch Library Loan Authorization Bylaw No. 10334, be approved;*
 - (2) *That the Metro Vancouver Regional District (MVRD) be requested to consent and to include the City of Richmond's 20-year term \$96 million borrowing with a 20-year amortization period in MVRD's Security Issuing Bylaw; and*
 - (3) *That the Consolidated 5-Year Financial Plan (2022-2026) be amended accordingly.*

ADOPTED ON CONSENT

LIABILITY SERVICING LIMIT CERTIFICATE

The City of Richmond (the "Municipality")
 In relation to Steveston Community Centre and Branch Library Project Loan Authorization Bylaw No. 10334

The undersigned Financial Officer assigned responsibility for financial administration under section 149 of the Community Charter, SBC 2003, Chapter 26 (the "Charter") or Auditor appointed for the Municipality under section 169 of the Charter hereby certifies as follows:

Calculation revenue for the previous year <i>(section 4 & 5, BC Reg 254/2004)</i>	<u>\$479,135,163.00</u>	a
Liability Servicing Limit (a x 25%) <i>(section 2, BC Reg 254/2004)</i>		<u>\$119,783,790.75</u> b
Annual Servicing cost for previous year	<u>\$6,730,007.00</u>	c

Plus: New liabilities incurred, other than current request

Liability Type and reference	Annual servicing cost	
_____	_____	d
_____	_____	e
_____	_____	f
_____	_____	g
_____	_____	h
_____	_____	i
_____	_____	j
_____	_____	k
_____	_____	l
Total of lines d through l		<u>\$0.00</u> m

Less: Liabilities which have matured

Liability type and reference	Annual servicing cost	
_____	_____	n
_____	_____	o
_____	_____	p
_____	_____	q
_____	_____	r
Total of lines n through r		<u>\$0.00</u> s

Amount of new liability <i>(section 3, BC Reg 254/2004)</i>	<u>\$96,000,000.00</u>	t
Annual servicing cost of new liability <i>(section 3, BC Reg 254/2004)</i>		<u>\$7,600,000.00</u> u
Total liability servicing cost including current request (lines c+m-s+u)		<u>\$14,330,007.00</u> v

which is less than the annual liability servicing limit stated on line b.

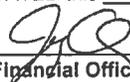
OR

which exceeds the annual liability servicing limit stated on line b, and the undersigned hereby requests approval of the Inspector of Municipalities under section 174 of the Charter to exceed the limit established under the section.

In accordance with section 179(5) or section 175(1)(b) of the Charter, as applicable, the debt to be contracted under the loan authorization bylaw, or other liability for which certification is being made, referred to above will not exceed the lesser of 30 years and the reasonable life expectancy of the capital asset, activity, work or service, or the remaining term of the applicable agreement, as the case may be, for which the debt is to be contracted.

The undersigned Financial Officer or Auditor also hereby authorizes Legal Counsel of the Municipal Finance Authority of British Columbia to rely on this Certificate in giving any opinion in connection with any borrowing by the Municipal Finance Authority of British Columbia ("MFA") and the issuance of bonds, debentures, and other securities by the MFA in respect of the loan authorization bylaw, or other liability for which certification is being made, referred to above.

DATED this 31 day of May, 2022



 Financial Officer

OR

 Auditor

Jerry Chong, Acting General Manager, Finance and Corporate Services
 (Please print full name)

 (Please print full name & company)



**Consolidated 5 Year Financial Plan (2022-2026) Bylaw No. 10327,
Amendment Bylaw No. 10381**

The Council of the City of Richmond enacts as follows:

1. Schedule “A”, Schedule “B”, and Schedule “C” of the Consolidated 5 Year Financial Plan (2022-2026) Bylaw No. 10327, are deleted and replaced with Schedule “A”, Schedule “B”, and Schedule “C” attached to and forming part of this amendment bylaw.
2. This Bylaw is cited as “**Consolidated 5 Year Financial Plan (2022-2026) Bylaw No. 10327, Amendment Bylaw No. 10381**”.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

CITY OF RICHMOND
APPROVED for content by originating dept.
APPROVED for legality by Solicitor

MAYOR

CORPORATE OFFICER

SCHEDULE A:

CITY OF RICHMOND

CONSOLIDATED 5 YEAR FINANCIAL PLAN (2022-2026)

AMENDED REVENUE AND EXPENSES

(In \$000's)

	2022 Amended Budget	2023 Amended Plan	2024 Amended Plan	2025 Amended Plan	2026 Amended Plan
Revenue:					
Taxation and Levies	268,044	281,090	294,869	306,579	318,350
Utility Fees	124,417	128,053	134,252	141,335	149,022
Sales of Services	45,531	46,180	47,552	48,868	49,963
Other Revenue	14,629	14,773	16,236	17,422	18,389
Payments In Lieu Of Taxes	14,650	15,105	15,558	16,024	16,505
Gaming Revenue	14,500	14,500	14,500	14,500	14,500
Investment Income	13,165	12,767	12,507	12,208	11,869
Licenses And Permits	11,358	11,591	11,818	12,049	12,285
Provincial and Federal Grants	11,292	10,097	10,191	10,340	10,491
Developer Contributed Assets	54,782	54,782	54,782	54,782	54,782
Development Cost Charges	17,749	19,641	22,259	15,083	13,091
Other Capital Funding Sources	16,380	17,779	21,365	19,575	14,125
	606,497	626,358	655,889	668,765	683,372
Expenses:					
Community Safety	137,198	137,593	141,686	145,853	150,194
Engineering and Public Works	81,488	81,166	82,302	83,534	84,796
Community Services	71,855	68,110	69,725	71,346	73,012
Finance and Corporate Services	27,002	25,706	26,400	27,096	27,813
Planning and Development Services	25,882	25,871	26,381	26,946	27,526
Fiscal	22,733	21,057	22,579	24,226	25,336
Corporate Administration	10,966	10,897	11,216	11,537	11,867
Legal and Legislative Services	5,305	4,163	4,296	4,429	4,566
Debt Interest	1,677	5,517	4,679	3,840	3,840
Utility Budget					
Water Utility	49,606	51,150	54,137	57,564	61,291
Sanitary Sewer Utility	41,404	42,969	45,782	49,030	52,571
Sanitation and Recycling	23,676	22,889	23,371	23,864	24,367
Richmond Olympic Oval Corporation	16,290	16,770	17,142	17,424	17,650
Richmond Public Library	11,130	11,099	11,363	11,634	11,913
	526,212	524,957	541,059	558,323	576,742
Annual Surplus	80,285	101,401	114,830	110,442	106,630

SCHEDULE A (CONT'D):

**CITY OF RICHMOND
CONSOLIDATED 5 YEAR FINANCIAL PLAN (2022-2026)
AMENDED TRANSFERS
(In \$000's)**

	2022 Amended Budget	2023 Amended Plan	2024 Amended Plan	2025 Amended Plan	2026 Amended Plan
Transfers:					
Debt Principal	5,570	9,550	9,877	3,948	4,047
Transfer To Reserves	78,319	80,638	83,449	84,708	87,773
Transfer To (From) Surplus	(10,219)	542	4,630	13,878	14,343
Capital Expenditures - Current Year	109,573	106,482	144,544	130,463	114,453
Capital Expenditures - Prior Years	237,364	104,168	67,577	38,486	19,300
Capital Expenditures - Developer Contributed Assets	54,782	54,782	54,782	54,782	54,782
Capital Expenditures - Richmond Public Library	1,217	742	742	742	742
Capital Expenditures - Richmond Olympic Oval Corporation	4,072	1,408	1,531	1,459	1,724
Capital Funding	(305,353)	(256,911)	(252,302)	(218,024)	(190,534)
Proceeds from Borrowing	(95,040)	-	-	-	-
Transfers/Amortization offset:	80,285	101,401	114,830	110,442	106,630
Balanced Budget	\$-	\$-	\$-	\$-	\$-
Tax Increase	3.86%	3.88%	3.92%	2.99%	2.87%

SCHEDULE B:
CITY OF RICHMOND
CONSOLIDATED 5 YEAR FINANCIAL PLAN (2022-2026)
AMENDED 5 YEAR CAPITAL PLAN FUNDING SOURCES (2022-2026)
(In \$000's)

DCC Reserves	2022 Amended	2023	2024	2025	2026
Drainage DCC	-	990	990	-	-
Park Development DCC	1,845	2,977	1,599	1,693	1,872
Park Land Acquisition DCC	6,457	5,964	5,964	3,762	3,762
Roads DCC	9,446	9,710	11,060	8,910	7,457
Sanitary DCC	-	-	1,436	103	-
Water DCC	-	-	1,210	616	-
Total DCC	\$17,748	\$19,641	\$22,259	\$15,084	\$13,091
Statutory Reserves					
Affordable Housing	925	925	925	925	925
Capital Building and Infrastructure	18,070	16,715	18,080	18,160	17,500
Capital Reserve	10,833	10,140	14,998	14,670	13,179
Child Care	260	260	260	260	260
Drainage Improvement	13,410	15,281	41,905	33,374	30,650
Equipment Replacement	5,399	4,718	3,467	3,510	3,095
Public Art Program	200	150	150	150	150
Sanitary Sewer	5,463	5,910	5,650	9,307	5,790
Waterfront Improvement	150	-	-	-	-
Watermain Replacement	9,190	9,024	9,301	9,217	9,649
Total Statutory Reserves	\$63,900	\$63,123	\$94,736	\$89,573	\$81,198
Other Sources					
Enterprise Fund	720	550	550	550	205
Grant and Developer Contribution	13,480	14,879	18,465	16,675	11,225
Other Sources	11,534	6,061	6,076	6,091	6,487
Sewer Levy	260	207	272	375	33
Solid Waste and Recycling	450	300	300	300	300
Water Levy	1,481	1,721	1,886	1,815	1,914
Total Other Sources	\$27,925	\$23,718	\$27,549	\$25,806	\$20,164
Total Capital Program	\$109,573	\$106,482	\$144,544	\$130,463	\$114,453

SCHEDULE C:
CITY OF RICHMOND
CONSOLIDATED 5 YEAR FINANCIAL PLAN (2022-2026)
AMENDED STATEMENT OF POLICIES AND OBJECTIVES

Revenue Proportions By Funding Source

Property taxes are the largest portion of revenue for any municipality. Taxes provide a stable and consistent source of revenue for many services that are difficult or undesirable to fund on a user-pay basis. These include services such as community safety, general government, libraries and park maintenance.

Objective:

- Maintain revenue proportion from property taxes at current level or lower

Policies:

- Tax increases will be at CPI + 1% for transfers to reserves
- Annually, review and increase user fee levels by consumer price index (CPI).
- Any increase in alternative revenues and economic development beyond all financial strategy targets can be utilized for increased levels of service or to reduce the tax rate.

Table 1 shows the proportion of total revenue proposed to be raised from each funding source in 2022.

Table 1:

Funding Source	% of Total Revenue
Property Taxes	51.8%
User Fees	24.0%
Sales of Services	8.8%
Payments in Lieu of Taxes	2.8%
Gaming Revenue	2.8%
Investment Income	2.5%
Licenses and Permits	2.2%
Provincial and Federal Grants	2.2%
Other	2.9%
Total Operating and Utility Funding Sources	100.0%

SCHEDULE C (CONT'D):

**CITY OF RICHMOND
CONSOLIDATED 5 YEAR FINANCIAL PLAN (2022-2026)
AMENDED STATEMENT OF POLICIES AND OBJECTIVES**

Distribution of Property Taxes

Table 2 provides the 2022 distribution of property tax revenue among the property classes.

Objective:

- Maintain the City's business to residential tax ratio in the middle in comparison to other municipalities. This will ensure that the City will remain competitive with other municipalities in attracting and retaining businesses.

Policies:

- Regularly review and compare the City's tax ratio between residential property owners and business property owners relative to other municipalities in Metro Vancouver.

Table 2: (Based on the 2022 Revised Roll figures)

Property Class	% of Tax Burden
Residential (1)	57.09%
Business (6)	32.93%
Light Industry (5)	7.96%
Others (2,3,4,8 & 9)	2.02%
Total	100.00%

Permissive Tax Exemptions**Objective:**

- Council passes the annual permissive exemption bylaw to exempt certain properties from property tax in accordance with guidelines set out by Council Policy and the *Community Charter*. There is no legal obligation to grant exemptions.
- Permissive exemptions are evaluated with consideration to minimizing the tax burden to be shifted to the general taxpayer.

Policy:

- Exemptions are reviewed on an annual basis and are granted to those organizations meeting the requirements as set out under Council Policy 3561 and Sections 220 and 224 of the *Community Charter*.

Consolidated Financial Statements of

CITY OF RICHMOND

And Independent Auditors' Report thereon

Year ended December 31, 2021



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Canada
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INDEPENDENT AUDITORS' REPORT

To the Mayor and Council of the City of Richmond

Opinion

We have audited the consolidated financial statements of the City of Richmond (the "City"), which comprise:

- the consolidated statement of financial position as at December 31, 2021
- the consolidated statement of operations for the year then ended
- the consolidated statement of changes in net financial assets for the year then ended
- the consolidated statement of cash flows for the year then ended
- and notes to the consolidated financial statements, including a summary of significant accounting policies

(hereinafter referred to as the "financial statements").

In our opinion, the accompanying financial statements present fairly, in all material respects, the consolidated financial position of the City as at December 31, 2021, and its consolidated results of operations, its consolidated changes in net financial assets and its consolidated cash flows for the year then ended in accordance with Canadian public sector accounting standards.

Basis for Opinion

We conducted our audit in accordance with Canadian generally accepted auditing standards. Our responsibilities under those standards are further described in the "**Auditors' Responsibilities for the Audit of the Financial Statements**" section of our auditors' report.

We are independent of the City in accordance with the ethical requirements that are relevant to our audit of the financial statements in Canada and we have fulfilled our other ethical responsibilities in accordance with these requirements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.



Responsibilities of Management and Those Charged with Governance for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with Canadian public sector accounting standards, and for such internal control as management determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is responsible for assessing the City's ability to continue as a going concern, disclosing as applicable, matters related to going concern and using the going concern basis of accounting unless management either intends to liquidate the City or to cease operations, or has no realistic alternative but to do so.

Those charged with governance are responsible for overseeing the City's financial reporting process.

Auditors' Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditors' report that includes our opinion.

Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with Canadian generally accepted auditing standards will always detect a material misstatement when it exists.

Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of the financial statements.

As part of an audit in accordance with Canadian generally accepted auditing standards, we exercise professional judgment and maintain professional skepticism throughout the audit.

We also:

- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion.

The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.

- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the City's internal control.
- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by management.



- Conclude on the appropriateness of management's use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the City's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditors' report to the related disclosures in the financial statements or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditors' report. However, future events or conditions may cause the City to cease to continue as a going concern.
- Evaluate the overall presentation, structure and content of the financial statements, including the disclosures, and whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation.
- Communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.
- Obtain sufficient appropriate audit evidence regarding the financial information of the entities or business activities within the group entity to express an opinion on the financial statements. We are responsible for the direction, supervision and performance of the group audit. We remain solely responsible for our audit opinion.

KPMG LLP

Chartered Professional Accountants

Vancouver, Canada

May 9, 2022

CITY OF RICHMOND

Consolidated Statement of Financial Position
(Expressed in thousands of dollars)

December 31, 2021, with comparative information for 2020

	2021	2020
Financial Assets		
Cash and cash equivalents	\$ 672,031	\$ 530,034
Investments (note 3)	696,886	834,010
Investment in Lulu Island Energy Company ("LIEC") (note 4)	33,647	32,736
Accrued interest receivable	8,932	9,697
Accounts receivable (note 5)	29,655	21,521
Taxes receivable	14,157	14,419
Development fees receivable	12,425	28,517
Debt reserve fund - deposits (note 6)	508	508
	<u>1,468,241</u>	<u>1,471,442</u>
Liabilities		
Accounts payable and accrued liabilities	86,575	156,975
Post-employment benefits (note 14)	37,395	35,121
Development cost charges (note 7)	224,655	221,151
Deposits and holdbacks (note 8)	106,041	97,445
Deferred revenue (note 9)	56,186	49,024
Debt, net of MFA sinking fund deposits (note 10)	17,386	22,741
	<u>528,238</u>	<u>582,457</u>
Net financial assets	940,003	888,985
Non-Financial Assets		
Tangible capital assets (note 11)	2,539,267	2,488,139
Inventory of materials and supplies	4,696	4,285
Prepaid expenses	3,921	2,797
	<u>2,547,884</u>	<u>2,495,221</u>
Accumulated surplus (note 12)	<u>\$ 3,487,887</u>	<u>\$ 3,384,206</u>

Contingent demand notes (note 6)
Commitments and contingencies (note 17)

See accompanying notes to consolidated financial statements.



General Manager, Finance and Corporate Services

CITY OF RICHMOND

Consolidated Statement of Operations
(Expressed in thousands of dollars)

Year ended December 31, 2021, with comparative information for 2020

	2021 Budget (notes 2(p) and 23)	2021	2020
Revenue:			
Taxation and levies (note 19)	\$ 255,366	\$ 255,837	\$ 239,991
Utility fees	117,674	118,144	114,335
Sales of services	40,000	35,601	29,090
Payments-in-lieu of taxes	12,142	14,789	16,820
Provincial and federal contributions	10,855	12,704	16,953
Development cost charges (note 7)	24,669	16,223	16,737
Other capital funding sources	75,943	64,695	71,051
Other revenue:			
Investment income	13,290	14,968	20,175
Gaming revenue	-	5,700	2,705
Licenses and permits	11,403	13,995	19,407
Other (note 20)	12,808	23,131	30,466
Equity income in LIEC (note 4)	1,538	911	1,322
	575,688	576,698	579,052
Expenses:			
Community safety	127,108	123,232	112,895
Utilities: water, sewer and sanitation	109,787	106,519	102,824
Engineering, public works and project development	82,833	80,083	75,314
Community services	73,610	59,873	50,833
General government	63,976	54,249	51,495
Planning and development	24,409	25,166	19,201
Richmond Olympic Oval	14,844	14,079	12,586
Richmond Public Library	11,198	9,816	9,040
	507,765	473,017	434,188
Annual surplus	67,923	103,681	144,864
Accumulated surplus, beginning of year	3,384,206	3,384,206	3,239,342
Accumulated surplus, end of year	\$ 3,452,129	\$ 3,487,887	\$ 3,384,206

See accompanying notes to consolidated financial statements.

CITY OF RICHMOND

Consolidated Statement of Changes in Net Financial Assets (Expressed in thousands of dollars)

Year ended December 31, 2021, with comparative information for 2020

	2021 Budget (notes 2(p) and 23)	2021	2020
Annual surplus for the year	\$ 67,923	\$ 103,681	\$ 144,864
Acquisition of tangible capital assets	(106,483)	(61,150)	(70,726)
Contributed tangible capital assets	(61,479)	(61,004)	(58,240)
Amortization of tangible capital assets	67,458	68,519	66,254
Net loss (gain) on disposal of tangible capital assets	-	1,714	(6,136)
Proceeds on sale of tangible capital assets	-	793	8,507
	(32,581)	52,553	84,523
Acquisition of inventory of materials and supplies	-	(4,696)	(4,285)
Acquisition of prepaid expenses	-	(3,921)	(2,797)
Consumption of inventory of materials and supplies	-	4,285	2,961
Use of prepaid expenses	-	2,797	2,714
Change in net financial assets	(32,581)	51,018	83,116
Net financial assets, beginning of year	888,985	888,985	805,869
Net financial assets, end of year	\$ 856,404	\$ 940,003	\$ 888,985

See accompanying notes to consolidated financial statements.

CITY OF RICHMOND

Consolidated Statement of Cash Flows
(Expressed in thousands of dollars)

Year ended December 31, 2021, with comparative information for 2020

	2021	2020
Cash provided by (used in):		
Operating activities:		
Annual surplus	\$ 103,681	\$ 144,864
Items not involving cash:		
Amortization of tangible capital assets	68,519	66,254
Net loss (gain) on disposal of tangible capital assets	1,714	(6,136)
Contributions of tangible capital assets	(61,004)	(58,240)
Equity income in LIEC	(911)	(1,322)
Changes in non-cash operating working capital:		
Accrued interest receivable	765	(1,916)
Accounts receivable	(8,134)	6,886
Taxes receivable	262	(3,386)
Development fees receivable	16,092	(7,373)
Inventory of materials and supplies	(411)	(1,324)
Prepaid expenses	(1,124)	(83)
Accounts payable and accrued liabilities	(70,400)	83,572
Post-employment benefits	2,274	934
Development cost charges	3,504	23,480
Deposits and holdbacks	8,596	(19,919)
Deferred revenue	7,162	(15,338)
Net change in cash from operating activities	70,585	210,953
Capital activities:		
Cash used to acquire tangible capital assets	(61,150)	(70,726)
Proceeds on disposal of tangible capital assets	793	8,507
Net change in cash from capital activities	(60,357)	(62,219)
Financing activities:		
Repayments of debt	(5,355)	(5,150)
Investing activities:		
Net sale (purchase) of investments	137,124	(3,114)
Net change in cash	141,997	140,470
Cash and cash equivalents, beginning of year	530,034	389,564
Cash and cash equivalents, end of year	\$ 672,031	\$ 530,034

See accompanying notes to consolidated financial statements.

CITY OF RICHMOND

Notes to Consolidated Financial Statements
(Tabular amounts expressed in thousands of dollars)

Year ended December 31, 2021

1. Operations:

The City of Richmond (the "City") is incorporated under the Local Government Act of British Columbia. The City's principal activities include the provision of local government services to residents of the incorporated area. These include administrative, protective, transportation, infrastructure, environmental, recreational, water, sewer, and drainage.

In March 2020, the COVID-19 outbreak was declared a pandemic by the World Health Organization. This resulted in governments worldwide, including the Canadian federal and provincial governments enacting emergency measures to combat the spread of the virus. The economic conditions and the City's response to the pandemic had a material impact on the City's operating results and financial position in 2020 and continued in 2021 affecting both revenues and expenses. The City temporarily closed civic facilities, including recreation and community centres, managed workforce challenges, including the implementation of systems and processes to facilitate remote work, and workforce adjustments, such as delayed hiring, reallocation of staff resources and temporary layoffs. The primary impact was on parks, recreation and facilities. The situation is still dynamic and the ultimate duration and magnitude of the impact on the economy and the financial effect on the City is not known at this time.

2. Significant accounting policies:

The consolidated financial statements of the City have been prepared in accordance with Canadian public sector accounting standards as prescribed by the Public Sector Accounting Board ("PSAB") of the Chartered Professional Accountants Canada.

(a) Basis of consolidation:

The consolidated financial statements reflect a combination of the City's General Revenue, General Capital and Loan, Waterworks and Sewerworks, and Reserve Funds consolidated with the Richmond Public Library (the "Library") and the Richmond Olympic Oval (the "Oval"). The Library is consolidated as the Library Board is appointed by the City. The Oval is consolidated as they are a wholly owned municipal corporation of the City. Interfund transactions, fund balances and activities have been eliminated on consolidation. The City's investment in Lulu Island Energy Company ("LIEC"), a wholly owned government business enterprise ("GBE"), is accounted for using the modified equity method.

(i) General Revenue Fund:

This fund is used to account for the current operations of the City as provided for in the Annual Budget, including collection of taxes, administering operations, policing, and servicing general debt.

CITY OF RICHMOND

Notes to Consolidated Financial Statements (continued)
(Tabular amounts expressed in thousands of dollars)

Year ended December 31, 2021

2. Significant accounting policies (continued):

(a) Basis of consolidation (continued):

(ii) General Capital and Loan Fund:

This fund is used to record the City's tangible capital assets and work-in-progress, including engineering structures such as roads and bridges, and the related debt.

(iii) Waterworks and Sewerworks Funds:

These funds have been established to cover the costs of operating these utilities, with related capital and loan funds to record the related tangible capital assets and debt.

(iv) Reserve Funds:

Certain funds are established by bylaws for specific purposes. They are funded primarily by budgeted contributions from the General Revenue Fund and developer contributions plus interest earned on fund balances.

(b) Basis of accounting:

The City follows the accrual method of accounting for revenue and expenses. Revenue is recognized in the year in which it is earned and measurable. Expenses are recognized as they are incurred and measurable as a result of receipt of goods and services and/or the creation of a legal obligation to pay.

(c) Government transfers:

Restricted transfers from governments are deferred and recognized as revenue as the related expenditures are incurred or the stipulations in the related agreement are met. Unrestricted transfers are recognized as revenue when received or if the amount to be received can be reasonably estimated and collection is reasonably assured.

(d) Cash and cash equivalents:

Cash and cash equivalents consist of cash, highly liquid money market investments and short-term investments with maturities of less than 90 days from date of acquisition.

(e) Investments:

Investments are recorded at cost, adjusted for amortization of premiums or discounts. Provisions for losses are recorded when they are considered to be other than temporary.

(f) Investment in government business enterprises:

Government business enterprises are recorded using the modified equity method of accounting. The City's investment in the GBE is recorded as the value of the GBE's shareholder's equity. The investment's income or loss is recognized by the City when it is earned by the GBE. Inter-organizational transactions and balances are not eliminated, except for any gains or losses on assets remaining within the City.

CITY OF RICHMOND

Notes to Consolidated Financial Statements (continued)
(Tabular amounts expressed in thousands of dollars)

Year ended December 31, 2021

2. Significant accounting policies (continued):

(g) Accounts receivable:

Accounts receivable are net of an allowance for doubtful accounts and therefore represent amounts expected to be collected.

(h) Development cost charges:

Development cost charges are restricted by legislation to expenditures on capital infrastructure. These amounts are deferred upon receipt and recognized as revenue when the expenditures are incurred in accordance with the restrictions.

(i) Post-employment benefits:

The City and its employees make contributions to the Municipal Pension Plan. As this plan is a multi-employee plan, contributions are expensed as incurred.

Post-employment benefits also accrue to the City's employees. The liabilities related to these benefits are actuarially determined based on service and best estimates of retirement ages and expected future salary and wage increases. The liabilities under these benefits plans are accrued based on projected benefits prorated as employees render services necessary to earn the future benefits.

(j) Non-financial assets:

Non-financial assets are not available to discharge existing liabilities and are held for use in the provision of services. They have useful lives extending beyond the current year and are not intended for sale in the ordinary course of operations.

(i) Tangible capital assets:

Tangible capital assets are initially recorded at cost, which includes amounts that are directly attributable to acquisition, construction, development, or betterment of the assets. The cost, less estimated residual value, of the tangible capital assets, excluding land, are amortized on a straight line basis over their estimated useful lives as follows:

Asset	Useful life - years
Buildings and building improvements	10 - 75
Infrastructure	5 - 100
Vehicles, machinery and equipment	3 - 40
Library's collections, furniture and equipment	4 - 20

Amortization is charged over the asset's useful life commencing when the asset is acquired. Assets under construction are not amortized until the asset is available for productive use.

CITY OF RICHMOND

Notes to Consolidated Financial Statements (continued)
(Tabular amounts expressed in thousands of dollars)

Year ended December 31, 2021

2. Significant accounting policies (continued):

(j) Non-financial assets (continued):

(ii) Contributions of tangible capital assets:

Tangible capital assets received as contributions are recorded at their fair value at the date of receipt and also are recorded as revenue.

(iii) Natural resources, works of art, and cultural and historic assets:

Natural resources, works of art, and cultural and historic assets are not recorded as assets in the consolidated financial statements.

(iv) Interest capitalization:

The City does not capitalize interest costs associated with the construction of a tangible capital asset.

(v) Labour capitalization:

Internal labour directly attributable to the construction, development or implementation of a tangible capital asset is capitalized.

(vi) Leased tangible capital assets:

Leases which transfer substantially all of the benefits and risks incidental to ownership of property are accounted for as leased tangible capital assets. All other leases are accounted for as operating leases and the related payments are charged to expenses as incurred.

(vii) Impairment of tangible capital assets:

Tangible capital assets are written down when conditions indicate that they no longer contribute to the City's ability to provide goods and services, or when the value of future economic benefits associated with the tangible capital assets are less than their net book value. The net write-downs are accounted for as expenses in the consolidated statement of operations.

(viii) Inventory of materials and supplies:

Inventory is recorded at cost, net of an allowance for obsolete stock. Cost is determined on a weighted average basis.

CITY OF RICHMOND

Notes to Consolidated Financial Statements (continued)
(Tabular amounts expressed in thousands of dollars)

Year ended December 31, 2021

2. Significant accounting policies (continued):

(k) Revenue recognition:

Revenue is recognized in the period in which the transactions or events occurred that gave rise to the revenue. All revenue is recorded on an accrual basis, except when the accruals cannot be determined with a reasonable degree of certainty or when their estimation is impractical.

The City is required to act as the agent for the collection of certain taxes and fees imposed by other authorities. Collections for other authorities are excluded from the City's taxation revenue.

(l) Property taxes:

The City establishes property tax rates based on assessed market values provided by the British Columbia Assessment Authority (BCA). Market values are determined as of July 1st of each year. The City records taxation revenue at the time the property tax bills are issued. The City is entitled to collect interest and penalties on overdue taxes.

(m) Deferred revenue:

The City defers a portion of the revenue collected from permits, licenses and other fees and recognizes this revenue in the year in which related inspections are performed, other related expenses are incurred or services are provided.

Deferred revenue also represents funds received from external parties for specified purposes. This revenue is recognized in the period in which the related expenses are incurred.

(n) Deposits:

Receipts restricted by the legislation of senior governments or by agreement with external parties are deferred and reported as deposits and are refundable under certain circumstances. When qualifying expenses are incurred, deposits are recognized as revenue at amounts equal to the qualifying expenses.

(o) Debt:

Debt is recorded net of related sinking fund balances.

(p) Budget information:

Budget information, presented on a basis consistent with that used for actual results, was included in the City's Consolidated 5 Year Financial Plan (2021-2025) ("Consolidated Financial Plan") and was adopted through Bylaw No. 10239 on March 22, 2021.

CITY OF RICHMOND

Notes to Consolidated Financial Statements (continued)
(Tabular amounts expressed in thousands of dollars)

Year ended December 31, 2021

2. Significant accounting policies (continued):

(q) Contaminated sites:

Contaminated sites are a result of contamination being introduced into air, soil, water, or sediment of a chemical, organic or radioactive material of live organism that exceeds an environmental standard. Liabilities are recorded net of any expected recoveries.

A liability for remediation of contaminated sites is recognized when a site is not in productive use and the following criteria are met:

- (i) An environmental standard exists;
- (ii) Contamination exceeds the environmental standard;
- (iii) The City is directly responsible or accepts responsibility;
- (iv) It is expected that future economic benefits will be given up; and
- (v) A reasonable estimate of the amount can be made.

The liability is recognized as management's estimate of the cost of post-remediation including operation, maintenance and monitoring that are an integral part of the remediation strategy for a contaminated site.

(r) Use of accounting estimates:

The preparation of consolidated financial statements requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the consolidated financial statements and the reported amount of revenue and expenditures during the reporting period. Areas requiring the use of management estimates relate to performing the actuarial valuation of employee future benefits, the value of contributed tangible capital assets, value of developer contributions, useful lives for amortization, determination of provisions for accrued liabilities, performing the actuarial valuation of employee future benefits, allowance for doubtful accounts, and provision for contingencies. Actual results could differ from those estimates. Adjustments, if any, will be reflected in the consolidated financial statements in the period that the change in estimate is made, as well as in the period of settlement if the amount is different.

(s) Segment disclosures:

A segment is defined as a distinguishable activity or group of activities of a government for which it is appropriate to separately report financial information to achieve the objectives of the standard. The City has provided definitions of segments as well as presented financial information in segment format.

CITY OF RICHMOND

Notes to Consolidated Financial Statements (continued)
(Tabular amounts expressed in thousands of dollars)

Year ended December 31, 2021

3. Investments:

	2021		2020	
	Cost	Market value	Cost	Market value
Short-term notes and deposits	\$ 257,701	\$ 257,701	\$ 339,607	\$ 339,695
Government and government guaranteed bonds	280,063	280,802	326,838	334,579
Other bonds	159,122	159,283	167,565	171,729
	<u>\$ 696,886</u>	<u>\$ 697,786</u>	<u>\$ 834,010</u>	<u>\$ 846,003</u>

4. Investment in Lulu Island Energy Company Ltd:

The City owns 100% of the issued and outstanding shares of LIEC, which was incorporated under the British Columbia Business Corporations Act on August 19, 2013. LIEC develops, manages and operates district energy utilities in the City of Richmond, on the City's behalf, including but not limited to energy production, generation or exchange, transmission, distribution, maintenance, marketing and sales to customers, customer service, profit generation, financial management and advisory services for energy and infrastructure.

Summarized financial information relating to LIEC is as follows:

	2021	2020
Cash, cash equivalents, and investments	\$ 15,755	\$ 12,619
Accounts receivable	1,676	3,034
Tangible capital assets	39,203	37,360
Total assets	56,634	53,013
Accounts payable and accrued liabilities	2,672	1,792
Deferred contributions	8,051	7,352
Concession liability	12,264	11,133
Total liabilities	22,987	20,277
Shareholder's equity	\$ 33,647	\$ 32,736
Total revenue	\$ 6,431	\$ 5,591
Total expenses	5,520	4,269
Net income	\$ 911	\$ 1,322

CITY OF RICHMOND

Notes to Consolidated Financial Statements (continued)
(Tabular amounts expressed in thousands of dollars)

Year ended December 31, 2021

4. Investment in Lulu Island Energy Company Ltd (continued):

Included in accounts payable and accrued liabilities in the City's consolidated statement of financial position are payables to LIEC in the amount of \$151,454 (2020 - \$323,020).

On October 30, 2014, LIEC and the Oval Village district energy utility developer ("the Concessionaire") entered into a 30-year Concession Agreement, which is a public-private partnership project ("P3"), where the Concessionaire will design, construct, finance, operate, and maintain the infrastructure for the district energy utility at the Oval Village community. As part of the Agreement, the infrastructure will be owned by LIEC.

On October 30, 2014, the Concessionaire and the City entered into a Limited Guarantee Agreement. The City is the Guarantor and guarantees the performance of some of LIEC's obligations under the Concession Agreement to a maximum of \$18.2 million (2020 - \$18.2 million).

5. Accounts receivable:

	2021	2020
Water and sewer utilities	\$ 13,243	\$ 11,760
Casino revenue	2,701	-
Capital grants	6,873	4,278
Other trade receivables	6,838	5,483
	\$ 29,655	\$ 21,521

6. Debt reserve fund deposits and contingent demand notes:

The City issues its debt instruments through the Municipal Finance Authority (the "MFA"). As a condition of these borrowings, a portion of the debenture proceeds is withheld by the MFA in a Debt Reserve Fund. The City also executes demand notes in connection with each debenture whereby the City may be required to loan certain amounts to the MFA. These demand notes are contingent in nature and are not reflected in the City's accounts. The details of the cash deposits and contingent demand notes at December 31, 2021 and 2020 are as follows:

	Cash deposits	Contingent demand notes
General Revenue Fund	\$ 508	\$ 2,447

CITY OF RICHMOND

Notes to Consolidated Financial Statements (continued)
 (Tabular amounts expressed in thousands of dollars)

Year ended December 31, 2021

7. Development cost charges:

	2021	2020
Balance, beginning of year	\$ 221,151	\$ 197,671
Contributions	16,873	36,800
Interest	2,854	3,417
Revenue recognized	(16,223)	(16,737)
Balance, end of year	\$ 224,655	\$ 221,151

8. Deposits and holdbacks:

	Balance December 31, 2020	Deposit contributions/ interest earned	Refund/ expenditures	Balance December 31, 2021
Security deposits	\$ 74,977	\$ 136,664	\$ (127,545)	\$ 84,096
Developer contributions	7,797	130	(15)	7,912
Damage deposits	5,589	6,513	(6,309)	5,793
Contract holdbacks	5,267	4,916	(6,323)	3,860
Other	3,815	1,183	(618)	4,380
	\$ 97,445	\$ 149,406	\$ (140,810)	\$ 106,041

9. Deferred revenue:

	Balance December 31, 2020	Externally restricted inflows	Revenue earned	Balance December 31, 2021
Taxes and utilities	\$ 23,221	\$ 25,116	\$ (23,221)	\$ 25,116
Building permits/development	14,117	6,846	(6,698)	14,265
Oval	1,216	325	10	1,551
Capital grants	2,219	7,546	(3,691)	6,074
Business licenses	2,603	2,262	(2,228)	2,637
Parking easement/leased land	2,431	36	(49)	2,418
Other	3,217	312	596	4,125
	\$ 49,024	\$ 42,443	\$ (35,281)	\$ 56,186

CITY OF RICHMOND

Notes to Consolidated Financial Statements (continued)
(Tabular amounts expressed in thousands of dollars)

Year ended December 31, 2021

10. Debt, net of MFA sinking fund deposits:

The interest rate for the year ended December 31, 2021 on the principal amount of the MFA debenture was 3.30% (2020 - 3.30%) per annum. Interest expense incurred for the year on the long-term debt was \$1,676,895 (2020 - \$1,676,895). The maturity date of the MFA debt is April 7, 2024.

The City obtains debt instruments through the MFA pursuant to security issuing bylaws under authority of the Community Charter to finance certain capital expenditures.

Gross amount for the debt less principal payments and actuarial adjustments to date are as follows:

	Gross amount borrowed	Repayments and actuarial adjustments	Net debt 2021	Net debt 2020
General Fund	\$ 50,815	\$ 33,429	\$ 17,386	\$ 22,741

Repayments on net outstanding debt over the next four years are as follows:

2022	\$ 5,570
2023	5,792
2024	6,024
	<hr/>
	\$ 17,386

CITY OF RICHMOND

Notes to Consolidated Financial Statements (continued)
 (Tabular amounts expressed in thousands of dollars)

Year ended December 31, 2021

11. Tangible capital assets:

Cost	Balance December 31, 2020	Additions and transfers	Disposals	Balance December 31, 2021
Land	\$ 1,060,180	\$ 17,074	\$ -	\$ 1,077,254
Building and building improvements	552,624	33,162	(9,034)	576,752
Infrastructure	1,834,488	83,814	(5,924)	1,912,378
Vehicles, machinery and equipment	158,164	9,851	(1,884)	166,131
Library's collections, furniture and equipment	9,945	1,155	(390)	10,710
Assets under construction	83,592	(22,902)	-	60,690
	\$ 3,698,993	\$ 122,154	\$ (17,232)	\$ 3,803,915

Accumulated amortization	Balance December 31, 2020	Disposals	Amortization expense	Balance December 31, 2021
Building and building improvements	\$ 217,342	\$ (7,225)	\$ 19,316	\$ 229,433
Infrastructure	884,269	(5,352)	37,428	916,345
Vehicles, machinery and equipment	102,159	(1,758)	10,815	111,216
Library's collections, furniture and equipment	7,084	(390)	960	7,654
	\$ 1,210,854	\$ (14,725)	\$ 68,519	\$ 1,264,648

Net book value	December 31, 2021	December 31, 2020
Land	\$ 1,077,254	\$ 1,060,180
Buildings and building improvements	347,319	335,282
Infrastructure	996,033	950,219
Vehicles, machinery and equipment	54,915	56,005
Library's collection, furniture and equipment	3,056	2,861
Assets under construction	60,690	83,592
Balance, end of year	\$ 2,539,267	\$ 2,488,139

CITY OF RICHMOND

Notes to Consolidated Financial Statements (continued)
 (Tabular amounts expressed in thousands of dollars)

Year ended December 31, 2021

11. Tangible capital assets (continued):

(a) Assets under construction:

Assets under construction having a value of \$60,690,017 (2020 - \$83,592,534) have not been amortized. Amortization of these assets will commence when the asset is put into service.

(b) Contributed tangible capital assets:

Contributed tangible capital assets have been recognized at fair market value at the date of contribution and recorded in other capital funding revenue on the statement of operations. The value of contributed assets received during the year is \$61,004,232 (2020 - \$58,239,544) comprised of land in the amount of \$17,281,008 (2020 - \$38,682,057), infrastructure in the amount of \$20,810,489 (2020 - \$16,979,272), buildings in the amount of \$22,682,598 (2020 - \$2,578,215), and machinery in the amount of \$230,137 (2020 - nil).

(c) Tangible capital assets disclosed at nominal values:

Where an estimate of fair value could not be made, the tangible capital asset was recognized at a nominal value.

(d) Works of art and historical treasures:

The City manages and controls various works of art and non-operational historical cultural assets including building, artifacts, paintings, and sculptures located at City sites and public display areas. The assets are not recorded as tangible capital assets and are not amortized.

(e) Write-down of tangible capital assets:

There were no write-down of tangible capital assets in 2021 (2020 - nil).

12. Accumulated surplus:

	General and Reserve Funds	Waterworks Utility Fund	Sewerworks Utility Fund	Richmond Olympic Oval	Library	2021 Total	2020 Total
Investment in tangible capital assets	\$ 2,510,069	\$ -	\$ -	\$ 8,503	\$ 3,057	\$ 2,521,629	\$ 2,465,108
Reserves (note 13)	639,109	-	-	8,100	-	647,209	609,533
Appropriated surplus	223,365	18,508	9,981	1,559	2,607	256,020	253,790
Investment in LIEC	33,647	-	-	-	-	33,647	32,736
Surplus	16,181	408	6,295	606	1,336	24,826	18,908
Other equity	4,556	-	-	-	-	4,556	4,131
Balance, end of year	\$ 3,426,927	\$ 18,916	\$ 16,276	\$ 18,768	\$ 7,000	\$ 3,487,887	\$ 3,384,206

CITY OF RICHMOND

Notes to Consolidated Financial Statements (continued)
 (Tabular amounts expressed in thousands of dollars)

Year ended December 31, 2021

13. Reserves:

	Balance, December 31, 2020	Change during year	Balance, December 31, 2021
Affordable housing	\$ 12,250	\$ 2,043	\$ 14,293
Arts, culture and heritage	3,721	(195)	3,526
Capital building and infrastructure	111,528	11,192	122,720
Capital reserve	222,778	21,667	244,445
Capstan station	11,477	(328)	11,149
Child care development	10,055	23	10,078
Community legacy and land replacement	1,387	71	1,458
Drainage improvement	60,597	(3,438)	57,159
Equipment replacement	22,577	2,629	25,206
Hamilton area plan community amenity	2,762	245	3,007
Leisure facilities	18,097	873	18,970
Local improvements	7,459	112	7,571
Neighborhood improvement	7,919	118	8,037
Oval	7,810	290	8,100
Public art program	4,582	(177)	4,405
Sanitary sewer	48,903	708	49,611
Steveston off-street parking	331	5	336
Steveston road ends	153	2	155
Waterfront improvement	195	(8)	187
Watermain replacement	54,952	1,844	56,796
	\$ 609,533	\$ 37,676	\$ 647,209

14. Post-employment benefits:

The City provides certain post-employment benefits, non-vested sick leave, compensated absences, and termination benefits to its employees.

	2021	2020
Accrued benefit obligation, beginning of year	\$ 35,414	\$ 35,184
Current service cost	2,644	2,446
Interest cost	728	853
Past service cost	992	-
Benefits paid	(2,035)	(2,262)
Actuarial gain	(2,419)	(807)
Accrued benefit obligation, end of year	\$ 35,324	\$ 35,414

CITY OF RICHMOND

Notes to Consolidated Financial Statements (continued)
(Tabular amounts expressed in thousands of dollars)

Year ended December 31, 2021

14. Post-employment benefits (continued):

An actuarial valuation for these benefits was performed to determine the City's accrued benefit obligation as at December 31, 2020. This actuarial loss is being amortized over a period equal to the employees' expected average remaining service lifetime of 11 years.

	2021	2020
Accrued benefit obligation, end of year	\$ 35,324	\$ 35,414
Unamortized net actuarial gain (loss)	2,071	(293)
Accrued benefit liability, end of year	\$ 37,395	\$ 35,121

Actuarial assumptions used to determine the City's accrued benefit obligation are as follows:

	2021	2020
Discount rate	2.40%	2.00%
Expected future inflation rate	2.00%	2.00%
Expected wage and salary range increases	2.50% to 3.00%	2.50% to 3.00%

15. Pension plan:

The City and its employees contribute to the Municipal Pension Plan (a jointly trustee pension plan). The board of trustees, representing plan members and employers, is responsible for administering the plan, including investment of assets and administration of benefits. The plan is a multi-employer defined benefit pension plan. Basic pension benefits are based on a formula. As at December 31, 2020, the plan has about 220,000 active members and approximately 112,000 retired members. Active members include approximately 42,000 contributors from local governments.

Every three years, an actuarial valuation is performed to assess the financial position of the plan and adequacy of plan funding. The actuary determines an appropriate combined employer and member contribution rate to fund the plan. The actuary's calculated contribution rate is based on the entry-age normal cost method, which produces the long-term rate of member and employer contributions sufficient to provide benefits for average future entrants to the plan. This rate may be adjusted for the amortization of any actuarial funding surplus and will be adjusted for the amortization of any unfunded actuarial liability.

CITY OF RICHMOND

Notes to Consolidated Financial Statements (continued)
(Tabular amounts expressed in thousands of dollars)

Year ended December 31, 2021

15. Pension plan (continued):

The most recent valuation for the Municipal Pension Plan as at December 31, 2018, indicated a \$2,866 million funding surplus for basic pension benefits on a going concern basis.

The City paid \$14,125,356 (2020 - \$13,343,310) for employer contributions while employees contributed \$11,777,413 (2020 - \$11,199,779) to the plan in fiscal 2021.

The next valuation will be as at December 31, 2021, with results available in 2022.

Employers participating in the plan record their pension expense as the amount of employer contributions made during the fiscal year (defined contribution pension plan accounting). This is because the plan records accrued liabilities and accrued assets for the plan in aggregate, resulting in no consistent and reliable basis for allocating the obligation, assets and cost to individual employers participating in the plan.

16. Contingent assets and contractual rights:

(a) Contingent assets:

Contingent assets are possible assets arising from existing conditions or situations involving uncertainty. That uncertainty will ultimately be resolved when one or more future events not wholly within the City's control occurs or fails to occur.

The City has legal claims, service agreements, and land dedications that may qualify as contingent assets. Amounts cannot be estimated as of December 31, 2021. Contingent assets are not recorded in the consolidated financial statements.

(b) Contractual rights:

The City has entered into contracts or agreements in the normal course of operations that it expects will result in revenue and assets in future fiscal years. The City's contractual rights are comprised of leases, licenses, grants and various other agreements, including the provision of police services with the Vancouver Airport Authority. The following table summarizes the expected revenue from the City's contractual rights:

2022	\$ 27,333
2023	11,110
2024	3,671
2025	2,393
2026	401
Thereafter	7,988

The City is entitled to receive revenue from certain other agreements. The revenue from these agreements cannot be quantified and has not been included in the amounts noted above.

CITY OF RICHMOND

Notes to Consolidated Financial Statements (continued)
(Tabular amounts expressed in thousands of dollars)

Year ended December 31, 2021

17. Commitments and contingencies:

(a) Joint and several liabilities:

The City has a contingent liability with respect to debentures of the Greater Vancouver Water District, Greater Vancouver Sewerage and Drainage District and Metro Vancouver Regional District, to the extent provided for in their respective Enabling Acts, Acts of Incorporation and Amending Acts. Management does not consider payment under this contingency to be likely and therefore no amounts have been accrued.

(b) Lease payments:

The City is committed to operating lease payments for premises and equipment in the following approximate amounts:

2022	\$ 2,670
2023	2,657
2024	2,487
2025	2,487
2026 and thereafter	3,542

(c) Litigation:

As at December 31, 2021, there were a number of claims or risk exposures in various stages of resolution. The City has made no specific provision for those where the outcome is presently not determinable.

(d) Municipal Insurance Association of British Columbia ("Association"):

The City is a participant in the Association. Should the Association pay out claims in excess of premiums received, it is possible that the City, along with other participants, would be required to contribute towards the deficit. Management does not consider external payment under this contingency to be likely and therefore, no amounts have been accrued.

(e) Contractual obligation:

The City has entered into various contracts for services and construction with periods ranging beyond one year. These commitments are in accordance with budgets passed by Council.

CITY OF RICHMOND

Notes to Consolidated Financial Statements (continued)
(Tabular amounts expressed in thousands of dollars)

Year ended December 31, 2021

17. Commitments and contingencies (continued):

- (f) E-Comm Emergency Communications for Southwest British Columbia Incorporated ("E-Comm"):

The City is a shareholder of the E-Comm whose services provided include: regional 9-1-1 call centre for the Greater Vancouver Regional District; Wide Area Radio network; dispatch operations; and records management. The City has 2 Class A shares and 1 Class B share (of a total of 36 Class A and 19 Class B shares issued and outstanding as at December 31, 2021). As a Class A shareholder, the City shares in both funding the future operations and capital obligations of E-Comm (in accordance with a cost sharing formula), including any lease obligations committed to by E-Comm up to the shareholder's withdrawal date.

- (g) Community associations:

The City has agreements with the various community associations which operate the community centers throughout the City. The City generally provides the buildings and grounds, pays the operating costs of the facilities, and provides certain staff and other services such as information technology. Typically the community associations are responsible for providing programming and services to the community. The community associations retain all revenue which they receive.

18. Trust funds:

Certain assets have been conveyed or assigned to the City to be administered as directed by agreement or statute. The City holds the assets for the benefit of and stands in fiduciary relationship to the beneficiary. The following trust fund is excluded from the City's consolidated financial statements.

	2021	2020
Richmond Community Associations	\$ 1,928	\$ 1,909

CITY OF RICHMOND

Notes to Consolidated Financial Statements (continued)
(Tabular amounts expressed in thousands of dollars)

Year ended December 31, 2021

19. Taxation and levies:

	2021	2020
Taxes collected:		
Property taxes	\$ 496,172	\$ 413,302
Payment-in-lieu of taxes and grants	24,326	22,375
Local improvement levies	84	88
	520,582	435,765
Less transfers to other authorities:		
Province of British Columbia - School taxes	(192,631)	(123,333)
TransLink	(42,926)	(41,992)
Metro Vancouver	(8,029)	(7,267)
BC Assessment Authority	(6,297)	(6,286)
Other	(30)	(29)
	(249,913)	(178,907)
Less payment-in-lieu of taxes retained by the City	(14,832)	(16,867)
	\$ 255,837	\$ 239,991

20. Other revenue:

	2021	2020
Developer contributions	\$ 6,580	\$ 9,044
Tangible capital assets gain on sale of land	722	6,513
Penalties and fines	4,210	3,180
Parking program	1,343	1,204
Other	10,276	10,525
	\$ 23,131	\$ 30,466

CITY OF RICHMOND

Notes to Consolidated Financial Statements (continued)
(Tabular amounts expressed in thousands of dollars)

Year ended December 31, 2021

21. Government transfers:

Government transfers are received for operating and capital activities. The operating transfers consist of gaming revenue and provincial and federal contributions. Capital transfers are included in other capital funding sources revenue. The source of the government transfers are as follows:

	2021	2020
Operating		
Province of British Columbia	\$ 12,590	\$ 17,534
TransLink	3,815	546
Government of Canada	1,999	1,579
Capital		
Province of British Columbia	6,069	9,965
TransLink	2,947	2,125
Government of Canada	567	-
	\$ 27,987	\$ 31,749

22. Segmented reporting:

The City provides a wide variety of services to its residents. For segment disclosure, these services are grouped and reported under service areas/departments that are responsible for providing such services. They are as follows:

- (a) **Community Safety** brings together the City's public safety providers such as Police (RCMP), Fire-Rescue, Emergency Programs, and Community Bylaws. It is responsible for ensuring safe communities by providing protection services with a focus on law enforcement, crime prevention, emergency response, and protection of life and properties.
- (b) **Utilities** provide such services as planning, designing, constructing, operating, and maintaining the City's infrastructure of water, sewer, drainage and diking networks and sanitation and recycling.
- (c) **Engineering, Public Works and Project Development** comprises of General Public Works, Roads and Construction, Storm Drainage, Fleet Operations, Engineering, Project Development, and Facility Management. The services provided are construction and maintenance of the City's infrastructure and all City owned buildings, maintenance of the City's road networks, managing and operating a mixed fleet of vehicles, heavy equipment and an assortment of specialized work units for the City operations, development of current and long-range engineering planning and construction of major projects.

CITY OF RICHMOND

Notes to Consolidated Financial Statements (continued)
(Tabular amounts expressed in thousands of dollars)

Year ended December 31, 2021

22. Segmented reporting (continued):

- (d) **Community Services** comprises of Parks, Recreation, Arts, and Culture and Heritage Services. These departments ensure recreation opportunities in Richmond by maintaining a variety of facilities such as arenas, community centres, pools, etc. It designs, constructs and maintains parks and sports fields to ensure there is adequate open green space and sports fields available for Richmond residents. It also addresses the economic, arts, culture, and community issues that the City encounters.
- (e) **General Government** comprises of Mayor and Council, Corporate Administration, and Finance and Corporate Services. It is responsible for adopting bylaws, effectively administering city operations, levying taxes, legal services, providing sound management of human resources, information technology, City finance, and ensuring high quality services to Richmond residents.
- (f) **Planning and Development** is responsible for land use plans, developing bylaws and policies for sustainable development in the City including the City's transportation systems, and community social development.
- (g) **Richmond Olympic Oval Corporation** is formed as a wholly owned subsidiary of the City. The City uses the Richmond Olympic Oval facility as a venue for a wide range of sports, business and community activities.
- (h) **Richmond Public Library** provides public access to information by maintaining 5 branches throughout the City.

CITY OF RICHMOND

Notes to Consolidated Financial Statements (continued)
 (Tabular amounts expressed in thousands of dollars)

Year ended December 31, 2021

22. Segmented reporting (continued):

	Community safety	Utilities	Engineering, public works and project development	Community services	General government	Planning and development	Total City subtotal
Revenue:							
Taxation and levies	\$ -	\$ -	\$ -	\$ -	\$ 255,837	\$ -	\$ 255,837
User fees	-	104,864	13,280	-	-	-	118,144
Sales of services	6,294	2,577	2,169	7,630	9,365	2,091	30,126
Payments-in-lieu of taxes	-	-	-	-	14,789	-	14,789
Provincial and federal grants	103	15	4,103	49	4,044	85	8,399
Development cost charges	-	795	4,801	3,319	2,202	5,106	16,223
Other capital funding sources	1	5,754	12,816	2,054	17,281	26,789	64,695
Other revenue:							
Investment income	-	272	-	-	14,682	-	14,954
Gaming revenue	-	-	-	-	5,700	-	5,700
Licenses and permits	4,429	32	588	-	47	8,899	13,995
Other	2,239	3,774	953	626	13,952	260	21,804
Equity income	-	-	-	-	911	-	911
	13,066	118,083	38,710	13,678	338,810	43,230	565,577
Expenses:							
Wages and salaries	50,092	14,609	27,679	30,710	29,025	12,447	164,562
Public works maintenance	31	6,707	4,906	2,038	(1,473)	788	12,997
Contract services	66,373	9,840	4,547	2,166	3,910	1,923	88,759
Supplies and materials	3,028	37,317	1,226	10,194	9,821	1,008	62,594
Interest and finance	91	27,494	10	123	2,576	2	30,296
Transfer from (to) capital for tangible capital assets	(54)	1,909	9,438	3,383	758	6,206	21,640
Amortization of tangible capital assets	3,025	8,626	31,645	10,249	9,517	2,758	65,820
Loss (gain) on disposal of tangible capital assets	646	17	632	1,010	115	34	2,454
	123,232	106,519	80,083	59,873	54,249	25,166	449,122
Annual surplus (deficit)	\$ (110,166)	\$ 11,564	\$ (41,373)	\$ (46,195)	\$ 284,561	\$ 18,064	\$ 116,455

CITY OF RICHMOND

Notes to Consolidated Financial Statements (continued)
 (Tabular amounts expressed in thousands of dollars)

Year ended December 31, 2021

22. Segmented reporting (continued):

	Total City subtotal	Richmond Public Library	Richmond Olympic Oval	2021 Consolidated	2020 Consolidated
Revenue:					
Taxation and levies	\$ 255,837	\$ -	\$ -	\$ 255,837	\$ 239,991
User fees	118,144	-	-	118,144	114,335
Sales of services	30,126	16	5,459	35,601	29,090
Payments-in-lieu of taxes	14,789	-	-	14,789	16,820
Provincial and federal grants	8,399	377	3,928	12,704	16,953
Development cost charges	16,223	-	-	16,223	16,737
Other capital funding sources	64,695	-	-	64,695	71,051
Other revenue:					
Investment income	14,954	14	-	14,968	20,175
Gaming revenue	5,700	-	-	5,700	2,705
Licenses and permits	13,995	-	-	13,995	19,407
Other	21,804	191	1,136	23,131	30,466
Equity income	911	-	-	911	1,322
	565,577	598	10,523	576,698	579,052
Expenses:					
Wages and salaries	164,562	7,156	8,789	180,507	164,788
Public works maintenance	12,997	19	-	13,016	13,343
Contract services	88,759	327	-	89,086	81,642
Supplies and materials	62,594	1,911	3,551	68,056	64,437
Interest and finance	30,296	5	-	30,301	29,779
Transfer from (to) capital for tangible capital assets	21,640	(544)	-	21,096	13,568
Amortization of tangible capital assets	65,820	960	1,739	68,519	66,254
Loss (gain) on disposal of tangible capital assets	2,454	(18)	-	2,436	377
	449,122	9,816	14,079	473,017	434,188
Annual surplus (deficit)	\$ 116,455	\$ (9,218)	\$ (3,556)	\$ 103,681	\$ 144,864

CITY OF RICHMOND

Notes to Consolidated Financial Statements (continued)
(Tabular amounts expressed in thousands of dollars)

Year ended December 31, 2021

23. Budget data:

The budget data presented in these consolidated financial statements is based on the Consolidated Financial Plan adopted by Council on March 22, 2021. The table below reconciles the adopted Consolidated Financial Plan to the budget amounts reported in these consolidated financial statements.

	Financial plan Bylaw No. 10239	Financial statement budget
Consolidated financial plan:		
Revenue	\$ 575,688	\$ 575,688
Expenses	507,765	507,765
Annual surplus	67,923	67,923
Less:		
Acquisition of tangible capital assets	(272,899)	-
Contributed tangible capital assets	(61,479)	-
Transfer to reserves	(64,560)	-
Debt principal	(5,355)	-
Add:		
Capital funding	316,724	-
Transfer from surplus	19,646	-
Annual surplus	\$ -	\$ 67,923

CITY OF RICHMOND

Unaudited Statement of Safe Restart Grant
(Tabular amounts expressed in thousands of dollars)

Year ended December 31, 2021

The Safe Restart Grant was received November 2020 from the Province of British Columbia. A requirement of the Safe Restart Grant is to include a schedule to the financial statements presenting the amount of funding received, use of funds and year end balance of unused funds. This schedule has been included in order to comply with the conditions of the grant.

	2021	2020
Safe Restart Grant received	\$ -	\$ 9,331
Total eligible costs incurred:		
Recreation facility revenue shortfall	3,372	-
City grants program	2,613	-
Gaming revenue shortfall	1,300	-
Other revenue shortfall	1,034	-
Equipment technology	1,012	-
Balance, end of year	\$ -	\$ 9,331

To: Finance Committee

From: Linda Sabatini, Acting Director, Financial Operations

Date: June 27, 2022

Meeting Date: July 14, 2022

Subject: **MVRD Temporary Borrowing Bylaw No. 1357, 2022**

RECOMMENDATION

That the MVRD Board:

- a) authorize to temporary borrow on behalf of *Greater Vancouver Water District ("GVWD")* an amount, or amounts in aggregate, not exceeding \$268 million dollars the remaining amount of the *Greater Vancouver Water District Borrowing Bylaw No. 248, 2015*, and the maximum borrowing authorized; and
 - b) give first, second and third readings to "*Metro Vancouver Regional District Temporary Borrowing Bylaw Number 1357, 2022*".
-

EXECUTIVE SUMMARY

An opportunity exists to improve cash management by using temporary borrowing, which will reduce the amount of cash on hand and maximize cash invested in the long-term investment portfolio. Temporary borrowing will allow for enhanced investment decisions and optimize investment returns by approximately \$1.8 million per year, across the organization as whole.

Metro Vancouver's current infrastructure financing strategy revolves around MFA's bi-annual long-term borrowing process and does not include temporary borrowing. Through the *Municipal Enabling and Validating Act (MEVA)*, MVRD can access temporary borrowing from MFA on behalf of the GVWD. Approval of the *Metro Vancouver Regional District Temporary Borrowing Bylaw No. 1357, 2022* provides the authority for temporary borrowing in the amount not exceeding \$268 million, the remaining amount of the *Greater Vancouver Water District Borrowing Bylaw No. 248, 2015*, and the maximum borrowing authorized. This will provide Metro Vancouver with borrowing methods equivalent to what is used in municipalities.

PURPOSE

To seek Board approval for temporary borrowing through the *Metro Vancouver Regional District ("MVRD")* and the *Municipal Finance Authority of British Columbia ("MFA")*, for anticipated capital infrastructure activities, for an amount, or amounts in the aggregate, not exceeding \$268 million dollars, the remaining amount of the *Greater Vancouver Water District Borrowing Bylaw No. 248, 2015*, and the maximum borrowing authorized.

BACKGROUND

Metro Vancouver's current cash management strategy for infrastructure financing for GVWD and GVS&DD revolves around MFA's two annual long-term borrowing opportunities (in April and October). In the intervening months, infrastructure projects are funded internally by drawing down cash on hand and investments. It's expected that continued reliance on internal interim funding will put pressure on investment balances and returns unless alternative financing strategies are implemented.

TEMPORARY BORROWING AUTHORITY

The current borrowing process under the GVWD Act, does not include provisions for temporary borrowing. Metro Vancouver's current cash management strategy for infrastructure financing for GVWD and GVS&DD revolves around MFA's two annual long-term long term borrowing opportunities (in April and October). In the intervening months, infrastructure projects are funded internally by utilizing reserves and drawing down cash on hand and investments. It's expected that continued reliance on internal interim funding will put pressure on investment balances unless alternative financing strategies are implemented.

The proposed strategy is to temporary borrow in the months between MFA's spring and fall long-term borrowing opportunities. This will allow the optimization of investment returns and enhance portfolio investment decisions. GVWD has been restricted from taking advantage of this arrangement because the borrowing process under the *GVWD Act* does not include provisions for temporary borrowing. However, through the *Municipal Enabling and Validating Act (MEVA S.45 No.2)*, MVRD can access temporary borrowing on behalf of the GVWD, from a financial institution or other lender (including the MFA). Temporary borrowing will provide Metro Vancouver with borrowing methods equivalent to what is used in municipalities.

Under the MEVA legislation, two approved bylaws are required to allow GVWD the opportunity to temporary borrow. The first bylaw is the *Greater Vancouver Water District Temporary Borrowing Bylaw No. 258, 2022* establishing the authority for GVWD to access temporary borrowing, which is being submitted to the GVWD Board for approval on July 29, 2022.

The second bylaw required for temporary borrowing is the *Metro Vancouver Regional District Temporary Borrowing Bylaw No. 1357, 2022* to authorize MVRD to borrow on behalf of GVWD. This report introduces this bylaw for consideration and approval.

A cash management strategy that includes a combination of temporary and long-term borrowing allows the optimization of cash and investment portfolio decisions which can reduce overall debt servicing costs and provide maximum investment returns, as investments can be retained for longer periods.

A simple example, below shows that capital spending of \$240 million per year (\$20 million per month), can yield additional investment returns of \$1.8 million a year, across the organization.

	Annual Amount (in millions of dollars)
Incremental Interest Earned from Investing Long-Term (3.5%) versus Short-term (2.05%)	\$ 3.2
Less Temporary Borrowing Interest Expense (1.98%)	(1.4)
Net Benefit of Temporary Borrowing	\$ 1.8

The *Metro Vancouver Regional District Borrowing Bylaw No. 1357, 2022*, Attachment 1, provides a block of temporary borrowing authority in advance of any actual borrowing. The borrowing authority under this bylaw is consistent with the expenditures included in the five-year financial plan and the *Greater Vancouver Water District Borrowing Bylaw No. 248, 2015*.

FINANCING AGENCY

The Municipal Finance Authority (MFA) is the financing agency for all municipalities and regional districts within British Columbia, except the City of Vancouver. It is also the financing agency for the GVS&DD and the GVWD. The MFA currently has two bond issues per year which provide opportunity for long term borrowing, one in each of the spring and fall. The MFA also provides temporary financing to municipalities and regional districts at variable interest rates over terms of not more than five years.

The approval of this temporary borrowing bylaw along with an approved *GVWD Temporary Bylaw No. 258, 2022* will enable the MVRD to secure temporary funding for the capital program of the GVWD which will which will enhance cash management strategies.

BORROWING AMOUNT

The Greater Vancouver Water District Borrowing Bylaw No. 248, 2015, authorized long-term borrowing to a maximum of \$700 million, based on GVWD’s 5-year capital plan at the time of bylaw approval. As of June 30, 2022, the remaining amount under this bylaw is \$268 million. Under legislation, the maximum borrowing undertaken at any time, cannot exceed the combination of temporary financing and long-term financing, which is the remaining amount of the long-term borrowing bylaw of \$268 million. In addition, MFA will restrict the combined temporary borrowing of GVWD and GVS&DD to \$400 million, Metro Vancouver’s proportionate share of MFA’s temporary borrowing program, and terms not exceeding two years, at which time the temporary borrowing will need to be converted to long-term.

ALTERNATIVES

1. That the Metro Vancouver Regional District (“MVRD”) Board:
 - a) authorize to temporary borrow on behalf of *Greater Vancouver Water District (“GVWD”)* an amount, or amounts in aggregate, not exceeding \$268 million dollars the remaining amount of the *Greater Vancouver Water District Borrowing Bylaw No. 248, 2015*, and the maximum borrowing authorized.

b) give first, second and third readings to “Metro Vancouver Regional District Temporary Borrowing Bylaw Number 1357, 2022”.

2. That the MVRD Board direct staff to continue the current practice of long-term borrowing under the GVWD Act and not take advantage of opportunities available with temporarily borrowing.

FINANCIAL IMPLICATIONS

The approval of alternative one will provide staff with the authority to continue to make prudent financing decisions with respect to GVWD’s capital programs. A cash management strategy that includes a combination of temporary and long-term borrowing allows the optimization of cash and investment portfolio decisions which can reduce overall debt servicing costs and provide maximum investment returns. Analysis shows that for \$240 million of capital spending, additional returns of \$1.8 million per year, across the organization, can be obtained as investments can be retained for longer periods to optimize returns. Temporary borrowing will provide the flexibility to make appropriate decisions regarding balancing the cost of financing with the services provided by the related infrastructure.

Should this authority not be granted, under alternative two, staff will continue current cash flow management practices.

CONCLUSION

This Borrowing Bylaw, as recommended under alternative one, provides the necessary authorization for the GVWD to temporary borrow funds as and when required up to a maximum of \$286 million, the remaining amount of the *Greater Vancouver Water District Borrowing Bylaw No. 248, 2015*, and the maximum borrowing authorized.

Attachments

1. MVRD Temporary Borrowing Bylaw No. 1357, 2022

52957486

**METRO VANCOUVER REGIONAL DISTRICT
TEMPORARY BORROWING BYLAW NO. 1357, 2022
A Bylaw to Undertake Temporary Borrowing on behalf of the Greater Vancouver Water District
Pending the Sale of Debentures**

WHEREAS:

- A. Section 45 of the *Municipal Enabling and Validating Act (No. 2)* (the “MEVA”) authorizes the Metro Vancouver Regional District (“MVRD”) to borrow from a bank, financial institution, regional authority, or any other lender, for the purpose of providing temporary financing for a regional authority.
- B. The Greater Vancouver Water District (the “District”) is a regional authority under s.45 of the MEVA.
- C. All of the conditions required in order for MVRD to borrow under s.45 of the MEVA on behalf of the District have been satisfied.
- D. The District has adopted the “Greater Vancouver Water District Debenture Bylaw No. 248, 2015” (the “Debenture Bylaw”), which authorizes the borrowing of \$700,000,000, for the purposes of the District’s capital requirements or other requirements for which financing is to be used in accordance with its approved financial plan.
- E. The District has adopted the “Greater Vancouver Water District Temporary Borrowing Request Bylaw No. 258, 2022”, which requests MVRD to provide temporary financing to the District for an amount or amounts not exceeding the sum of \$268,000,000.
- F. MVRD and the District have entered into an agreement which provides that the District will pay all costs of MVRD associated with any temporary borrowing, and if requested by MVRD, deliver to it security in the form of securities sufficient for MVRD to meet and discharge all its obligations associated with the borrowing.
- G. The sale of debentures has been temporarily deferred.

NOW THEREFORE the Board of the Metro Vancouver Regional District in open meeting assembled, enacts as follows:

- 1. The MVRD Board is hereby authorized and empowered to borrow an amount or amounts not exceeding the sum of \$268,000,000, as the same may be required, to lend to the District, for the purpose of the District’s capital requirements or other requirements for which financing is to be used in accordance with its approved financial plan.
- 2. The maximum term of a loan under this bylaw is five (5) years.

3. The form of obligation to be given as acknowledgement of the liability will be a promissory note or notes, approved and executed as required in accordance with the “Metro Vancouver Regional District Banking Authority Bylaw No. 1324, 2021”, as such bylaw may be amended.
4. The money so borrowed will be used solely for the purposes set out in the Debenture Bylaw and this bylaw.
5. The proceeds from the sale of debentures or so much thereof as may be necessary shall be used to repay the money so borrowed.

Severability

6. If any portion of this bylaw 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.

Citation

7. This bylaw may be cited as “Metro Vancouver Regional District Temporary Borrowing Bylaw No. 1357, 2022.”

Read a first, second and third time this _____ day of _____, 2022.

Passed and finally adopted this _____ day of _____, 2022.

Sav Dhaliwal, Chair

Chris Plagnol, Corporate Officer

To: Finance Committee

From: Linda Sabatini, Acting Director, Financial Operations

Date: June 27, 2022 Meeting Date: July 14, 2022

Subject: **MVRD Temporary Borrowing Bylaw No. 1356, 2022**

RECOMMENDATION

That the MVRD Board:

- a) authorize to temporary borrow on behalf of the *Greater Vancouver Sewerage & Drainage District ("GVS&DD")* an amount, or amounts in aggregate, not exceeding \$1.42 billion dollars, the remaining amount of the *Greater Vancouver Sewerage & Drainage District Borrowing Bylaw No. 321, 2018*, and the maximum borrowing authorized; and
- b) give first, second and third readings to "*Metro Vancouver Regional District Temporary Borrowing Bylaw No. 1356, 2022*".

EXECUTIVE SUMMARY

An opportunity exists to improve cash management by using temporary borrowing, which will reduce the amount of cash on hand and maximize cash invested in the long-term investment portfolio. Temporary borrowing will allow for enhanced investment decisions and optimize investment returns by approximately \$1.8 million per year, across the organization as whole.

Metro Vancouver's current infrastructure financing strategy revolves around MFA's bi-annual long-term borrowing process and does not include temporary borrowing. Through the *Municipal Enabling and Validating Act (MEVA)*, MVRD can access temporary borrowing from MFA on behalf of the GVS&DD. Approval of the *Metro Vancouver Regional District Temporary Borrowing Bylaw No. 1356, 2022* provides the authority for temporary borrowing in the amount not exceeding \$1.42 billion, the remaining amount of the *Greater Vancouver Sewerage & Drainage District Borrowing Bylaw No. 321, 2018* (long-term borrowing bylaw), and the maximum borrowing authorized. This will provide Metro Vancouver with borrowing methods equivalent to what is used in municipalities.

PURPOSE

To seek Board approval for temporary borrowing through the *Municipal Finance Authority of British Columbia ("MFA")* on behalf of the GVS&DD, for anticipated capital infrastructure activities, for an amount, or amounts in the aggregate, not exceeding \$1.42 billion dollars, the remaining amount of the *Greater Vancouver Sewerage & Drainage District Borrowing Bylaw No. 321, 2018*, and the maximum borrowing authorized.

BACKGROUND

Metro Vancouver's current cash management strategy for infrastructure financing for GVWD and GVS&DD revolves around MFA's two annual long-term borrowing opportunities (in April and October). In the intervening months, infrastructure projects are funded internally by drawing down cash on hand and investments. It's expected that continued reliance on internal interim funding

will put pressure on investment balances and returns unless alternative financing strategies are implemented.

TEMPORARY BORROWING AUTHORITY

The current borrowing process under the GVS&DD Act, does not include provisions for temporary borrowing. Metro Vancouver's current cash management strategy for infrastructure financing for GVWD and GVS&DD revolves around MFA's two annual long-term long term borrowing opportunities (in April and October). In the intervening months, infrastructure projects are funded internally by utilizing reserves and drawing down cash on hand and investments. It's expected that continued reliance on internal interim funding will put pressure on investment balances unless alternative financing strategies are implemented.

The proposed strategy is to temporary borrow in the months between MFA's spring and fall long-term borrowing opportunities. This will allow the optimization of investment returns and enhance portfolio investment decisions. GVS&DD has been restricted from taking advantage of this arrangement because the borrowing process under the *GVS&DD Act* does not include provisions for temporary borrowing. However, through the *Municipal Enabling and Validating Act (MEVA S.45 No.2)*, MVRD can access temporary borrowing on behalf of the GVS&DD, from a financial institution or other lender (including the MFA). Temporary borrowing will provide Metro Vancouver with borrowing methods equivalent to what is used in municipalities.

Under the MEVA legislation, two approved bylaws are required to allow GVS&DD the opportunity to temporary borrow. The first bylaw is the *Greater Vancouver Sewerage & Drainage District Borrowing Bylaw No. 358, 2022* establishing the authority for GVS&DD to access temporary borrowing, which is being submitted to the GVS&DD Board for approval on July 29, 2022.

The second bylaw required for temporary borrowing is the *Metro Vancouver Regional District Temporary Borrowing Bylaw No. 1356, 2022* to authorize MVRD to borrow on behalf of GVS&DD. This report introduces this bylaw for consideration and approval from the MVRD Board.

A cash management strategy that includes a combination of temporary and long-term borrowing allows the optimization of cash and investment portfolio decisions which can reduce overall debt servicing costs and provide maximum investment returns, as investments can be retained for longer periods.

A simple example, below shows that capital spending of \$240 million per year (\$20 million per month), can yield additional investment returns of \$1.8 million a year, across the organization as whole.

	Annual Amount (in millions of dollars)
Incremental Interest Earned from Investing Long-Term (3.5%) versus Short-term (2.05%)	\$ 3.2
Less Temporary Borrowing Interest Expense (1.98%)	(1.4)
Net Benefit of Temporary Borrowing	\$ 1.8

The *Metro Vancouver Regional District Borrowing Bylaw No. 1356, 2022*, Attachment 1, provides a block of temporary borrowing authority in advance of any actual borrowing. The borrowing authority under this bylaw is consistent with the expenditures included in the five-year financial plan and the *Greater Vancouver Sewerage and Drainage District Borrowing Bylaw No. 321, 2018*.

FINANCING AGENCY

The Municipal Finance Authority (MFA) is the financing agency for all municipalities and regional districts within British Columbia, except the City of Vancouver. It is also the financing agency for the GVS&DD and the GVWD. The MFA currently has two bond issues per year which provide opportunity for long term borrowing, one in each of the spring and fall. The MFA also provides temporary financing to municipalities and regional districts at variable interest rates over terms of not more than five years.

The approval of this temporary borrowing bylaw, along with an approved *GVS&DD Temporary Bylaw No. 358, 2022*, will enable the MVRD to secure temporary funding for the capital program of the of the GVS&DD which will enhance cash management strategies.

BORROWING AMOUNT

The Greater Vancouver Sewerage and Drainage District Borrowing Bylaw No. 321, 2018, authorized long-term borrowing to a maximum of \$2.1 billion, based on GVS&DD’s 5-year capital plan at the time of bylaw approval. As of June 30, 2022, the remaining borrowing amount under this bylaw is \$1.42 billion. Under legislation, the maximum borrowing undertaken at any time, cannot exceed the combination of both temporary financing and long-term financing, which is the remaining amount of the long-term borrowing bylaw of \$1.42 billion. In addition, MFA will restrict the combined temporary borrowing of GVWD and GVS&DD to \$400 million, Metro Vancouver’s proportionate share of MFA’s temporary borrowing program, and terms not exceeding two years, at which time temporary borrowing will need to be converted to long-term.

ALTERNATIVES

1. That the Metro Vancouver Regional District (“MVRD”) Board:
 - a) authorize to temporary borrow on behalf of the *Greater Vancouver Sewerage & Drainage District (“GVS&DD”)* an amount, or amounts in aggregate, not exceeding \$1.42 billion dollars, the remaining amount of the *Greater Vancouver Sewerage & Drainage District Borrowing Bylaw No. 321, 2018*, and the maximum borrowing authorized.
 - b) give first, second and third readings to “*Metro Vancouver Regional District Temporary Borrowing Bylaw Number 1356, 2022*”.

2. That the MVRD Board direct staff to continue the current practice of long-term borrowing under the GVS&DD Act and not take advantage of opportunities available with temporarily borrowing.

FINANCIAL IMPLICATIONS

The approval of alternative one will provide staff with the authority to continue to make prudent financing decisions with respect to GVS&DD’s capital programs. A cash management strategy that includes a combination of temporary and long-term borrowing allows the optimization of cash and investment portfolio decisions which can reduce overall debt servicing costs and provide maximum investment returns. Analysis shows that for \$240 million of capital spending, additional returns of \$1.8 million per year, across the organization, can be obtained as investments can be retained for longer periods to optimize returns. Temporary borrowing will provide the flexibility to make appropriate decisions regarding balancing the cost of financing with the services provided by the related infrastructure.

Should this authority not be granted, under alternative two, staff will continue current cash flow management practices.

CONCLUSION

This Borrowing Bylaw, as recommended under alternative one, provides the necessary authorization for the GVS&DD to temporary borrow funds as and when required up to a maximum of \$1.42 billion, the remaining amount of the *Greater Vancouver Sewerage & Drainage District Borrowing Bylaw No. 321, 2018*, and the maximum borrowing authorized.

Attachments

1. MVRD Temporary Borrowing Bylaw No. 1356, 2022

52966640

**METRO VANCOUVER REGIONAL DISTRICT
TEMPORARY BORROWING BYLAW NO. 1356, 2022
A Bylaw to Undertake Temporary Borrowing on behalf of the Greater Vancouver Sewerage and
Drainage District Pending the Sale of Debentures**

WHEREAS:

- A. Section 45 of the *Municipal Enabling and Validating Act (No. 2)* (the “MEVA”) authorizes the Metro Vancouver Regional District (“MVRD”) to borrow from a bank, financial institution, regional authority, or any other lender, for the purpose of providing temporary financing for a regional authority.
- B. The Greater Vancouver Sewerage and Drainage District (the “District”) is a regional authority under s.45 of the MEVA.
- C. All of the conditions required in order for MVRD to borrow under s.45 of the MEVA on behalf of the District have been satisfied.
- D. The District has adopted the “Greater Vancouver Sewerage and Drainage District Debenture Bylaw No. 321, 2018” (the “Debenture Bylaw”), which authorizes the borrowing of \$2,100,000,000, for the purposes of the District’s capital requirements or other requirements for which financing is to be used in accordance with its approved financial plan.
- E. The District has adopted the “Greater Vancouver Sewerage and Drainage District Temporary Borrowing Request Bylaw No. 358, 2022”, which requests MVRD to provide temporary financing to the District for an amount or amounts not exceeding the sum of \$1,420,000,000.
- F. MVRD and the District have entered into an agreement which provides that the District will pay all costs of MVRD associated with any temporary borrowing, and if requested by MVRD, deliver to it security in the form of securities sufficient for MVRD to meet and discharge all its obligations associated with the borrowing.
- G. The sale of debentures has been temporarily deferred.

NOW THEREFORE the Board of the Metro Vancouver Regional District in open meeting assembled, enacts as follows:

- 1. The MVRD Board is hereby authorized and empowered to borrow an amount or amounts not exceeding the sum of \$1,420,000,000, as the same may be required, to lend to the District, for the purpose of the District’s capital requirements or other requirements for which financing is to be used in accordance with its approved financial plan.
- 2. The maximum term of a loan under this bylaw is five (5) years.

3. The form of obligation to be given as acknowledgement of the liability will be a promissory note or notes, approved and executed as required in accordance with the “Metro Vancouver Regional District Banking Authority Bylaw No. 1324, 2021”, as such bylaw may be amended.
4. The money so borrowed will be used solely for the purposes set out in the Debenture Bylaw and this bylaw.
5. The proceeds from the sale of debentures or so much thereof as may be necessary shall be used to repay the money so borrowed.

Severability

6. If any portion of this bylaw 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.

Citation

7. This bylaw may be cited as “Metro Vancouver Regional District Temporary Borrowing Bylaw No. 1356, 2022.”

Read a first, second and third time this _____ day of _____, 2022.

Passed and finally adopted this _____ day of _____, 2022.

Sav Dhaliwal, Chair

Chris Plagnol, Corporate Officer

NOTICE OF MOTION

Director McCutcheon provided the following Notice of Motion on July 14, 2022, for consideration at the July 29, 2022 MVRD Board meeting:

Whereas,

Local governance within the University Endowment Lands (UEL) is such that local government decisions are made by the Provincial Minister for Municipal Affairs, or in the case of liquor and cannabis licensing and emergency management planning, by the Metro Vancouver Regional District (MVRD) Board;

Whereas,

With the exception of one Metro Vancouver Board member (i.e., the Electoral Area A Director), none of the aforementioned decision makers are democratically elected by, and therefore accountable to, the residents of the UEL;

Whereas,

The residents of the UEL have been asking for governance reform since 2013, and only in 2019 did the Minister begin to look at UEL services, and structure preliminary possibilities for governance;

Be it resolved,

That the MVRD Board:

- a) authorize the Chair to write a letter to BC's Minister of Municipal Affairs (currently Minister Cullen) requesting that the Province:
 - i. expedite work towards both long-term governance reform, and*
 - ii. explore shorter term improvements such as the ability to enforce bylaws; and**
- b) direct staff to bring a report forward to the Electoral Area Committee outlining the complexities and uniqueness of the governance structure within the UEL.*

NOTICE OF MOTION

Director Richter provided the following Notice of Motion on July 13, 2022, for consideration at the July 29, 2022 MVRD Board meeting:

Given the rapid growth throughout the MVRD region, particularly South of the Fraser, and the corresponding social impacts of this growth on K-12 Education and school capacities as well as increasing crime rates;

Be it resolved that the MVRD Board direct staff to undertake work and engagement on draft regional growth strategy policies to address:

- i. K-12 school capacities; and*
- ii. crime prevention / safer communities*

with an aim to proposing an early amendment to Metro 2050 post-adoption to include specific goals and objectives relative to both of these important regional social needs.

NOTICE OF MOTION

Director Richter provided the following Notice of Motion on July 13, 2022, updated on July 17, 2022 for consideration at the July 29, 2022 MVRD Board meeting:

Whereas MVRD RGS (Metro 2040) Bylaw No. 1136 (2010) Strategy 5.1.2 Objective A on page 52 contains specific Metro Vancouver priorities relative to i) rapid transit expansion and ii) regional corridor connections, not all of which have been attained or fully funded particularly in, but not limited to, South of the Fraser urban centres; and

Whereas the proposed MVRD RGS (Metro 2050) Bylaw No. 1339 (2022) Strategy 5.1.3 on page 79 contains only generic references to priority types and not to specific urban centres or regional corridors;

Be it resolved that the MVRD Board direct staff to undertake work and engagement with an aim to proposing an early post-adoption amendment to MVRD RGS (Metro 2050) Bylaw No. 1339 (2022) Strategy 5.1.3 on page 79 to re-instate the specific urban centre rapid transit and regional corridor expansion priorities specified in Metro 2040 Strategy 5.1.2 (Objective A on page 52) that have not yet been fully implemented and/or fully funded so that annual progress towards these very important Metro 2040 rapid transit and regional corridor expansion priorities can continue to be tracked and reported on under Metro 2050.

COMMITTEE INFORMATION ITEMS AND DELEGATION SUMMARIES

Metro Vancouver Regional District
Board Meeting Date – Friday, July 29, 2022

This information item, listing recent information received by committee, is provided for the MVRD Board's information. Please access a complete PDF package [here](#).

Indigenous Relations Committee – July 6, 2022*Delegations:*

No delegations

Information Items:

5.2 Quarterly Report on Reconciliation Activities

Regional Planning Committee – July 8, 2022*Delegations:*

Peter DeJong, CAO, The Municipality of the Village of Lions Bay
Subject: Village of Lions Bay Regional Context Statement

Marcus Reuter, Resident, Municipality of the Village of Lions Bay
Subject: Village of Lions Bay Regional Context Statement

Information Items:

None

Climate Action Committee – July 8, 2022*Delegations:*

None

Information Items:

5.3 Air Quality and Climate Action Initiatives in Caring for the Air 2022

5.4 Metro Vancouver Climate 2050 Snapshot 2021/2022

Regional Parks Committee – July 13, 2022*Delegations:*

Paul Hundal, Old Growth Conservancy Society
Subject: Lynn Headwaters Regional Park Lease

Information Items:

5.2 Draft 2023-2027 Regional Parks Capital Plan

Performance and Audit Committee – July 14, 2022

Delegations:

None

Information Items:

- 5.5 Metro Vancouver Quarterly Financial Report – June 30, 2022
- 5.6 Treasury Report - March 1, 2022 to May 31, 2022
- 5.7 Status of Asset Retirement Obligation Project
- 5.8 Tender/Contract Award Information – March 2022 to May 2022
- 5.9 Performance Monitoring Dashboard Update

Finance Committee – July 14, 2022

Delegations:

Nathan Davidowicz

Subject: TransLink's Greater Vancouver Regional Fund Application

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