

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

REGULAR BOARD MEETING

Friday, September 23, 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.metrovanancouver.org>

[Membership and Votes](#)

REVISED AGENDA¹

A. ADOPTION OF THE AGENDA

1. September 23, 2022 Regular Meeting Agenda

That the MVRD Board adopt the agenda for its regular meeting scheduled for September 23, 2022 as circulated.

B. ADOPTION OF THE MINUTES

1. July 29, 2022 Regular Meeting Minutes

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

C. DELEGATIONS

Added

1. Joe Carreira, Conwest Developments Ltd., and Marlene Best, Lorval Developments Ltd.

Subject: Township of Langley – Gloucester Industrial Park Application Type 3 Regional Growth Strategy 2040 Amendment

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

1. REGIONAL PLANNING COMMITTEE REPORTS

1.1 City of Pitt Meadows' Regional Context Statement

That the MVRD Board:

- a) accept the City of Pitt Meadows' Regional Context Statement as received by Metro Vancouver on May 27, 2022, for the reasons set out in the report dated July 12, 2022, titled "City of Pitt Meadows' Regional Context Statement"; and
- b) direct staff to notify the City of Pitt Meadows of the decision and request that the City address the mapping inconsistencies noted in the report between its Regional Context Statement, Official Community Plan, and the regional growth strategy prior to the submission of their next required Regional Context Statement post-adoption of *Metro 2050*.

1.2 Request for Sanitary Service Connection at 10556 64 Avenue, Delta

That the MVRD Board:

- a) resolve that the extension of GVS&DD sewerage services for a new clubhouse associated with the Sunshine Woods Golf Centre at 10556 64 Avenue in the City of Delta is consistent with the provisions of *Metro Vancouver 2040: Shaping our Future*; and
- b) forward the requested Fraser Sewerage Area extension application to the GVS&DD Board for consideration.

1.3 Regional Invasive Species Working Group Support

That the MVRD Board receive for information the report dated September 2, 2022, titled "Regional Invasive Species Working Group Support" and decline reinstating the Regional Planning Advisory Committee - Invasive Species Subcommittee at this time.

1.4 Impacts of E-Commerce on Industrial Lands and Transportation Systems – Project Status and Preliminary Findings

That the MVRD Board receive for information the report dated September 2, 2022, titled "Impacts of E-Commerce on Industrial Lands and Transportation Systems - Project Status and Preliminary Findings".

1.5 Township of Langley – Gloucester Industrial Park Application Type 3 Regional Growth Strategy 2040 Amendment

That the MVRD Board direct staff to process the Township of Langley's proposed regional land use designation amendment for the Gloucester site under *Metro Vancouver 2040: Shaping our future*.

2. FINANCE COMMITTEE REPORTS

2.1 TransLink's Response to the MVRD Board's Request for Additional Information

That the MVRD Board receive for information the report dated August 22, 2022, titled "TransLink's Response to the MVRD Board's Request for Additional Information".

3. CLIMATE ACTION COMMITTEE REPORTS

3.1 Howe Sound Community Forum – Principles for Cooperation and MOU

That the MVRD Board:

- a) endorse the updated Howe Sound Community Forum Principles for Cooperation; and
- b) authorize the CAO and Corporate Officer to sign the Memorandum of Understanding with the Howe Sound Biosphere Region Initiative Society on behalf of Metro Vancouver.

4. CHIEF ADMINISTRATIVE OFFICER REPORTS

4.1 2023 Schedule of Board Meetings

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

a) Regular Meeting Dates

- Friday, January 27, 2023.....In Person Meeting
- Friday, February 24, 2023..... Electronic Meeting
- Friday, March 31, 2023..... Electronic Meeting
- Friday, April 28, 2023..... Electronic Meeting
- Friday, May 26, 2023 Electronic Meeting
- Friday, June 30, 2023..... Electronic Meeting
- Friday, July 28, 2023 Electronic Meeting
- Friday, September 29, 2023 Electronic Meeting
- Friday, October 27, 2023 Electronic Meeting
- Friday, November 24, 2023 In-Person Meeting
- Friday, December 15, 2023 Electronic Meeting

b) Special Meeting Dates

- Wednesday, April 19, 2023 In-Person Meeting
- Wednesday, October 18, 2023..... In-Person Meeting

c) Time

All meetings are scheduled for 9:15 a.m., unless otherwise specified on the meeting notice.

d) Place

All in-person meetings will take place in the Metro Vancouver boardroom on the 28th Floor, 4515 Central Boulevard, Burnaby BC, and all electronic meetings will take place using a hybrid model of simultaneous use of electronic facilities and the Metro Vancouver boardroom on 28th Floor, 4515 Central Boulevard, Burnaby BC., unless otherwise specified on the meeting notice.

4.2 Changes in Voting Strength and Director Representation on the Board

That the MVRD Board receive for information the report dated September 14, 2022, titled “Changes in Voting Strength and Director Representation on the Board”.

F. ITEMS REMOVED FROM THE CONSENT AGENDA

G. REPORTS NOT INCLUDED IN CONSENT AGENDA

H. MOTIONS FOR WHICH NOTICE HAS BEEN GIVEN

I. OTHER BUSINESS

1. MVRD Board Committee Information Items and Delegation Summaries

2. Youth and Education Advisory Panel

Verbal Update

Designated Speaker: Jerry W. Dobrowolny, Chief Administrative Officer

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 September 23, 2022 pursuant to the *Community Charter* provisions, Section 90 (1) (a), (c), (i) 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:
- (a) personal information about an identifiable individual who holds or is being considered for a position as an officer, employee or agent of the regional district or another position appointed by the regional district;
 - (c) labour relations or other employee relations;
 - (i) the receipt of advice that is subject to solicitor-client privilege, including communications necessary for that purpose; and
- 90 (2) A part of a meeting must be closed to the public if the subject matter being considered relates to one or more of the following:
- (b) the consideration of information received and held in confidence relating to negotiations between the regional district and a provincial government or the federal government or both, or between a provincial government or the federal government or both and a third party."

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

M. ADJOURNMENT/CONCLUSION

That the MVRD Board adjourn/conclude its regular meeting of September 23, 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 9:16 a.m. on Friday, July 29, 2022 in the 28th Floor Boardroom, 4515 Central Boulevard, Burnaby, British Columbia.

MEMBERS PRESENT:

Burnaby, Chair, Director Sav Dhaliwal	Port Moody, Director Rob Vagramov*
North Vancouver City, Vice Chair Director	Richmond, Director Malcolm Brodie*
Linda Buchanan* (arrived at 9:18 a.m.)	Richmond, Director Harold Steves*
Anmore, Director John McEwen*	Surrey, Director Linda Annis*
Belcarra, Director Jamie Ross*	Surrey, Director Doug Elford*
Bowen Island, Director David Hocking	Surrey, Director Laurie Guerra*
Burnaby, Director Pietro Calendino*	Surrey, Director Doug McCallum*
Burnaby, Director Mike Hurley*	Surrey, Director Mandeep Nagra* (departed
Coquitlam, Director Craig Hodge*	10:23 a.m.)
Coquitlam, Director Richard Stewart	Surrey, Director Allison Patton*
Delta, Director George Harvie*	Vancouver, Director Christine Boyle*
Delta, Director Jeannie Kanakos*	Vancouver, Director Adriane Carr*
Electoral Area A, Director Jen McCutcheon*	Vancouver, Director Melissa De Genova* (arrived
Langley City, Director Gayle Martin*	at 9:21 a.m.)
Langley Township, Director Jack Froese*	Vancouver, Director Lisa Dominato
Langley Township, Director Kim Richter*	Vancouver, Alternate Director Pete Fry* for
Lions Bay, Director Ron McLaughlin	Kennedy Stewart (arrived at 9:18 a.m.)
Maple Ridge, Director Mike Morden*	Vancouver, Director Colleen Hardwick*
New Westminster, Director Jonathan Coté*	Vancouver, Director Michael Wiebe
North Vancouver District, Director Lisa Muri*	West Vancouver, Director Mary-Ann Booth*
Pitt Meadows, Director Bill Dingwall*	White Rock, Director Darryl Walker*
Port Coquitlam, Director Brad West* (departed at	
9:56 a.m.)	

MEMBERS ABSENT:

Tsawwassen, Director Ken Baird

STAFF PRESENT:

Jerry W. Dobrovolny, Chief Administrative Officer
Chris Plagnol, 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 29, 2022 Regular Meeting Agenda

It was MOVED and SECONDED

That the MVRD Board:

- a) amend the agenda for its regular meeting scheduled for July 29, 2022, by adding:
 - i. Item C.1 – Nathan Davidowicz;
 - ii. Item C.2 – Roderick Louis;
 - iii. Item C.3 – Andrew Hamilton, Senior Project Manager, and Jason Wolfe, Director, Energy Solutions, Fortis BC
 - iv. Item C.4 – Peter DeJong, Chief Administrative Officer, The Village of Lions Bay; and
- b) adopt the agenda as amended.

CARRIED

9:18 a.m. Vice Chair Buchanan and Alternate Director Fry arrived at the meeting.

9:21 a.m. Director De Genova arrived at the meeting.

B. ADOPTION OF THE MINUTES

1. June 24, 2022 Regular Meeting Minutes

It was MOVED and SECONDED

That the MVRD Board:

- a) correct the minutes for its regular meeting held June 24, 2022, for Item F2.1 by reflecting Director Booth's vote as being in the negative for the recorded vote on Calling the Question; and
- b) adopt the minutes as corrected.

CARRIED

2. July 7, 2022 Regular Joint Board Meeting Minutes

It was MOVED and SECONDED

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

CARRIED

C. DELEGATIONS

1. Nathan Davidowicz

Nathan Davidowicz spoke to the MVRD Board regarding TransLink's application for a Regional Fund opposing the expansion of fossil fuel buses and highlighting the need to decrease transit fares and increase the number of electric buses and charging stations. He asked the Board to reject the recommendation from the

Finance Committee which approves the scope change to TransLink's fund application.

2. Roderick Louis

Roderick Louis spoke to the MVRD Board regarding TransLink's Regional Fund application for a scope change, expressing his concerns with the proposed debt limit increase. He also commented on the inability to open the bus windows for better air circulation during the COVID-19 pandemic.

Presentation material titled "Roderick V. Louis – To Speak to Agenda Item 5.1" is retained with the July 29, 2022 MVRD Board agenda.

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

Andrew Hamilton, Senior Project Manager, FortisBC, and Jason Wolfe, Director, Energy Solutions, Fortis BC, spoke to the MVRD Board regarding the Tilbury Marine Jetty or the Phase 2 LNG Expansion Project and the role the projects will play in supporting the shared regional and global climate action goals. They expressed FortisBC concerns with Metro Vancouver's report, claiming it inaccurately assesses emissions reductions associated with displacing conventional marine fuels and underplays the role LNG will play in the decarbonisation of the marine sector and the regional air quality improvement.

Presentation material titled "Tilbury LNG Expansion Program" is retained with the July 29, 2022 MVRD Board agenda.

4. Peter DeJong, Chief Administrative Officer, The Village of Lions Bay

Peter DeJong, Chief Administrative Officer, The Village of Lions Bay, spoke to the MVRD Board regarding the role of the Village of Lions Bay's amended Regional Context Statement relating to the Official Community Plan, highlighting Lions Bay's rural character and rural assets protection. He requested that the MVRD Board accept Lions Bay's amended Regional Context Statement noting the sustainability framework in Metro 2040 being the foundation to the Regional Growth Strategy.

Presentation material titled "Request for Acceptance of Village of Lions Bay's Amended Regional Context Statement" is retained with the July 29, 2022 MVRD Board agenda.

D. INVITED PRESENTATIONS

No items presented.

9:56 a.m. Director West departed the meeting.

E. CONSENT AGENDA

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

- 3.1 Tilbury Marine Jetty and Tilbury Phase 2 LNG Expansion Projects
- 2.1 Village of Lions Bay Regional Context Statement

It was MOVED and SECONDED

That the MVRD Board adopt the recommendations presented in the following items as presented in the July 29, 2022 MVRD Board Consent Agenda:

- 1.1 Indigenous Relations Committee Accomplishments, 2019-2022
- 2.2 Metro 2050: Summary of Affected Local Government Acceptances
- 2.3 Metro 2050 Q1 and Q2 2022 Engagement Update
- 3.2 Metro Vancouver Membership in the BC Building to Electrification (B2E) Coalition
- 4.1 Regional Parks Plan 2022 – Final Plan and Engagement Summary
- 5.1 Greater Vancouver Regional Fund – 2021 Annual Report and Application for Scope Change to Previously Approved Projects
- 6.1 Water Tech: The Metro Vancouver Region’s Untapped Clean Tech Opportunity
- 6.2 International Target Market Intelligence
- 6.3 Invest Vancouver June 2022 Event Outcomes
- 7.1 Metro 2050 – Outcome of Acceptance Period and Next Steps

CARRIED

The items and recommendations referred to above are as follows:

1.1 Indigenous Relations Committee Accomplishments, 2019-2022

Report dated June 27, 2022, from Jessica Beverley, Corporate Solicitor/General Manager, Legal Services and Indigenous Relations, providing a summary of accomplishments for the Indigenous Relations Committee over the course of this electoral cycle, 2019 – 2022, and responding 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.

Recommendation:

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

Adopted on Consent

2.2 Metro 2050: Summary of Affected Local Government Acceptances

Report dated June 30, 2022, from Heather McNell, Deputy CAO, Policy and Planning/General Manager, Regional Planning and Housing Services, providing the MVRD Board an update on which affected local governments have accepted or refused to accept Metro 2050, the update to the regional growth strategy, to date.

Recommendation:

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

Adopted on Consent

2.3 Metro 2050 Q1 and Q2 2022 Engagement Update

Report dated May 4, 2022, from Erin Rennie, Senior Planner, Regional Planning and Housing Services, summarizing the *Metro 2050* engagement activities that took place during Q1 and Q2 of 2022.

Recommendation:

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

Adopted on Consent

3.2 Metro Vancouver Membership in the BC Building to Electrification (B2E) Coalition

Report dated June 8, 2022, from Claire Ewing, Senior Policy and Planning Analyst Erik Blair, Senior Planner, Parks and Environment, seeking the MVRD Board's authorization to become a member of the BC Building to Electrification Coalition (B2E).

Recommendation:

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

Adopted on Consent

4.1 Regional Parks Plan 2022 – Final Plan and Engagement Summary

Report dated June 10, 2022, from Mike Redpath, Director, Regional Parks, and Jamie Vala, Division Manager, Planning and Resource Management, Regional Parks, communicating the results of the engagement process for the draft Regional Parks Plan, and seeking the MVRD Board's approval of the Regional Parks Plan 2022.

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".

Adopted on Consent

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

Report dated July 14, 2022, from the Finance Committee, together with report dated June 17, 2022, from Mark Seinen, Senior Planner, Regional Planning and Housing Services, presenting 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 seeking the MVRD Board's approval of the TransLink's request for a scope change to the 2020 GVRF application that was approved by the MVRD Board on November 1, 2019.

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.

Adopted on Consent

- 6.1 Water Tech: The Metro Vancouver Region's Untapped Clean Tech Opportunity**
Report dated July 4, 2022, from Lejla Uzicanin, Vice President, Data, Research and Policy, Invest Vancouver, Gregory Freeman, Senior Economist, Invest Vancouver, and Megan Gerrits, Senior Policy Advisor, Invest Vancouver, providing the MVRD Board with the findings and recommendations from Invest Vancouver's research into the water tech sector in the region.

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".

Adopted on Consent

- 6.2 International Target Market Intelligence**
Report dated July 6, 2022, from Chris Heine, Vice President, Strategic Investment, Invest Vancouver, providing the MVRD Board with information and findings relating to foreign direct investment in Canada and observations made by Invest Vancouver.

Recommendation:

That the MVRD Board receive for information the report dated July 6, 2022, titled "International Target Market Intelligence".

Adopted on Consent

- 6.3 Invest Vancouver June 2022 Event Outcomes**
Report dated July 4, 2022, from Jacquie Griffiths, President, Invest Vancouver, and Katie Fitzmaurice, Vice President, Collaboration, Invest Vancouver, providing the MVRD Board with an update related to Agritech Today, Building for Tomorrow, and Motivate Vancouver, the two events hosted by Invest Vancouver in June 2022.

Recommendation:

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

Adopted on Consent

6.4 Technology Education and Career Hub Update

Report dated June 20, 2022, from Katie Fitzmaurice, Vice President, Collaboration, Invest Vancouver, providing the MVRD Board with a progress update related to the Technology Education and Career Hub initiative and outline key actions envisioned for the remainder of the calendar year.

Recommendation:

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

Adopted on Consent

7.1 Metro 2050 – Outcome of Acceptance Period and Next Steps

Report dated July 12, 2022, from Sean Galloway, Director, Regional Planning and Electoral Area Services, James Stiver, Division Manager, Regional Land Use Policy and Planning, and Erin Rennie, Senior Planner, Regional Land Use Policy and Planning, providing the MVRD Board with 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, describing the procedural options available to the Board, and recommending a path forward towards the adoption of *Metro 2050*.

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 concerns with *Metro 2050*.

Adopted on Consent

F. ITEMS REMOVED FROM THE CONSENT AGENDA

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

2.1 Village of Lions Bay Regional Context Statement

Report dated July 8, 2022, from the Regional Planning Committee, together with the report dated June 6, 2022, from Erin Rennie, Senior Planner, Regional Planning

and Housing Services, providing the MVRD Board with the opportunity to consider acceptance of the Village of Lions Bay's updated Regional Context Statement.

It was MOVED and SECONDED

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.

CARRIED

3.1 Tilbury Marine Jetty and Tilbury Phase 2 LNG Expansion Projects

Report dated July 8, 2022, from the Climate Action Committee, together with the report dated June 13, 2022, from Derek Jennejohn, Lead Senior Engineer, Nicole Chan, Project Engineer, Parks and Environment, providing 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.

Main Motion

It was MOVED and SECONDED

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.

Discussion ensued regarding the need for the completion of the environmental assessment prior to any decision being made.

Referral Motion

It was MOVED and SECONDED

That the MVRD Board refer the Main Motion together with the report dated July 8, 2022, titled "Tilbury Marine Jetty and Tilbury Phase 2 LNG Expansion Projects" back to staff to report back to the Board with additional information on the Tilbury Marine Jetty environmental assessment once it has been concluded and at the appropriate time for the Phase 2 development.

CARRIED

G. REPORTS NOT INCLUDED IN CONSENT AGENDA

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

Report dated July 8, 2022, from the Climate Action Committee, together with the report dated June 8, 2022, from Julie Saxton, Air Quality Planner, and Esther Berube, Division Manager, Air Quality Bylaw and Regulation Development, Parks and Environment, seeking the MVRD Board's adoption of *Metro Vancouver Regional District Open Burning Emission Regulation Bylaw No. 1355, 2022*, establishing requirements to control emissions from open burning of vegetative debris and using alternatives to open burning where feasible.

It was MOVED and SECONDED

That the MVRD Board give first, second, and third reading to *Metro Vancouver Regional District Open Burning Emission Regulation Bylaw No. 1355, 2022*.

CARRIED

Director Richter voted in the negative.

It was MOVED and SECONDED

That the MVRD Board pass and finally adopt *Metro Vancouver Regional District Open Burning Emission Regulation Bylaw No. 1355, 2022*.

CARRIED

Director Richter voted in the negative.

10:23 a.m. Director Nagra departed the meeting.

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

Report dated June 15, 2022, from Linda Sabatini, Acting Director, Financial Operations, seeking the adoption of the *Metro Vancouver Regional District Security Issuing Bylaw No. 1351, 2022*, authorizing a borrowing request from Bowen Island Municipality in the amount of \$7,040,000 for the Fall 2022 MFA long term debt issue.

It was MOVED and SECONDED

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*; and
- 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.

CARRIED

It was MOVED and SECONDED

That the MVRD Board 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.

CARRIED

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

Report dated June 15, 2022, from Linda Sabatini, Acting Director, Financial Operations, seeking the adoption of the *Metro Vancouver Regional District Security Issuing Bylaw No. 1352, 2022*, authorizing 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.

It was MOVED and SECONDED

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.

CARRIED

It was MOVED and SECONDED

That the MVRD Board 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.

CARRIED

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

Report dated June 15, 2022, from Linda Sabatini, Acting Director, Financial Operations, seeking the adoption of *Metro Vancouver Regional District Security*

Issuing Bylaw No. 1353, 2022 authorizing 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.

It was MOVED and SECONDED

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.

CARRIED

It was MOVED and SECONDED

That the MVRD Board 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.

CARRIED

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

Report dated June 15, 2022, from Linda Sabatini, Acting Director, Financial Operations, seeking the adoption of *Metro Vancouver Regional District Security Issuing Bylaw No. 1354, 2022*, authorizing a borrowing request from the City of Richmond in the amount of \$96,000,000 for the Fall 2022 MFA long term debt issue.

It was MOVED and SECONDED

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.

CARRIED

It was MOVED and SECONDED

That the MVRD Board 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.

CARRIED

3.1 MVRD Temporary Borrowing Bylaw No. 1357, 2022

Report dated June 27, 2022, from Linda Sabatini, Acting Director, Financial Operations, seeking the MVRD Board's approval for temporary borrowing through the Metro Vancouver Regional District and the Municipal Finance Authority of British Columbia, 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.

It was MOVED and SECONDED

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*".

CARRIED

3.2 MVRD Temporary Borrowing Bylaw No. 1356, 2022

Report dated June 27, 2022, from Linda Sabatini, Acting Director, Financial Operations, seeking the MVRD Board's approval for temporary borrowing through the Municipal Finance Authority of British Columbia 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.

It was MOVED and SECONDED

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*".

CARRIED

Director Richter voted in the negative.

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:

It was MOVED and SECONDED

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.

CARRIED

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:

It was MOVED and SECONDED

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.

DEFEATED

3. Metro 2050

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

It was MOVED and SECONDED

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.

DEFEATED

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 July 29, 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 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*.”

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 July 29, 2022.

CARRIED

(Time: 10:49 a.m.)

CERTIFIED CORRECT

Chris Plagnol, Corporate Officer

Sav Dhaliwal, Chair

54267029 FINAL



September 21, 2022

EMAILED

Attention: Chair Dhaliwal and Members of the Metro Vancouver Board
Metro Vancouver
Metrotower III, 4515 Central Boulevard,
Burnaby, BC, V5H 0C6

Re: Item E 1.5 – Township of Langley – Gloucester Industrial Park Application Type 3 Regional Growth Strategy 2040 Amendment

Township of Langley Rezoning File Number: 14-07-0056

Please accept this written submission request to present to the Metro Vancouver Regional District (MVRD) Board at the upcoming September 23rd, 2022, Board Meeting. On behalf of Conwest and Lorval Developments Ltd., Joe Carreira, Vice President of Development at Conwest Developments, respectfully requests the opportunity to speak to Item E 1.5 – Township of Langley – Gloucester Industrial Park Application Type 3 Regional Growth Strategy 2040 Amendment. Conwest and Lorval Developments Ltd. support the recommendation for the MVRD Board to direct staff to process the Township of Langley's proposed regional land use designation amendment for the Gloucester site under *Metro Vancouver 2040: Shaping Our Future*.

Conwest is a local, family-owned real estate developer with over 30 years of experience in industrial and commercial real estate development. Conwest has projects across Metro Vancouver and across different product lines.

The approval of this recommendation would allow the Township of Langley Gloucester Industrial Park Type 3 Amendment Application to proceed through the RGS approval process, moving it one step closer to the reality of the development of approximately 35-acres of much needed industrial employment land at 264 Street and 56 Avenue. This project will create employment opportunities close to where people live and add to the constrained supply of industrial land in the region, both goals of Metro 2040 and Metro 2050.

In addition to employment land, the proposal also includes the creation of six acres of fish habitat enhancement on the Salmon River and an educational farming opportunity in partnership with Kwantlen First Nation, Kwantlen Polytechnic University, and the Salmon River Society

Conwest and Lorval Developments Ltd. want to acknowledge Metro Vancouver Staff for all their work and finding a way to navigate this application through this unique circumstance. We also appreciate the support from the Metro Vancouver Regional Planning Committee at the September 8th, 2022, Regional Planning Committee Meeting. Notwithstanding that this Item is on the Consent Agenda for the September 23rd, 2022, MVRD Board Meeting, we feel it is important to speak to this item.

We therefore respectfully support the recommendation for the MVRD Board to direct staff to process the Township of Langley's proposed regional land use designation amendment for the Gloucester site under *Metro Vancouver 2040: Shaping Our Future*.

Thank you for your time and consideration to this matter.

Sincerely,



Joe Carreira
Vice President of Development
Conwest Developments Ltd.
[REDACTED]
joe.carreira@conwest.com

Marlene Best

Marlene Best
Vice President of Development
Lorval Developments Ltd.
604-882-3513 Ext. 8402
mbest@lorval.ca

Cc. Heather McNell, General Manager, Regional Planning and Housing Services
Ramin Seifi, General Manager, Engineering and Community Development, Township of Langley
Stephen Richardson, Director, Developments Services, Township of Langley

To: Regional Planning Committee

From: Carla Stewart, Senior Planner, Regional Planning and Housing Services

Date: July 12, 2022 Meeting Date: September 8, 2022

Subject: **City of Pitt Meadows' Regional Context Statement**

RECOMMENDATION

That the MVRD Board:

- a) accept the City of Pitt Meadows' Regional Context Statement as received by Metro Vancouver on May 27, 2022, for the reasons set out in the report dated July 12, 2022, titled "City of Pitt Meadows' Regional Context Statement"; and
- b) direct staff to notify the City of Pitt Meadows of the decision and request that the City address the mapping inconsistencies noted in the report between its Regional Context Statement, Official Community Plan, and the regional growth strategy prior to the submission of their next required Regional Context Statement post-adoption of *Metro 2050*.

EXECUTIVE SUMMARY

As part of its Official Community Plan (OCP) update, the City of Pitt Meadows has submitted a Regional Context Statement to Metro Vancouver for consideration. As part of the updated mapping, the City has requested two Regional Land Use Designation amendments proposed to bring the Regional Context Statement in line with the City's OCP; Metro Vancouver staff have identified four other regional minor land use designation inconsistencies that have been confirmed by City staff. However, Pitt Meadows' Regional Context Statement is generally aligned with the regional growth strategy. Therefore, in recognition of the significant work done by the City of Pitt Meadows to complete the City's OCP update and align with and support the goals and objectives of the regional growth strategy, it is recommended that the MVRD Board accept the Pitt Meadows Regional Context Statement at this time, with the proviso that the regional land use designation inconsistencies are noted as mapping errors that will be addressed prior to the submission of the next required Regional Context Statement post-adoption of *Metro 2050*.

PURPOSE

The purpose of this report is to provide the MVRD Board with the opportunity to consider acceptance of the City of Pitt Meadows' Regional Context Statement.

BACKGROUND

The City of Pitt Meadows submitted a Regional Context Statement to Metro Vancouver for consideration via letter received May 27, 2022 (Attachment 1). The Regional Context Statement and associated Regional Land Use Designation Map (Attachments 2 and 3) form part of the City's updated Official Community Plan (Reference), which received third reading at City Council on May 17, 2022. The mapping attached to the Regional Context Statement included amendments to *Metro 2040's* Regional Land Use Designation Map 2.

Section 446 of the *Local Government Act* requires municipalities with OCPs to submit a Regional Context Statement identifying the relationship between a municipality's OCP and the corresponding regional growth strategy. Regional Context Statements in the Metro Vancouver region are required to specify how a member jurisdiction's OCP, or equivalent, is generally consistent with *Metro 2040's* policy actions or, if they do not align, how those policies will be made consistent over time.

Section 448 of the *Local Government Act* requires the MVRD Board to consider a municipality's Regional Context Statement within 120 days from the date of receipt (which in this case would be September 24, 2022), otherwise the Regional Context Statement is deemed to have been accepted. When the MVRD Board considers a Regional Context Statement, it is expected that it be generally consistent with the goals, strategies, actions, and parcel-based regional land use designations of regional growth strategy. Pitt Meadows submitted its Regional Context Statement under the current regional growth strategy (*Metro 2040*) therefore, it is the document used to review the consistency. At such time as the MVRD Board adopts *Metro 2050*, the update to the regional growth strategy, Pitt Meadows will be required to submit another Regional Context Statement, as with all other member jurisdictions, illustrating how their OCP is consistent with *Metro 2050*.

POLICY FRAMEWORK AND ANALYSIS

The City of Pitt Meadows has been working on updating its Official Community Plan since 2018 aiming to support an identity that embraces its farming community, small-town character, and natural environment. On May 17, 2022, Pitt Meadows Council passed third reading of its updated OCP bylaw, and endorsing the submission of the Regional Context Statement to Metro Vancouver for acceptance, prior to the OCP bylaw being finalized.

A Review of the Goals of *Metro 2040*

The City of Pitt Meadows' Regional Context Statement has been reviewed by Metro Vancouver staff and assessed in relation to *Metro 2040's* goals and policies. On the whole, the Pitt Meadows Regional Context Statement illustrates that the City has ensured that its OCP update has strongly considered consistency with the goals and policies of *Metro 2040*, as follows:

Goal 1 – Create a Compact Urban Area

- Illustrating the City's urban containment boundary is consistent with that shown in the regional growth strategy;
- Providing municipal population, dwelling unit and employment projections;
- Showing urban centres and including policies that focus on residential and mixed-use growth, higher densities, pedestrian-friendly environments and development adjacent to rapid transit;
- Encouraging office development within the City's urban centre;
- Considering parking requirement reductions for commercial and residential areas;
- Supporting limiting development and subdivisions in rural areas.

Goal 2 – Support a Sustainable Economy

- Supporting a wide range of economic development and regional-serving commercial uses;
- Supporting highway commercial uses along Lougheed Highway;
- Supporting retaining large agricultural land holdings, consolidation of small parcels and applying a no-net-loss policy for agricultural land.

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

- Identifying conservation and recreation areas;
- Using development permit areas for reducing the impact of development on the natural environment;
- Identifying environmentally sensitive areas;
- Supporting connecting the Pitt Meadows community trail network with the Regional Greenway Network;
- Encouraging the use of green infrastructure and environmental impact assessments for development applications;
- Committing to carbon neutrality by 2050 and identifying the need for development to utilize flood management best practices.

Goal 4 – Develop Complete Communities

- Supporting a wide range of housing choices and considering higher density residential development within the urban centre;
- Referencing a Housing Action Plan and outlining housing priorities;
- Encouraging the urban centre to be the central focus of activity including higher densities and mixed uses;
- Supporting public spaces and public amenities for its urban centre.

Goal 5 – Support Sustainable Transportation Choices

- Supporting higher density housing and commercial uses within walking distance of public transit and supporting the improvement of walking and cycling infrastructure.

Regional Land Use Designation Changes

Pitt Meadows requested two regional land use designation changes through the regional context statement. These regional land use changes are illustrated in Attachment 3 and summarized below. These changes are consistent with the regional growth strategy and demonstrate alignment between the OCP and *Metro 2040* policies. If the regional context statement is accepted by the Metro Vancouver Board, staff will bring forward a ‘housekeeping’ amendment to the regional growth strategy at a later date to complete the alignment.

1. The 3-hectare parcel at 19265 Airport Way is being redesignated from Industrial to Conservation and Recreation, and reflects a land gift provided to the City to support the expansion of an existing municipal park. This redesignation is intentionally proposed by the City to ensure that the land use reflects the property’s intended use and is consistent with the adjacent Athletic Park / Arena Complex lands that these lands will be merged with.

2. The 1.5 and 0.19-hectare parcels at 190a Street and 19007 McMyn Road are designated Industrial and General Urban in the regional growth strategy, but are both shown as Conservation and Recreation in the City's Regional Context Statement. Through conversations with City staff, this was intentional to reflect the existing use of these lands as MacLean Park.

In addition, through the review, Metro Vancouver staff identified four additional sites where the land use designations are not consistent among the OCP, RCS and regional growth strategy. These are summarized below.

3. The 2.2-hectare parcel at 17799 Ferry Slip Road is designated Conservation and Recreation in *Metro 2040*, but is shown as General Urban in the City's Regional Context Statement. This parcel was redesignated by *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1310, 2020* in February 2021 that redesignated 61 parcels owned by Regional Parks to Conservation and Recreation, but has not yet been reflected in the City's OCP.
4. The 53.8-hectare parcel at 21501 Thompson Road is designated Conservation and Recreation in *Metro 2040*, but is shown as Rural in the City's Regional Context Statement. This parcel was redesignated by *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1310, 2020* in February 2021 that redesignated 61 parcels owned by Regional Parks to Conservation and Recreation, but has not yet been reflected in the City's OCP.
5. The 5.2 and 16.7-hectare parcels on the south side of Fraser Dyke Road, south of the Pitt Meadows Airport, are designated Conservation and Recreation and General Urban in the regional growth strategy, but are both shown as Industrial in the City's Regional Context Statement. A portion of these lands was redesignated by *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1310, 2020* in February 2021 that redesignated 61 parcels owned by Regional Parks to Conservation and Recreation, but has not yet been reflected in the City's OCP.
6. The 2.8-hectare parcel north of Wildwood Crescent North and south of Hammond Road are designated Agricultural in the regional growth strategy, but is shown as Conservation and Recreation in the City's Regional Context Statement. The site is owned by the City of Pitt Meadows, is part of a greenbelt with walking and cycling paths, and is designated Parks and Open Space in the OCP. The northern end of the greenbelt is in the Agricultural Land Reserve, but is wetland, has never been farmed and to be farmed would require significant land improvements that would impact the City's natural drainage system.

Through discussions with the City it has been confirmed that the mapping inconsistencies noted for sites 3-6 will be addressed via an early amendment to the Pitt Meadows OCP post adoption, or through the revised Regional Context Statement that is required within two years post-adoption of *Metro 2050*. The intended land use of each, and consistency with the goals and objectives of the regional growth strategy will be determined and evaluated once more details are provided by the City.

Next Steps

According to Section 448 (2) of the *Local Government Act*, a regional government has 120 days within which to accept or decline a submitted regional context statement otherwise the regional context statement is deemed to be accepted. Given that a decision has to be made prior to September 24, 2022 to either accept or decline, staff are recommending that the Regional Context Statement be accepted on the condition that the noted mapping inconsistencies be addressed with the next submission of the City's Regional Context Statement. This will allow Metro Vancouver to meet its legislative processing deadline and allow the City of Pitt Meadows to adopt its update to the OCP. This approach also affords City staff additional time to meet with Metro Vancouver staff to address the mapping inconsistencies and provide additional details prior to submitting a revised Regional Context Statement showing consistency with *Metro 2050* post-adoption.

ALTERNATIVES

1. That the MVRD Board:
 - a) accept the City of Pitt Meadows' Regional Context Statement as received by Metro Vancouver on May 27, 2022, for the reasons set out in the report dated July 12, 2022, titled "City of Pitt Meadows' Regional Context Statement"; and
 - b) direct staff to notify the City of Pitt Meadows of the decision and request that the City address the mapping inconsistencies noted in the report between its Regional Context Statement, Official Community Plan, and the regional growth strategy prior to the submission of their next required Regional Context Statement post-adoption of *Metro 2050*.
2. That the MVRD Board decline to accept the City of Pitt Meadows' Regional Context Statement as submitted to Metro Vancouver on May 27, 2022, indicating the provisions to which the Board objects and the reasons for objection and request that the City of Pitt Meadows amend its Regional Context Statement and re-submit to the Board for consideration.

FINANCIAL IMPLICATIONS

If the MVRD Board chooses Alternatives 1, there are no financial implications to Metro Vancouver related to the acceptance of the City of Pitt Meadows' Regional Context Statement. If the MVRD Board chooses Alternative 2, a dispute resolution process may take place as prescribed by the *Local Government Act*. The cost of associated with a dispute resolution is prescribed based on the proportion of assessed land values. Metro Vancouver would be responsible for most of the anticipated costs.

CONCLUSION

The City of Pitt Meadows has submitted a Regional Context Statement including an amendment to the regional land use designation map to Metro Vancouver. While staff have identified a number of mapping errors that need to be addressed, the Regional Context Statement is broadly supportive and generally consistent with the *Metro 2040* policy framework. Given the work Pitt Meadows' staff have put into aligning the Regional Context Statement with the regional growth strategy, it is considered to be generally consistent with *Metro 2040* and a conditional acceptance of the Regional Context Statement is recommended. As confirmed with Pitt Meadows staff, any regional land use

discrepancies will be addressed prior to Pitt Meadows submitting the required Regional Context Statement post-adoption of *Metro 2050*.

Attachments

1. Correspondence from City of Pitt Meadows, May 27, 2022 “City of Pitt Meadows Official Community Plan Regional Context Statement”
2. City of Pitt Meadows proposed Regional Context Statement
3. Regional Land Use Designation Inconsistencies Between *Metro 2040* and the City of Pitt Meadows’ Regional Context Statement

References

[City of Pitt Meadows Official Community Plan](#)

53676052



May 27, 2022

File: 6480-20-2022

Mr. Sean Galloway
Metro Vancouver
MetroTower III
4515 Central Boulevard
Burnaby, BC V5H 0C6
Sent via email: Sean.Galloway@metrovancover.ca

Dear Mr. Galloway:

Re: City of Pitt Meadows Official Community Plan Regional Context Statement

On May 11, 2022, the City of Pitt Meadows held a public hearing and on May 17th, City Council granted third reading for Official Community Plan Bylaw No. 2864, 2020 in order to establish a new OCP for the City. Council also passed a resolution to refer the Regional Context Statement portion of the Official Community Plan to the Metro Vancouver Board in accordance with Sections 446 and 448 of the *Local Government Act*.

Please find attached a copy of the regional context statement from Official Community Plan Bylaw No. 2864, 2020 and a copy of Council's resolution from the May 17th Public Council Meeting. Please do not hesitate to contact me if you have any questions.

Kind regards,

Colin O'Byrne
Acting Director of Planning and Development

Encl: Official Community Plan Bylaw No. 2864, 2020 – Schedule 1, Regional
 Context Statement
 Certified Resolution for Third Reading, OCP Bylaw No. 2864, 2020 and
 referral of Regional Context Statement to Metro Vancouver

cc: James Stiver, Manager, Growth Management and Transportation

CITY OF PITT MEADOWS REGIONAL CONTEXT STATEMENT



The City of Pitt Meadows is located within the Lower Fraser Valley at the confluence of the Pitt and Fraser rivers. Its landscape has been shaped and nourished by the force of the rivers, giving rise to one of Metro Vancouver's most important agricultural areas. Although centrally located within the Lower Mainland, Pitt Meadows had, in the past, limited access to other parts of the region. Recent infrastructure improvements, including the construction of the Golden Ears Bridge and the reconstruction of the Pitt River Bridge, have vastly improved transportation routes to Pitt Meadows, repositioning the municipality within the area in terms of economic development. The municipality that once served as a bedroom community in the region has shifted course over the last decade to include more commercial

and industrial development, and therefore has become more of a complete community for its residents.

According to the *Local Government Act*, each Metro Vancouver member municipality is required to identify the relationship between its Official Community Plan and the Regional Growth Strategy (RGS) by incorporating a regional context statement into its OCP. If necessary, the regional context statement must identify the inconsistencies between the OCP and the RGS, and how the OCP will be made consistent over time. This regional context statement maintains the City's authority to make local planning decisions while ensuring that Council and the Metro Vancouver board of directors agree upon matters of legitimate regional interest.

GOAL 1: CREATE A COMPACT URBAN AREA

STRATEGY 1.1

CONTAIN URBAN DEVELOPMENT WITHIN THE URBAN CONTAINMENT BOUNDARY

Metro 2040 Strategies Recommended Municipal Role	City of Pitt Meadows OCP
1.1.3 Adopt Regional Context Statements which:	
a. depict the Urban Containment Boundary on a map, generally consistent with the Regional Land Use Designations map (Map 2); and	The Urban Containment Boundary is depicted on the OCP Map 1, Urban Land Use and Regional Features Maps 1 and 2. It is generally consistent with the Regional Land Use Designations Map. Virtually all growth would be accommodated within the Urban Containment Boundary.
b. provide municipal population, dwelling unit and employment projections, with reference to guidelines contained in Appendix Table A.1, and demonstrate how municipal plans will work towards accommodating the projected growth within the Urban Containment Boundary.	<p>The 2042 RGS projections for the City of Pitt Meadows are:</p> <ul style="list-style-type: none"> » Population = 24,000 » Dwelling units = 9,400 » Employment = 11,200 <p>The City's 2042 projections are as follows:</p> <ul style="list-style-type: none"> » Population = 23,800 » Dwelling Units = 9,520 » Employment = 11,300

STRATEGY 1.2

FOCUS GROWTH IN URBAN CENTRES AND FREQUENT TRANSIT DEVELOPMENT AREAS

Metro 2040 Strategies Recommended Municipal Role	City of Pitt Meadows OCP
1.2.6 Adopt Regional Context Statements which:	
a. provide dwelling unit and employment projections that indicate the municipal share of planned growth and that contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2 (Metro Vancouver Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas);	<p>The City's 2042 projections for the Urban Centre are:</p> <ul style="list-style-type: none"> » Dwelling Units = 3046 (32% of total dwelling units) » Employment = 3,749 (33% of total employment)

Metro 2040 Strategies	City of Pitt Meadows OCP
<p>b. include policies for Urban Centres which:</p> <ul style="list-style-type: none"> i. identify the general location, boundaries and types of Urban Centres on a map generally consistent with the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and the Regional Land Use Designations map (Map 2); ii. focus growth and development in Urban Centres, generally consistent with guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas); iii. encourage office development through policies and/or other financial incentives, such as zoning that reserves capacity for office uses and density bonus provisions; iv. in co-ordination with the provision of transit service, establish or maintain reduced residential and commercial parking requirements in Urban Centres, where appropriate; 	<p>The location and boundary of the Municipal Urban Centre are depicted on Regional Features Maps 1 and 2 and encompasses the areas that are designated for high- and medium-density multi-family residential, mixed-use commercial/residential development and the Civic Centre serving the local population. This area embraces Harris Road and builds upon an existing land use pattern that emerged in the 1970s and 1980s with the development of several farms in a linear pattern. It is intended that this Urban Centre will become the heart of the local community. Existing policies support focused residential and mixed-use growth within the Urban Centre, such as permitting higher densities and mixed uses in a pedestrian-friendly environment, designating a Civic Centre within the Urban Centre Area that will be the focus of public facilities in the Municipality, all within walking distance of the West Coast Express station and frequent transit. Office development is encouraged within the urban centre by protecting existing office/commercial uses; by encouraging office and professional uses to locate in the Urban Centre, close to public transit; and by requiring first-floor commercial uses in the Urban Centre. Pitt Meadows will work towards incorporating additional policies and/or incentives for office uses in the Urban Centre. The OCP contains policies regarding the consideration of reduced parking requirements in commercial and residential areas.</p>
<p>c. include policies for Frequent Transit Development Areas which:</p> <ul style="list-style-type: none"> i. identify on a map, together with TransLink, the general location and boundaries of Frequent Transit Development Areas that are generally consistent with: <ul style="list-style-type: none"> + Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas); + TransLink's Frequent Transit Network, which may be updated over time; + other applicable guidelines and policies of TransLink for the Frequent Transit Network; ii. focus growth and development in Frequent Transit Development Areas, generally consistent with the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas); iii. in co-ordination with the provision of transit service, establish or maintain reduced residential and commercial parking requirements within Frequent Transit Development Areas, where appropriate; 	<p>No Frequent Transit Development Areas are proposed in the OCP.</p>

Metro 2040 Strategies	City of Pitt Meadows OCP
<p>d. include policies for General Urban areas which:</p> <ul style="list-style-type: none"> i. identify the General Urban areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2); ii. ensure development in General Urban areas outside of Urban Centres and Frequent Transit Development Areas are generally lower density than development in General Urban areas within Urban Centres and Frequent Transit Development Areas; iii. where appropriate, identify small-scale Local Centres in the General Urban areas that provide a mix of housing types, local-serving commercial activities and good access to transit. Local Centres are not intended to compete with or compromise the role of Urban Centres and should preferably be located within Frequent Transit Development Areas (see Map 11); iv. exclude non-residential major trip-generating uses, as defined in the Regional Context Statement, from those portions of General Urban areas outside of Urban Centres and Frequent Transit Development Areas; v. encourage infill development by directing growth to established areas, where possible; 	<p>The location and boundary of the General Urban Area are depicted on Regional Features Maps 1 and 2. OCP policies and land use designations generally ensure that development densities outside of the Urban Centre are lower. The land use designations for high-density residential development and for mixed-use development, for example, are limited to the Urban Centre. Since areas outside of the Urban Containment Boundary are designated as “Agricultural” or “Rural”, development densities will be much lower still. No local centres have been identified.</p> <p>The OCP supports limited commercial development along the north side of Lougheed Highway and east of Harris Road, outside of the Urban Centre. This is a historical designation, and it acknowledges the economic potential of the Lougheed Highway through the community. While no decision has been made at this point, the City may, in the future, choose to propose amending the regional land use designations and Urban Containment Boundary encompassed by the Special Study Area shown on Map 12 of the RGS. Otherwise, the OCP does not anticipate any additional regionally significant, non-residential, major-trip generating uses within Pitt Meadows.</p>
<p>e. include policies that, for Urban Centres or Frequent Transit Development Areas that overlay Industrial, Mixed Employment, or Conservation and Recreation areas, the Industrial, Mixed Employment, and Conservation and Recreation intent and policies prevail, except that higher density commercial would be allowed in the Mixed Employment areas contained within the overlay area;</p>	<p>The Urban Centre and the Frequent Transit Development Area do not overlay Industrial, Mixed Employment or Conservation and Recreation areas. No Mixed Employment areas have been identified for Pitt Meadows.</p>
<p>f. for Urban Centres, Frequent Transit Development Areas and General Urban areas, include policies which:</p> <ul style="list-style-type: none"> i. support continued industrial uses by minimizing the impacts of urban uses on industrial activities; ii. encourage safe and efficient transit, cycling and walking; iii. implement transit priority measures, where appropriate; and iv. support district energy systems and renewable energy generation, where appropriate. 	<p>The OCP contains guidelines that require buffers between industrial uses and residential uses. The OCP supports safe, linked and convenient pedestrian circulation, and considers the needs of cyclists in road design and upgrading. The OCP contains policy encouraging the development of community energy systems and renewable energy generation.</p>

STRATEGY 1.3

PROTECT RURAL AREAS FROM URBAN DEVELOPMENT

Metro 2040 Strategies Recommended Municipal Role	City of Pitt Meadows OCP
1.3.3 Adopt Regional Context Statements which:	
a. identify the Rural areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);	The location and boundary of the Rural areas are depicted on Regional Features Maps 1 and 2.
b. limit development 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;	The OCP designates rural areas as "Rural Residential". Development in those areas designated "Rural Residential" is generally not supported.
c. include policies which: <ul style="list-style-type: none"> i. specify the allowable density and form, consistent with Action 1.3.1, for land uses within the Rural land use designation; ii. support agricultural uses within the Agricultural Land Reserve and, where appropriate, outside of the Agricultural Land Reserve. 	<p>Further subdivision of lands within the Rural land use designation is generally not supported. Regional sewer service is not being sought for these areas. The OCP supports agricultural uses within the Agricultural Land Reserve through the following ways:</p> <ul style="list-style-type: none"> » supporting the retention of large land holdings and the consolidation of small parcels; » application of a "no net loss" policy; » consideration of restricting residential development within the Agricultural area; » including a new development permit area that would buffer and protect agricultural land from urban development; and » permitting agricultural uses in those areas outside of the Agricultural Land Reserve designated as "Rural Residential".

GOAL 2: SUPPORT A SUSTAINABLE ECONOMY

STRATEGY 2.1

PROMOTE LAND DEVELOPMENT PATTERNS THAT SUPPORT A DIVERSE REGIONAL ECONOMY AND EMPLOYMENT CLOSE TO WHERE PEOPLE LIVE

Metro 2040 Strategies Recommended Municipal Role	City of Pitt Meadows OCP
2.1.4 Adopt Regional Context Statements which:	
a. include policies that support appropriate economic development in Urban Centres, Frequent Transit Development Areas, Industrial and Mixed Employment areas;	The OCP supports a wide range of economic development while maintaining a distinction between the types of businesses that are permitted in certain areas of the City. For example, those commercial uses that serve a regional population are encouraged to locate adjacent to Lougheed Highway and major arterial roads while retail and office uses are encouraged to locate in Urban Centre.
b. support the development of office space in Urban Centres, through policies such as zoning that reserves land for office uses, density bonus provisions to encourage office development, variable development cost charges and/or other financial incentives;	The OCP supports the development of office space in Urban Centres through land use designations, such as Town Centre Commercial, which permits high-density mixed commercial and residential uses. The OCP also supports the preservation of existing commercial areas rather than allowing them to be converted to other uses. Using incentives to increase office development in the Urban Centre is not addressed in the OCP. The Urban Centre is envisioned as containing dense mixed residential/ commercial development and civic spaces, primarily serving the local community. Major trip-generating uses, such as large office buildings and shopping centres, do not fit the scale or form of development that is envisioned for the Urban Centre.

Metro 2040 Strategies	City of Pitt Meadows OCP
<p>c. include policies that discourage major commercial and institutional development outside of Urban Centres or Frequent Transit Development Areas;</p>	<p>The OCP generally supports focusing local development within the Urban Centre through its land use designations, which include Town Centre Commercial. The Town Centre Commercial designation permits high-density mixed-commercial and residential uses appropriate to the community's central area. Generally, the floor area ratio (FAR) for commercial uses outside of the urban centre is of a lower density than the FAR within the centre. The OCP encourages the redevelopment of lands within the Municipal Urban Centre for local commercial uses. Lands have historically been designated within the OCP for Highway Commercial Uses outside of the Municipal Urban Centre, along the north side of the Lougheed Highway and east of Harris Road. This designation acknowledges the economic potential of the Lougheed Highway through the community. While no decision has been made at this point, the City may, in the future, choose to amend the land use designations and Urban Containment Boundary encompassed by the Special Study Area as shown on Map 12 of the RGS. Any further commercial and institutional growth is limited by the Urban Containment Boundary and the Agricultural Land Reserve. The OCP does not anticipate any additional regionally significant, non-residential, major trip-generating uses within Pitt Meadows at this time.</p>
<p>d. show how the economic development role of Special Employment Areas, post-secondary institutions and hospitals is supported through land use and transportation policies.</p>	<p>Not applicable. No Special Employment Areas have been identified for Pitt Meadows, and there are no post-secondary institutions or hospitals.</p>

STRATEGY 2.2

PROTECT THE SUPPLY OF INDUSTRIAL LAND

Metro 2040 Strategies Recommended Municipal Role	City of Pitt Meadows OCP
2.2.4 Adopt Regional Context Statements which:	
a. identify the Industrial areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);	Industrial areas consistent with the Regional Growth Strategy are identified on Regional Features Maps 1 and 2.
b. include policies for Industrial areas which: <ul style="list-style-type: none"> i. support and protect industrial uses; ii. support appropriate accessory uses, including commercial space and caretaker units; iii. exclude uses which are inconsistent with the intent of industrial areas, such as medium- and large-format retail, residential uses (other than industrial caretaker units where necessary) and stand-alone office uses that are not supportive of industrial activities; iv. encourage better utilization and intensification of industrial areas for industrial activities; 	<p>The OCP supports and protects industrial areas as follows:</p> <ul style="list-style-type: none"> » designating areas as “Business Park” and “Industrial”, consistent with the Regional Growth Strategy; » defining “Business Park” as clean business industrial uses in office-like structures; » designating land-use definitions that support manufacturing, processing, storage, wholesale and warehouse uses; » including policies that encourage higher employment and land use densities; and » permitting office uses as an accessory use only.
c. identify the Mixed Employment areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);	No Mixed Employment Areas have been identified for Pitt Meadows.

Metro 2040 Strategies	City of Pitt Meadows OCP
<p>d. include policies for Mixed Employment areas which:</p> <ul style="list-style-type: none"> i. support a mix of industrial, commercial, office and other related employment uses while maintaining support for established industrial areas, including potential intensification policies for industrial activities, where appropriate; ii. allow large- and medium-format retail, where appropriate, provided that such development will not undermine the broad objectives of the Regional Growth Strategy; iii. support the regional objective of concentrating commercial and other major trip-generating uses in Urban Centres and Frequent Transit Development Areas; iv. where Mixed Employment areas are located within Urban Centres or Frequent Transit Development Areas, support higher density commercial development and allow employment and service activities consistent with the intent of Urban Centres or Frequent Transit Development Areas; v. allow low-density infill/expansion based on currently accepted local plans and policies in Mixed Employment areas and support increases in density only where the Mixed Employment area has transit service or where an expansion of transit service has been identified in TransLink's strategic transportation plans for the planned densities; vi. exclude residential uses, except for an accessory caretaker unit; 	<p>No Mixed Employment Areas have been identified for Pitt Meadows.</p>
<p>e. include policies which help reduce environmental impacts and promote energy efficiency.</p>	<p>The OCP contains several policies that help to reduce the environmental impacts and promote energy efficiency, such as encouraging higher employment and land use densities, and permitting clean, high-quality industrial/business park uses.</p>

STRATEGY 2.3

PROTECT THE SUPPLY OF AGRICULTURAL LAND AND PROMOTE AGRICULTURAL VIABILITY WITH AN EMPHASIS ON FOOD PRODUCTION

Metro 2040 Strategies Recommended Municipal Role	City of Pitt Meadows OCP
2.3.6 Adopt Regional Context Statements which:	
a. specify the Agricultural areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);	Agricultural areas consistent with the Regional Growth Strategy are identified on Regional Features Maps 1 and 2.
b. include policies to support agricultural viability including those which: <ul style="list-style-type: none"> i. assign appropriate regional land use designations that support agricultural viability and discourage non-farm uses that do not complement agriculture; ii. discourage subdivision of agricultural land, leading to farm fragmentation; iii. where feasible, and appropriate with other governments and agencies, maintain and improve transportation, drainage and irrigation infrastructure to support agricultural activities; iv. manage the agricultural-urban interface to protect the integrity and viability of agricultural operations (e.g., buffers between agricultural and urban areas or edge planning); v. demonstrate support for economic development opportunities for agricultural operations (e.g., processing, agri-tourism, farmers' markets and urban agriculture); vi. encourage the use of agricultural land, with an emphasis on food production; vii. support educational programs that provide information on agriculture and its importance for the regional economy and local food systems. 	<p>The Official Community Plan designates areas as "Agricultural", consistent with the Regional Growth Strategy;</p> <p>The retention of large land holdings and the consolidation of small parcels and the application of a "no net loss" policy is supported in the OCP;</p> <p>The OCP includes policies on infrastructure and transportation that supports agricultural activities, including supporting changes to the road network that would address traffic volumes on Old Dewdney Trunk Road;</p> <p>Policies regarding buffering agricultural land from urban uses are included, as is a new development area that is intended address agricultural and urban land use conflicts. Agri-tourism and value-added agricultural business initiatives are specifically supported in the OCP. Consideration of restricting residential development within the Agricultural area is included; the OCP contains policies that support educational programs that provide information on agriculture and its importance for the regional economy and local food systems.</p>

GOAL 3: PROTECT THE ENVIRONMENTAL AND RESPOND TO CLIMATE CHANGE IMPACTS

STRATEGY 3.1

PROTECT CONSERVATION AND RECREATION LANDS

Metro 2040 Strategies Recommended Municipal Role	City of Pitt Meadows OCP
3.1.4 Adopt Regional Context Statements which:	Conservation and Recreation areas consistent with the Regional Growth Strategy are identified on Regional Features Maps 1 and 2.
<ul style="list-style-type: none"> a. identify Conservation and Recreation areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2); 	<p>Areas are designated as "Conservation Area", "Wildlife Management Area" and "Open Space" on Schedules 2A and 2B, consistent with the Regional Growth Strategy. The OCP includes definitions of "Conservation Area", "Wildlife Management Area" and "Open Space" that limit the uses of those lands to passive recreation, and in the case of conservation area, as nature preserves where facilities for passive recreation are discouraged.</p>
<ul style="list-style-type: none"> b. include land use policies to support the protection of Conservation and Recreation areas that are generally consistent with the following: <ul style="list-style-type: none"> i. public service infrastructure, including the supply of high-quality drinking water; ii. environmental conservation; iii. recreation, primarily outdoor; iv. education, research and training facilities and uses that serve conservation and/or recreation users; v. commercial uses, tourism activities and public, cultural or community amenities that are appropriately located, scaled and consistent with the intent of the designation; vi. limited agricultural use, primarily soil-based; and 	<p>Several areas in Pitt Meadows are designated as Development Permit Areas for the purposes of mitigating the impact of development on the natural environment.</p>
<ul style="list-style-type: none"> c. include policies, where appropriate, that effectively buffer Conservation and Recreation areas from activities in adjacent areas. 	<p>The OCP does not contain policies regarding buffering Conservation and Recreation areas from adjacent areas (which are primarily agricultural) since these are located within agricultural areas.</p>

STRATEGY 3.2

PROTECT AND ENHANCE NATURAL FEATURES AND THEIR CONNECTIVITY

Metro 2040 Strategies Recommended Municipal Role	City of Pitt Meadows OCP
3.2.4 Adopt Regional Context Statements which:	
include policies and/or maps that indicate how ecologically important areas and natural features will be managed (as conceptually shown on Map 10) (e.g., steep slopes and ravines, intertidal areas and other natural features not addressed in Strategy 3.1).	Environmentally sensitive areas are identified on Map 8 of the Official Community Plan. Most of the land identified as environmentally sensitive within the OCP is within the authority of a variety of agencies, including, but not limited to, the Regional, Provincial and Federal Governments. The OCP supports working co-operatively with such agencies to ensure effective management of environmentally sensitive areas.
3.2.5 In collaboration with other agencies, develop and manage municipal components of the Metro Vancouver Regional Recreation Greenway Network and connect community trails, bikeways and greenways to the Regional Recreation Greenway Network where appropriate.	The municipality's trail network is identified in the OCP. The trails shown on these schedules overlap with the Regional Greenway Network as shown on Map 9: Regional Recreation Greenway Network of the Regional Growth Strategy. The Official Community Plan supports the connection of the community trail network with the Regional Greenway Network.
3.2.6 Identify, where appropriate, measures to protect, enhance and restore ecologically important systems, features, corridors and establish buffers along watercourses, coastlines, agricultural lands and other ecologically important features (e.g., conservation covenants, land trusts, tax exemptions and eco-gifting).	The Official Community Plan supports the protection and enhancement of ecologically important features such as the shorelines and wetlands; for example, the OCP requires environmental impact assessments for development applications outside of the Urban Containment Boundary.
3.2.7 Consider watershed and ecosystem planning and/or Integrated Stormwater Management Plans in the development of municipal plans.	As part of the Regional District's mandate, the City adopted an Integrated Storm Water Management Plan in 2014. The OCP contains additional supportive policies regarding integrated stormwater management as well as policies encouraging green infrastructure.

STRATEGY 3.3

ENCOURAGE LAND USE AND TRANSPORTATION INFRASTRUCTURE THAT REDUCE ENERGY CONSUMPTION AND GREENHOUSE GAS EMISSIONS, AND IMPROVE AIR QUALITY

Metro 2040 Strategies Recommended Municipal Role	City of Pitt Meadows OCP
3.3.4 Adopt Regional Context Statements which:	
<p>a. identify how municipalities will use their land-development and transportation strategies to meet their greenhouse gas-reduction targets and consider how these targets will contribute to the regional targets;</p>	<p>The Official Community Plan supports the reduction of GHG emissions by:</p> <ul style="list-style-type: none"> » crafting a land use plan that will accommodate Metro Vancouver population projections for Pitt Meadows; » delineating an Urban Containment Boundary that would contain most of the future population within it; » locating commercial and industrial land uses within the Urban Containment Boundary; » continuing to enhance and extend the trail/cycling network; and » supporting regional and provincial transportation agencies to help provide transportation choice
<p>b. identify policies and/or programs that reduce energy consumption and greenhouse gas emissions, and improve air quality from land use and transportation infrastructure, such as:</p> <ul style="list-style-type: none"> » building retrofits and construction of new buildings to green performance guidelines or standards, district energy systems, and energy recovery and renewable energy generation technologies, such as solar panels and geoechange systems, and electric vehicle charging infrastructure; » community design and facility provision that encourages transit, cycling and walking (e.g., direct and safe pedestrian and cycling linkages to the transit system); 	<p>The OCP supports the Region's goals with regards to the reduction of GHG emissions and commits to carbon neutrality by 2050. According to the Pitt Meadows Energy and Greenhouse Gas Emissions Reduction Plan (adopted in 2011), the majority of achievable reduction initiatives that are the responsibility of the municipality are found in the community buildings sector. These initiatives include encouraging energy retrofits for existing building stock, ensuring that new buildings are built to high standards of energy efficiency and encouraging the development of community energy systems. Emissions from transportation can also be reduced through maintaining the Urban Containment Boundary and transportation planning and investment. The OCP also supports the implementation of the Pedestrian and Cycling Master Plan, which in turn supports the improvement of existing walking and cycling paths, and recommends the creation of new ones. These paths are intended to provide linkages to the transit system.</p>
<p>c. focus infrastructure and amenity investments in Urban Centres and Frequent Transit Development Areas, and at appropriate locations along TransLink's Frequent Transit Network; and</p>	<p>Infrastructure and amenity investments are concentrated in the Urban Centre where most of the population is intended to reside and denser commercial development is intended to take place.</p>

Metro 2040 Strategies	City of Pitt Meadows OCP
d. implement land use policies and development-control strategies which support integrated stormwater management and water conservation objectives.	<p>The City adopted an ISMP in November 2016. In doing so, it fulfilled its obligation to Metro Vancouver as laid out in the regional Liquid Waste Management Plan.</p> <p>The OCP contains policies that support the conservation of water, integrated stormwater management and green infrastructure (most of these policies can be found in the Local Systems chapter).</p>

STRATEGY 3.4

ENCOURAGE LAND USE AND TRANSPORTATION INFRASTRUCTURE THAT IMPROVE THE ABILITY TO WITHSTAND CLIMATE CHANGE IMPACTS AND NATURAL HAZARD RISKS

Metro 2040 Strategies Recommended Municipal Role	City of Pitt Meadows OCP
3.4.4 Adopt Regional Context Statements which:	
include policies to encourage settlement patterns that minimize risks associated with climate change and natural hazards (e.g., earthquakes, flooding, erosion, subsidence, mudslides, interface fires); and	Most of Pitt Meadows is covered by floodplain and protected by dikes. However, most urban development, and particularly high-density urban residential development, is located in the highland area, out of the floodplain. The OCP supports continued development and densification in the highland area, which is located within the urban containment boundary. Moreover, the Urban Centre as delineated in Regional Features Maps 1 and 2 is located entirely within the highland area.
3.4.5 Consider incorporating climate change and natural hazard risk assessments into the planning and location of municipal utilities, assets and operations.	The City supports such actions, for example, through the implementation of the Floodplain Designation and Construction Control Bylaw (first adopted in 2008 and amended in 2012), supporting improvements to the diking system, and encouraging developers and others to utilize flood management best.

GOAL 4: DEVELOP COMPLETE COMMUNITIES

STRATEGY 4.1

PROVIDE DIVERSE AND AFFORDABLE HOUSING CHOICES

Metro 2040 Strategies Recommended Municipal Role	City of Pitt Meadows OCP
4.1.7 Adopt Regional Context Statements which:	
<p>a. include policies or strategies that indicate how municipalities will work towards meeting the estimated future housing demand as set out in Appendix Table A.4, which:</p> <ul style="list-style-type: none"> i. ensure the need for diverse housing options is articulated in municipal plans and policies, including neighbourhood and area plans; ii. increase the supply and diversity of housing stock through infill developments, more compact housing forms and increased density; iii. in collaboration with the federal government and the province, assist in increasing the supply of affordable rental units for households with low or low to moderate incomes through policies, such as density bonus provisions, inclusionary zoning or other mechanisms, particularly in areas that are well served by transit; and iv. encourage and facilitate affordable housing development through measures such as reduced parking requirements, streamlined and prioritized approval processes, below-market leases of publicly owned property and fiscal measures. 	<p>The OCP supports such actions, for example, by:</p> <ul style="list-style-type: none"> » supporting a range of housing choices, including apartments, townhouses, infill housing such as duplexes, garden suites, particularly within walking distance of transit, and through the legalization of secondary suites; » considering higher density residential dwelling types, which are contemplated within the Urban Centre; » collaborating with the federal and provincial governments to increase the supply of affordable rental units; and » investigating using reduced parking requirements, density bonus provisions and a community amenity fund to encourage and facilitate affordable housing development.
4.1.8 Prepare and implement Housing Action Plans which:	
<p>a. assess local housing market conditions, by tenure, including assessing housing supply, demand and affordability;</p>	<p>The HAP includes an assessment of local housing conditions, by tenure, including housing supply, demand and affordability. The HAP concludes that Pitt Meadows has:</p> <ul style="list-style-type: none"> » a continued demand for single-detached homes but that given the short supply of land, a broader, more diverse mix of housing forms will be needed; » a shortage of suitable rental housing for single people; » a shortage of affordable ownership options for some moderate-income households; and » limited affordable seniors-oriented housing.

Metro 2040 Strategies	City of Pitt Meadows OCP
<p>b. identify housing priorities, based on the assessment of local housing market conditions, and consideration of changing household demographics, characteristics and needs;</p>	<p>Housing priorities have been determined and identified in the OCP and the HAP as follows:</p> <ul style="list-style-type: none"> » create a broader mix of housing types; » increase the supply of rental housing; » continue to facilitate the development and legalization of secondary suites; » maintain high standards of safety and maintenance for all rental housing; » support the development of new non-market housing; » support regional efforts to eliminate homelessness; and » build housing capacity through information and outreach.
<p>c. identify implementation measures within the jurisdiction and financial capabilities of municipalities, including actions set out in Action 4.1.7;</p>	<p>The following implementation measures within the jurisdiction and financial capabilities of the municipality have been identified in the OCP and the HAP:</p> <ul style="list-style-type: none"> » investigating the use of reduced parking requirements, density bonus provisions, waiving or reducing development permit fees, and a community amenity fund to encourage and facilitate affordable housing development; » supporting a range of housing sizes and types; » continuing support for secondary suite legalization and development; and » preparing and providing information re: non-market/affordable housing, higher density developments, secondary suites, livable smaller homes, etc.
<p>d. encourage the supply of new rental housing and where appropriate, mitigate or limit the loss of existing rental housing stock;</p>	<p>The OCP and the HAP contain policies to increase the supply of rental housing and to help mitigate or limit the loss of existing rental stock:</p> <ul style="list-style-type: none"> » consideration of waiving or reducing development and permit fees for purpose-built rental housing; » consideration of reducing parking requirements for purpose-built rental housing; » consideration of property tax exemptions for a period of time; and » negotiation of additional density on a project-by-project basis for the development of new rental housing.

Metro 2040 Strategies	City of Pitt Meadows OCP
e. identify opportunities to participate in programs with other levels of government to secure additional affordable housing units to meet housing needs across the continuum; and	<p>The OCP and the HAP identify opportunities to participate with other levels of government to secure additional housing units, such as:</p> <ul style="list-style-type: none"> » participating in the Maple Ridge-Pitt Meadows Housing Table and other such partnerships; » participating in regional initiatives and committees; and » supporting Metro Vancouver's Regional Homelessness Plan and other efforts of the Regional Steering Committee on Homelessness.
f. co-operate with and facilitate the activities of the Metro Vancouver Housing Corporation under Action 4.1.5.	Policies within the OCP and the HAP are supportive of the activities of the Metro Vancouver Housing Corporation.

STRATEGY 4.2

PROVIDE DIVERSE AND AFFORDABLE HOUSING CHOICES

Metro 2040 Strategies Recommended Municipal Role	City of Pitt Meadows OCP
4.2.4 Include policies within municipal plans or strategies, that may be referenced in the Regional Context Statements, which:	
a. support compact, mixed-use, transit, cycling- and walking-oriented communities;	<p>Many OCP policies support a compact, mixed-use, transit, cycling- and walking-oriented community. For example:</p> <ul style="list-style-type: none"> » locating medium- to high-density multi-family housing within the Urban Centre and within walking distance of the transit; » supporting alternative transportation initiatives and the use of public transit; » preserving agricultural land and maintaining the Urban Containment Boundary; » maintaining and enhancing the City's multi-use trail network to provide connections; and » considering the needs of cyclists in road design, and upgrading and requiring bicycle parking and end-of-trip facilities for new developments.
b. locate community, arts, cultural, recreational, institutional, medical/health, social service, education facilities and affordable housing development in Urban Centres or areas with good access to transit;	The OCP encourages the Urban Centre to be the central focus of activity by permitting higher densities and mixed uses; by designating a Civic Centre within the Urban Centre that will be a focus of public facilities in the municipality.

Metro 2040 Strategies	City of Pitt Meadows OCP
c. provide public spaces and other place-making amenities for increased social interaction and community engagement;	The OCP supports the establishment of a variety of different public spaces and other amenities, such as the designation of a Civic Centre, the construction of a community centre and public space in Osprey Village, and having parks and open spaces for both passive and active recreation.
d. support active living through the provision of recreation facilities, parks, trails, and safe and inviting pedestrian and cycling environments;	The OCP meets the recreational needs of the community through a combination of approaches, including providing parks for active and passive uses, public sports facilities, open spaces, trails, bike paths and protected natural areas.
e. support food production and distribution throughout the region, including in urban areas, rooftop gardens, green roofs and community gardens on private and municipal lands, and healthy food retailers, such as grocery stores and farmers' markets, near housing and transit services;	The OCP expresses a commitment to the preservation of farmland and encourages active farming through a variety of measures, including limiting urban uses to the Urban Containment Boundary.
f. assess overall health implications of proposed new communities, infrastructure and transportation services, including air quality and noise, with input from public health authorities;	No "new communities" are planned.
g. support universally accessible community design;	Policies in the OCP support accessible and inclusive public parks, streetscapes and facilities. The City has adopted and is implementing "Plan and Design for Choice", universal design guidelines for outdoor spaces (completed in 2010). The City also adopted an adaptable housing policy in 2011 that requires 100% of all units in new apartment buildings be built to adaptable construction standards as outlined in the policy.
h. where appropriate, identify small-scale Local Centres in General Urban areas that provide a mix of housing types, local-serving commercial activities and good access to transit. Local Centres are not intended to compete with or compromise the role of Urban Centres and should preferably be located within Frequent Transit Development Areas; and	No Local Centres have been identified at this time.
i. recognize the Special Employment Areas as shown on the Local Centres, Hospitals and Postsecondary Institutions map (Map 11). Special Employment Areas are located outside of Urban Centres and Frequent Transit Development Areas, and are region-serving, special purpose facilities that have a high level of related transportation activity due to employee, student or passenger trips.	Not applicable. Pitt Meadows does not have Special Employment Areas .

GOAL 5: SUPPORT SUSTAINABLE TRANSPORTATION CHOICES

STRATEGY 5.1

COORDINATE LAND USE AND TRANSPORTATION TO ENCOURAGE TRANSIT, MULTIPLE-OCCUPANCY VEHICLES, CYCLING AND WALKING

Metro 2040 Strategies Recommended Municipal Role	City of Pitt Meadows OCP
5.1.6 Adopt Regional Context Statements which:	
a. identify land use and transportation policies and actions, and describe how they are co-ordinated to encourage a greater share of trips made by transit, multiple-occupancy vehicles, cycling and walking, and to support TransLink's Frequent Transit Network;	The OCP encourages the location of higher density housing and commercial uses within walking distance of public transit. The OCP also supports the improvement of existing walking and cycling paths, and recommends the creation of new ones. These paths are intended to provide linkages to the transit system.
b. identify policies and actions that support the development and implementation of municipal and regional transportation system and demand-management strategies, such as parking pricing and supply measures, transit priority measures, ridesharing and car-sharing programs; and	The OCP contains policies supporting the collaboration with the Province and TransLink to implement integrated transportation systems and the development of traffic-management plans, including traffic-calming measures.
c. identify policies and actions to manage and enhance municipal infrastructure to support transit, multiple-occupancy vehicles, cycling and walking.	The OCP promotes working with TransLink to provide transportation choice. The OCP also supports the improvement of existing walking and cycling paths, and recommends the creation of new ones. These paths are intended to provide linkages to the transit system.

STRATEGY 5.2

COORDINATE LAND USE AND TRANSPORTATION TO SUPPORT THE SAFE AND EFFICIENT MOVEMENT OF VEHICLES FOR PASSENGERS, GOODS AND SERVICES

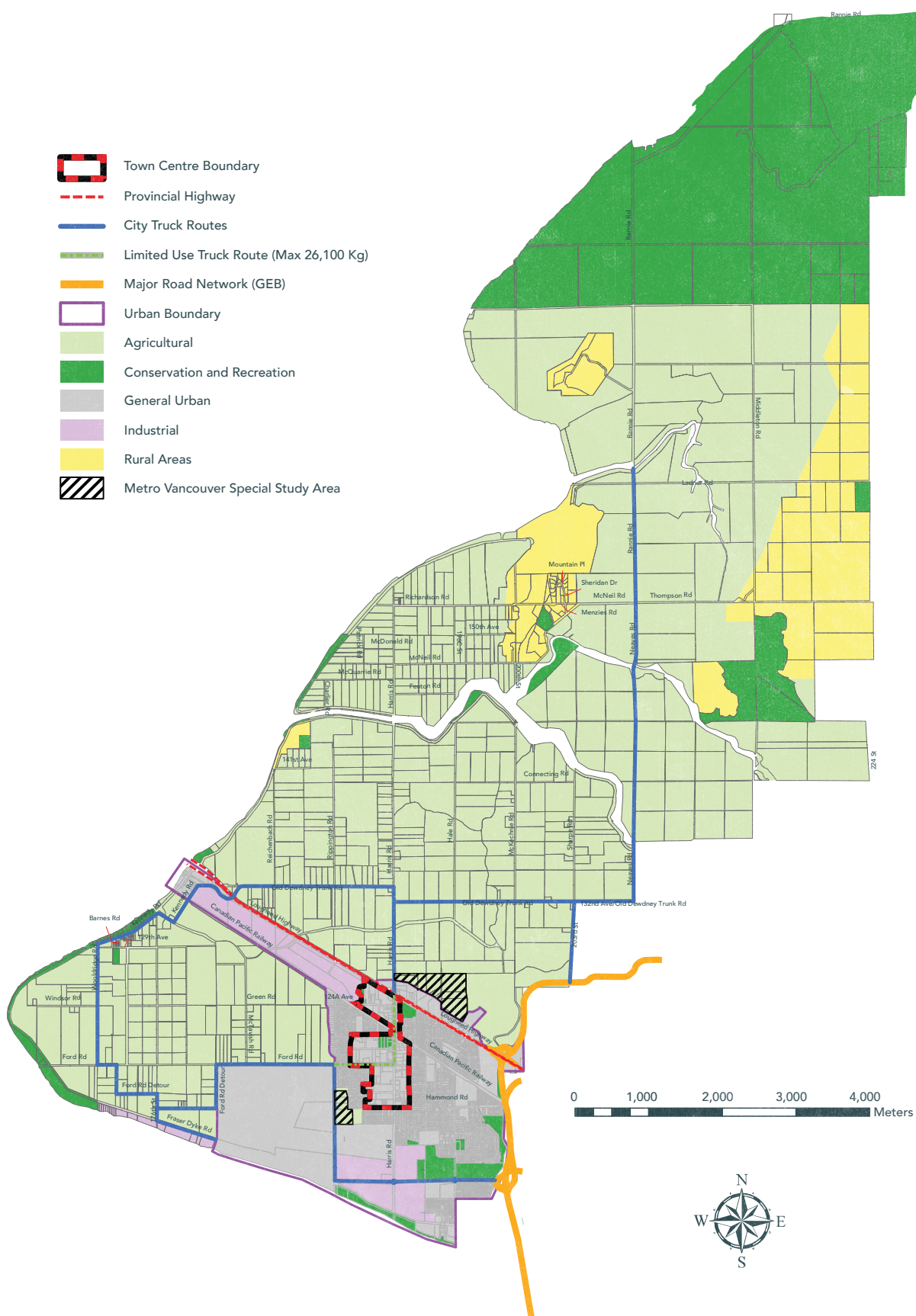
Metro 2040 Strategies Recommended Municipal Role	City of Pitt Meadows OCP
5.2.3 Adopt Regional Context Statements which:	
a. identify routes on a map for the safe and efficient movement of goods and service vehicles to, from and within Urban Centres, Frequent Transit Development Areas, Industrial, Mixed Employment and Agricultural areas, Special Employment Areas, ports, airports and international border crossings;	Routes for the safe and efficient movements of goods and services to and from the Urban Area, Industrial Areas, Agricultural Area and the airport are depicted on Regional Features Maps 1 and 2.
b. identify land use and related policies and actions that support optimizing the efficient movement of vehicles for passengers, Special Employment Areas, goods and services on the Major Road Network, provincial highways and federal transportation facilities;	The OCP supports working with the Province and TransLink to implement integrated transportation, in particular addressing traffic volumes on Old Dewdney Trunk Road and backups experienced at the Harris Road and Lougheed Highway intersection.
c. support the development of local and regional transportation system management strategies, such as the provision of information to operators of goods and service vehicles for efficient travel decisions, management of traffic flow using transit priority measures, co-ordinated traffic signalization and lane management; and	The OCP encourages working with provincial and regional transportation authorities to ensure the movement of traffic through the community while taking the community's needs into consideration.
d. identify policies and actions which support the protection of rail rights-of-way and access points to navigable waterways in order to preserve the potential for goods movement, in consideration of the potential impacts on air quality, habitat and communities.	The OCP encourages liaising with CP Rail regarding operations and planning for the Vancouver Intermodal Terminal to ensure the movement of goods through the community while taking the community's needs into account. The OCP limits uses and activities that would interrupt or limit the navigation and transportation functions of rivers within the municipality.

6.1: REGIONAL GROWTH STRATEGY IMPLEMENTATION FRAMEWORK

Providing for Appropriate Municipal Flexibility













Metro 2040 Policies	City of Pitt Meadows Response
6.2.7 A municipality may include language in its Regional Context Statement that permits amendments to the municipality's Official Community Plan to adjust the boundaries of regional land use designations (or their equivalent OCP designation) within the Urban Containment Boundary.	The OCP hereby permits such amendments.
6.2.8 A municipality may include language in its Regional Context Statement that permits amendments to the municipality's Official Community Plan to adjust the boundaries of the municipality's Urban Centres and Frequent Transit Development Areas, provided such boundary adjustments meet the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) of the Regional Growth Strategy.	The OCP hereby permits such amendments.
6.2.9 Municipalities will notify Metro Vancouver of all adjustments, as permitted by sections 6.2.7 and 6.2.8, as soon as practicable after the municipality has adopted its Official Community Plan amendment bylaw.	The City will implement RGS policy 6.2.9.
6.2.10 If a municipality includes language in its Regional Context Statement that permits amendments to the municipality's Official Community Plan to adjust the boundaries of regional land use designations within the Urban Containment Boundary or the boundaries of Urban Centres and Frequent Transit Development Areas, as permitted by sections 6.2.7 and 6.2.8 respectively, the prescribed adjustments do not require an amendment to the municipality's Regional Context Statement. All other adjustments to regional land use designation boundaries will require an amendment to the municipality's Regional Context Statement, which must be submitted to the Metro Vancouver Board for acceptance in accordance with the requirements of the <i>Local Government Act</i> .	The OCP hereby permits such amendments.

REGIONAL FEATURES MAP 1 – RURAL AREA OF PITT MEADOWS

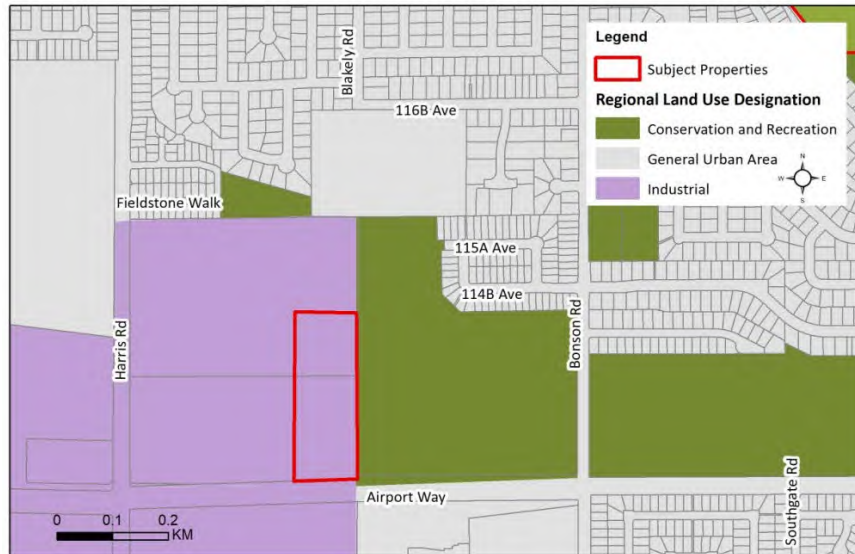


The map displays the City of Kelowna with the proposed Longview Highway (red dashed line) and the Canadian Pacific Railway (black dashed line). The map includes a north arrow and a scale bar from 0 to 800 meters. The proposed highway is shown as a red dashed line, and the railway is shown as a black dashed line. The map also shows various streets, including McInnis Rd, Fraser Rd, and Hammond Rd, and different colored areas representing various land use zones.

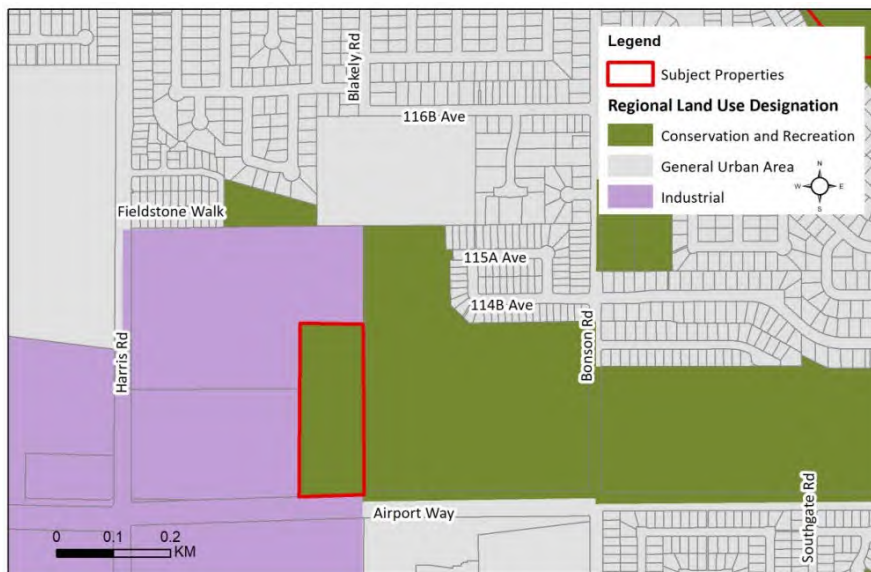


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|---|-----------------------------|---|---|
|  | Agricultural |  | Town Centre Boundary |
|  | General Urban |  | Metro Vancouver Special Study Area |
|  | Industrial |  | Provincial Highway |
|  | Rural Areas |  | City Truck Routes |
|  | Conservation and Recreation |  | Limited Use Truck Route (Max 26,100 Kg) |
|  | Urban Boundary |  | Major Road Network |

Parcel 1 – Current Regional Land Use, 19265 Airport Way

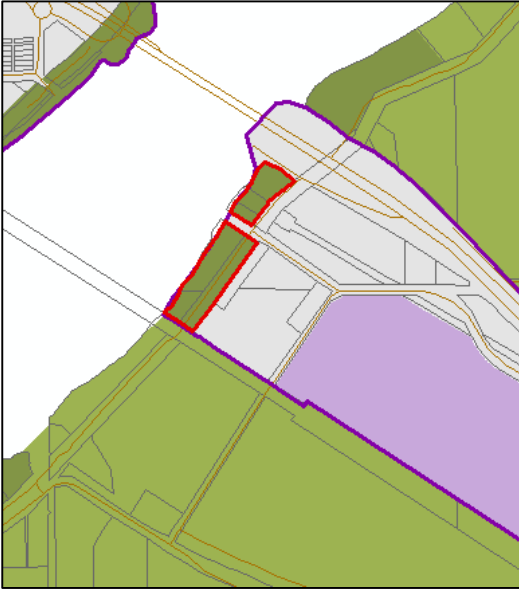


Parcel 1 – Proposed Regional Land Use, 19265 Airport Way

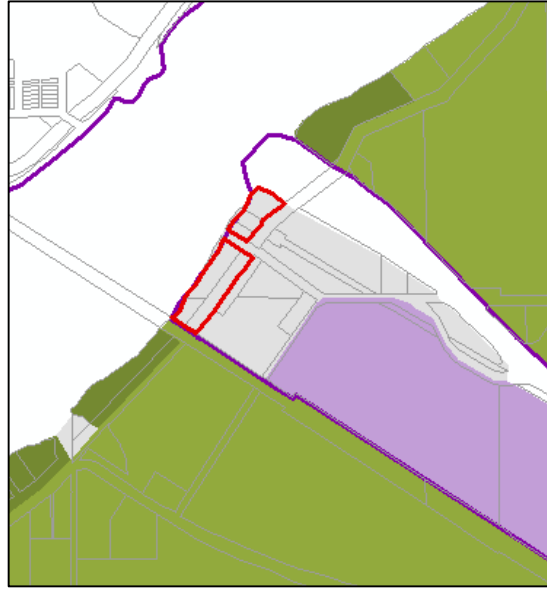


Parcel 2 - 17799 Ferry Slip Road

Metro 2040 – Conservation and Recreation

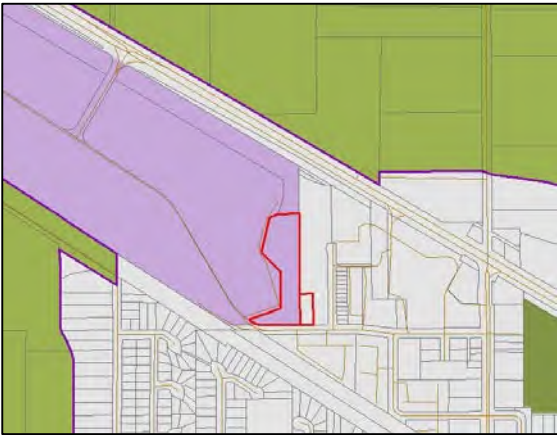


Regional Context Statement – General Urban

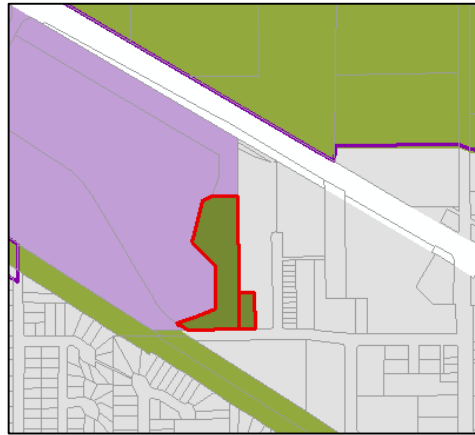


Parcel 3 - 190a Street and 19007 McMyn Road

Metro 2040 – Industrial, General Urban

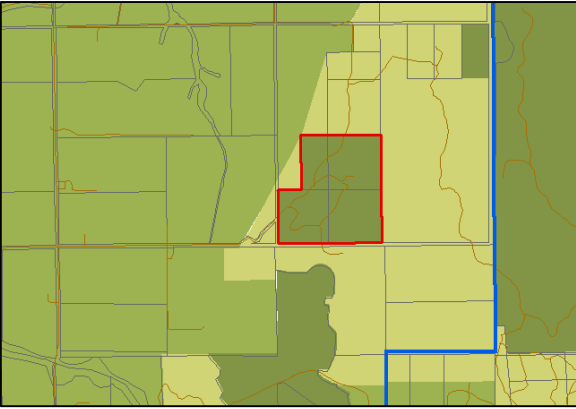


Regional Context Statement – Conservation and Recreation

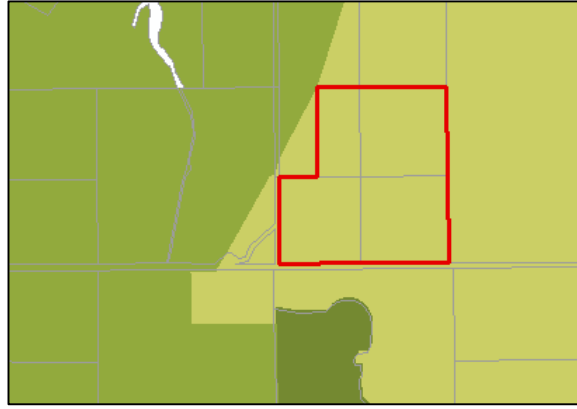


Parcel 4 – 21501 Thompson Road

Metro 2040 – Conservation and Recreation



Regional Context Statement – Rural



Parcel 5 – Fraser Dyke Road

**Metro 2040 – Conservation and Recreation,
General Urban**

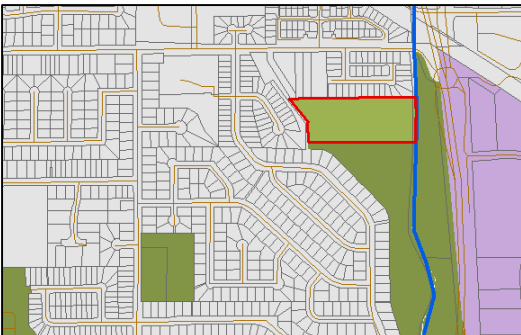


Regional Context Statement – Industrial

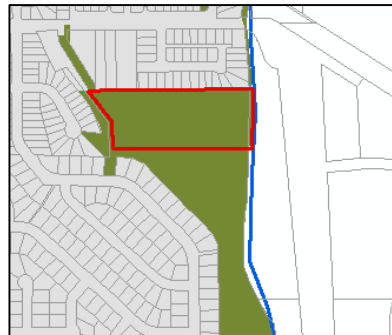


Parcel 6 – Wildwood Crescent N

Metro 2040 – Agriculture



**Regional Context Statement – Conservation and
Recreation**



To: Regional Planning Committee

From: James Stiver, Division Manager, Regional Land Use Policy,
Regional Planning and Housing Services

Date: July 15, 2022 Meeting Date: September 8, 2022

Subject: **Request for Sanitary Service Connection at 10556 64 Avenue, Delta**

RECOMMENDATION

That the MVRD Board:

- a) resolve that the extension of GVS&DD sewerage services for a new clubhouse associated with the Sunshine Woods Golf Centre at 10556 64 Avenue in the City of Delta is consistent with the provisions of *Metro Vancouver 2040: Shaping our Future*; and
 - b) forward the requested Fraser Sewerage Area extension application to the GVS&DD Board for consideration.
-

EXECUTIVE SUMMARY

The City of Delta submitted an application to the Greater Vancouver Sewerage and Drainage District to extend sewer service to a new clubhouse associated with the Sunshine Woods Golf Centre located at 10556 64 Avenue. The property is located partially within the Fraser Sewerage Area, on land with an Agricultural regional land use designation in *Metro 2040*, and outside of the Urban Containment Boundary. Consistent with the requirements set out in *Metro 2040*, the request is being presented to the MVRD Board for consideration of consistency with the regional growth strategy prior to consideration by the Greater Vancouver Sewerage and Drainage District Board.

Staff propose that the extension is consistent with the regional growth strategy given that:

1. the proposed clubhouse, although larger, will be located atop the approximate building footprint of the existing clubhouse with no changes to its intended use;
2. the proposed use is a permitted use by the Agricultural Land Commission and is not expected to impact the surrounding agricultural, or nearby conservation and recreation uses;
3. the existing building is located within the Fraser Sewerage Area; and
4. an on-site septic system is not feasible for the proposed use.

PURPOSE

This report provides the MVRD Board the opportunity to consider alignment between the City of Delta's request to extend the sanitary sewer service to accommodate the new clubhouse building proposed at 10556 64 Avenue and *Metro Vancouver 2040: Shaping our Future (Metro 2040)*.

BACKGROUND

On June 17, 2022, the City of Delta submitted an application to the Greater Vancouver Sewerage and Drainage District (GVS&DD) to extend sewerage and drainage systems to a proposed golf course clubhouse at the Sunshine Woods Golf Centre, located at 10556 64 Avenue (Attachment 2). The clubhouse will be located partially within the Fraser Sewerage Area (FSA), on land with an Agricultural

regional land use designation in *Metro 2040*, and outside of the Urban Containment Boundary (Attachment 1).

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

METRO 2040 AND SEWERAGE AREA EXTENSION REQUEST

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

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

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

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

METRO VANCOUVER ANALYSIS

The subject property is located on land with a regional Agricultural land use designation and is located partially within the existing FSA boundary. The property includes an existing clubhouse that will be demolished prior to construction of the new clubhouse. The FSA boundary is limited to the building footprint of the existing clubhouse only, and the footprint of the new clubhouse will be larger.

Section 2.3.1 of *Metro 2040* states that the GVS&DD Board will not allow connections to regional sewerage services to lands with an Agricultural regional land use designation except where the MVRD Board determines that the new development is consistent with the provisions of that designation and where it has been determined that:

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

In this case, staff support the extension of sewer services to the proposed larger building footprint pursuant to *Metro 2040* section 2.3.1 (b) based on the following rationale:

- the nature of the proposed building is consistent with the existing land use context;
- the proposed building is consistent with and in an area with long-established use as a golf course and clubhouse;
- the proposed building is not expected to have a significant impact on surrounding agricultural land as there will be no change in land use;
- the clubhouse use is a permitted use by the Agricultural Land Commission; and
- the distance and routing of extended sewerage infrastructure is proximate and located such that there is limited potential for additional regional sewerage connection requests in the surrounding area.

In preparing the above rationale, staff considered the criteria identified in *Implementation Guideline #7: Extension of Regional Sewerage Services*, which outlines the application process and review criteria for member municipalities requesting a connection to regional sewerage services (Reference). The implementation guideline also indicates a requirement that applications for connection to regional sewerage services must be initiated by a resolution of the respective municipal council. In this case, given that the property is partially within the FSA and already has a clubhouse on the property, staff suggest that the requirement for a council resolution be waived, and that the request from the City's engineering staff is considered to be adequate.

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

ALTERNATIVES

1. That the MVRD Board:
 - a) resolve that the extension of GVS&DD sewerage services for a new clubhouse associated with the Sunshine Woods Golf Centre at 10556 64 Avenue in the City of Delta is consistent with the provisions of *Metro Vancouver 2040: Shaping our Future*; and
 - b) forward the requested Fraser Sewerage Area extension application to the GVS&DD Board for consideration.
2. That the MVRD Board resolve that the extension of GVS&DD sewerage services for a new clubhouse associated with the Sunshine Woods Golf Centre at 10556 64 Avenue in the City of Delta is not consistent with the provisions of *Metro Vancouver 2040: Shaping our Future* and direct staff to notify both the City of Delta and the GVS&DD Board.

FINANCIAL IMPLICATIONS

There are no financial implications to this report from a Regional Planning perspective. Any financial implications related to the proposed amendment will be considered within the GVS&DD application review process. If the MVRD Board chooses Alternative 1, as the property is located only partially within the existing FSA boundary, GVS&DD Board approval is required. The MVRD Board decision would be forwarded to GVS&DD staff to prepare a report to the GVS&DD Board. If the MVRD Board chooses Alternative 2, the decision would be forwarded to the GVS&DD Board and the City of Delta would be notified. The GVS&DD would be required to decline the application.

CONCLUSION

The GVS&DD has received an application from the City of Delta to extend a sanitary service connection a new clubhouse at 10556 64 Avenue, associated with the Sunshine Woods Golf Centre. The new building, if approved, will replace the existing clubhouse which is located within the existing FSA boundary. To permit the servicing connection to the new clubhouse, which is larger than the existing, the FSA must first be extended to the building footprint of the proposed building. However, as the subject property is designated Agricultural in *Metro 2040*, the MVRD Board must first determine if the proposed extension is consistent with the provisions of *Metro 2040* and the Agricultural regional land use designation.

The proposed extension of sewer service to the new clubhouse at 10556 64 Avenue can be considered consistent with the provisions of *Metro 2040* due to the following:

- the nature of the proposed building is consistent with the existing land use context;
- the proposed building is consistent with and in an area with long-established use as a golf course and clubhouse;
- the proposed building is not expected to have a significant impact on surrounding agricultural land as there will be no change in land use;
- the clubhouse use is a permitted use by the Agricultural Land Commission; and
- the distance and routing of extended sewerage infrastructure is proximate and located such that there is limited potential for additional regional sewerage connection requests in the surrounding area.

Staff recommend Alternative 1.

Attachments

1. Map of 10556 64 Avenue, regional land use designations and FSA Boundary
2. Letter from the City of Delta dated June 17, 2022 to Metro Vancouver Liquid Waste Services staff requesting a sanitary sewer service connection for 10556 64 Avenue.

References

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

53686695

Map of 10556 64 Avenue, regional land use designations and the FSA Boundary





Community Planning & Development

File: LU008532

June 17, 2022

Mark Wellman, Senior Project Engineer
Metro Vancouver Utility Planning
4330 Kingsway
Burnaby, BC V5H 4G8

Email: mark.wellman@metrovancover.org

Dear Mr. Wellman:

**Re: Referral of Delta Sewer Area Extension and Enlargement Bylaw No. 8086 for 10556 64 Avenue
(Sunshine Woods Golf Centre (2017) Inc.)**

At the June 13, 2022 Regular Meeting of Council, Delta Sewer Area Extension and Enlargement Bylaw No. 8086 received first, second and third readings and was referred to Metro Vancouver for consideration. Metro Vancouver's approval is required before Council gives final consideration and adoption of Delta Sewer Area Extension and Enlargement Bylaw No. 8086.

A copy of the bylaw is included in Attachment A and a certified copy will be provided in due course. A copy of the June 1, 2022 Council report is included in Attachment B for your reference. Also attached for reference is a copy of the engineering report from RZ Civil Engineering Consulting Ltd. dated August 16, 2021 (Attachment C), which outlines projected flow rates and volumes. Approval would allow for construction of a new, larger golf course clubhouse at 10556 64 Avenue.

We request that the bylaw be added to the required Metro Vancouver Board meeting agendas in order to receive approval for the proposed Delta Sewerage Area expansion. Any opportunity to move this forward expeditiously for consideration by the Metro Vancouver Board and required committees would be appreciated, as this application was originally submitted to Delta on November 6, 2017.

Please feel free to contact Tanya Mitchner, Senior Planner, at 604.946.3472 or by email at tmitchner@delta.ca in the Community Planning & Development Department, should you have any inquiries.

Yours truly

Marcy Sangre,
Deputy City Manager/Director of Community Planning & Development
SE/TM/cd



Attachments

- A. Bylaw No. 8086
- B. Council Report dated June 1, 2022
- C. RZ Civil Engineering Consulting Ltd. Report dated August 16, 2021

CC: James Stiver, Division Manager, Regional Planning Department, Metro Vancouver
Ron Nishimura, Senior Project Engineer, Liquor Waste Services Department, Metro Vancouver

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CITY OF DELTA

BYLAW NO. 8086

A Bylaw to extend the boundaries and area of the "Delta Sewer Area"

WHEREAS the City of Delta has adopted a bylaw entitled "Delta Sewer Area Merger Bylaw No. 2551, 1976" which outlines areas specified as the "Delta Sewer Area" created for the purpose of providing a sanitary sewer system for the special benefit of the said areas;

AND WHEREAS it is deemed desirable and expedient to extend the specified area serviced by the sewer system;

NOW THEREFORE, The Council of The City of Delta in open meeting assembled, ENACTS AS FOLLOWS:

1. This bylaw may be cited for all purposes as **"Delta Sewer Area Extension and Enlargement (Sunshine Woods Golf Centre (2017) Inc. – LU008532) Bylaw No. 8086, 2022"**.
2. Any liabilities incurred, on behalf of the "Delta Sewer Area" as created by the "Delta Sewer Area Merger Bylaw No. 2551, 1976" shall be borne by all the owners of parcels of lands in the "Delta Sewer Area" as extended and enlarged in this bylaw.
3. The "Delta Sewer Area" as created by the "Delta Sewer Area Merger Bylaw No. 2551, 1976" and as extended from time to time is hereby further extended and enlarged to include the area described as **"Proposed Sewer Area Extension"** as shown outlined in bold on the plan attached hereto and identified as Schedule "A".
4. "Delta Sewer Area Extension and Enlargement (Sunshine Hills Golf Course) Bylaw No. 4608, 1990" as amended is hereby repealed.

READ A FIRST time the **13th** day of **June,** **2022.**

READ A SECOND time the **13th** day of **June,** **2022.**

READ A THIRD time the **13th** day of **June,** **2022.**

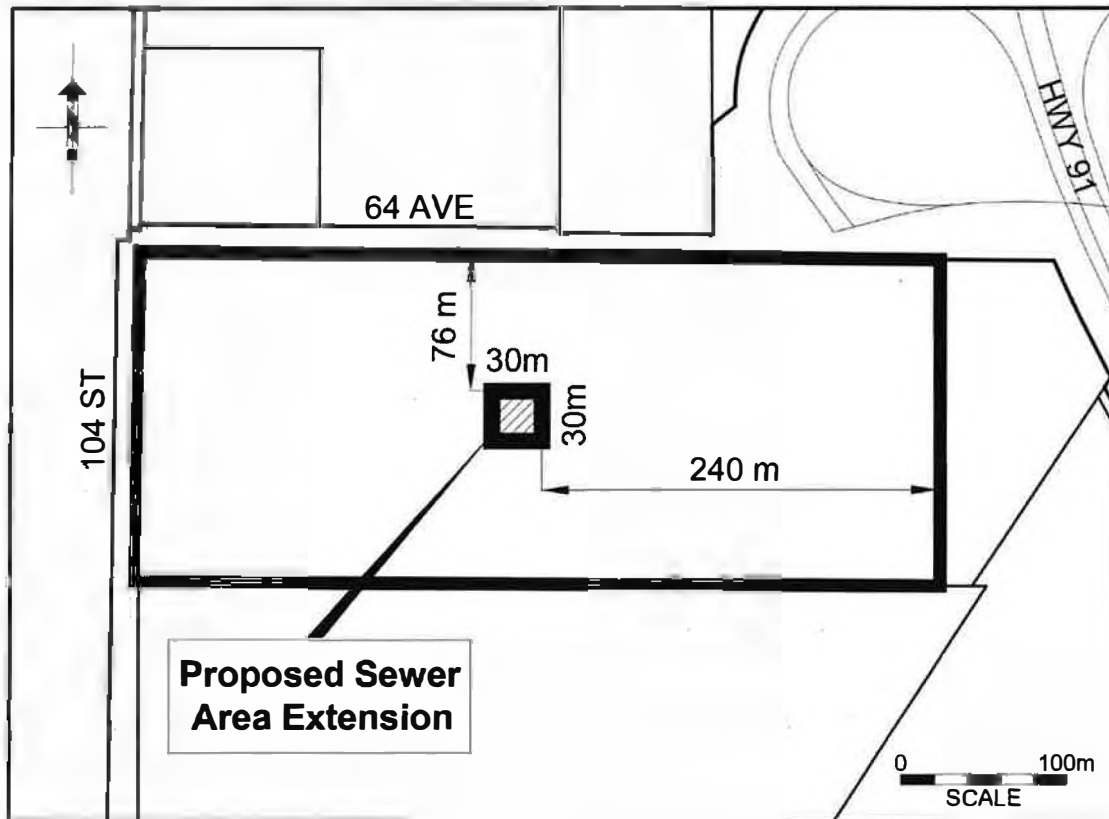
APPROVED BY THE GREATER VANCOUVER SEWER AND DRAINAGE
DISTRICT the day of 202 .

FINALLY CONSIDERED AND ADOPTED the day of , 202 .

George V. Harvie
Mayor

Michelle Jansson
City Clerk, CMC

- 3 -



This is Schedule "A" to
"Delta Sewer Area Extension and Enlargement
(Sunshine Woods Golf Centre (2017) Inc. – LU008532)
Bylaw No. 8086, 2022"

Legal: P.I.D. 001-518-330
Parcel A, Reference Plan 6582 North West Quarter, Section 11, Township 4, New
Westminster District



City of Delta
COUNCIL REPORT
Regular Meeting

E.08

To: **Mayor and Council**

File No.: **LU008532**

From: **Community Planning &
Development Department**

Bylaw No.: **8086**

Date: **June 1, 2022**

**Sanitary Sewer Area Extension for Sunshine Woods Golf Club Redevelopment at
10556 64 Avenue (Sunshine Woods Golf Centre (2017) Inc.)**

The following report has been reviewed and endorsed by the City Manager.

▪ **RECOMMENDATIONS:**

- A. THAT first, second, and third readings be given to Delta Sewer Area Extension and Enlargement Bylaw No. 8086.
- B. THAT a copy of the Delta Sewer Area Extension and Enlargement Bylaw No. 8086 be forwarded to Metro Vancouver and the Greater Vancouver Sewerage and Drainage District for approval of the sewer area extension.
- C. THAT the owner satisfy the following requirements as a condition of final consideration and adoption:
 - 1. Enter into a Section 219 Restrictive Covenant saving Delta harmless from all claims arising from the proposed development; any events of flooding; and the operation and maintenance of the sewer infrastructure on both the subject and neighbouring property at 10646 64 Avenue; and
 - 2. Provide proof of registration of an easement across 10646 64 Avenue in favour of 10556 64 Avenue that permits access, maintenance and operation of the sewer infrastructure to service the golf course clubhouse only.
- D. THAT the Mayor and City Clerk be authorized to sign all documents pertaining to this development.

▪ **PURPOSE:**

The purpose of this report is to present for Council's consideration Delta Sewer Area Extension and Enlargement Bylaw No. 8086 (Attachment A) to extend and enlarge the sewer area boundary to encompass the proposed new golf course clubhouse on the subject property at 10556 64 Avenue. A location map and aerial photo are provided in Attachment B.

▪ **BACKGROUND:**

On December 7, 2020, Delta Council considered an application for a development variance permit to reduce the minimum number of required parking spaces and a non-farm use within the Agricultural Land Reserve to permit a new clubhouse with a larger footprint. The site plan and elevation for the clubhouse are included in Attachment C. Council approved issuance of Development Variance Permit LU008532 subject to the following conditions:

1. Obtain approval from the Provincial Agricultural Land Commission for the proposed non-farm use;
2. Review the existing private sanitary servicing system which is connected to the Metro Vancouver sewer system, and if required, construct upgrades to the private sanitary servicing system to service the proposed new clubhouse;
3. Obtain consent from Metro Vancouver to connect the proposed new clubhouse to the regional sewer system and, if required, apply for a sewer area bylaw amendment; and
4. Enter into a Section 219 Restrictive Covenant to the satisfaction of the Director of Community Planning & Development for flood proofing and saving Delta harmless from all claims arising out of the proposed development and any events of flooding.

On April 20, 2021, the Provincial Agricultural Land Commission approved the proposed non-farm use and associated new clubhouse (Attachment C). A flood proofing covenant has also been prepared for the owner's execution and will be registered on title should Bylaw No. 8086 be finally considered and adopted. The conditions related to sanitary sewer servicing are the subject of this report.

Site Description and Context:

This 10.9 ha (27 ac) site is flat and consists of two separate lots. The parcel to the west with the address 10556 64 Avenue, is zoned Private Recreation (C5) and contains an 18-hole golf course (the Sunshine Woods Golf Course). The adjacent property to the east at 10646 64 Avenue is zoned Agriculture (A1) and contains a portion of the golf course and a single detached dwelling. The subject property is located within the Agricultural Land Reserve.

Council Policy:

The Official Community Plan designation for this site is Private Recreational Areas (PR). This designation is intended for regional, municipal and public open space, recreation and conservation areas. Specialized commercial uses may be permitted to serve the users of these areas. The golf course and clubhouse are allowable uses under this designation. The proposed sewer area extension has no impact on the uses on the property.

DISCUSSION:**Proposal:**

Approval to extend the sewer area boundary to accommodate the new clubhouse is required as a condition of issuance of Development Variance Permit LU008532. There is currently a sanitary connection from the existing clubhouse building to the Metro Vancouver sanitary main east of Highway 91. The location of the connection is illustrated on the aerial photo in Attachment D. The new clubhouse would continue to use the existing connection to the Metro Vancouver main with the replacement of the existing pumps to accommodate the minor increase of flow.

The existing footprint of the Sunshine Woods Golf Course clubhouse is the only portion on the subject property which is currently included in the Delta Sewer Area. The existing clubhouse building would be demolished prior to construction of the new clubhouse if approved. As the size of the building is expanding, an amendment to "Delta Sewer Area Merger Bylaw No. 2551, 1976" is required to extend and enlarge the sewer area boundary to include the additional proposed floor area. The owner submitted an engineering report from RZ Civil Engineering Consulting on March 4, 2022 to address water and sanitary servicing on the site. The original sewer area is 300 m² (15 m x 20 m as shown on Attachment E) whereas the proposed sewer area is 900 m² (30 m x 30 m as shown on Attachment D). These areas correspond with the total floor area of the building rather than the building footprint only.

Staff note that a previous sewer area boundary extension and enlargement was approved for the subject property in 1990 under an earlier amendment (Bylaw No. 4608) to "Delta Sewer Area Merger Bylaw No. 2551, 1976". This allowed for a sewer main to be installed through the adjacent parcel of land, run under Highway 91 and connect to the Metro Sewer Main. A building permit for this main was issued further to approval by the Fraser Health Authority and approval for crossing under Highway 91 from the Ministry of Transportation and Infrastructure. "Delta Sewer Area Extension and Enlargement Bylaw No. 8086" has therefore been prepared to further extend and enlarge the sewer area boundary to include the new clubhouse building and to repeal Bylaw No. 4608 (Attachment E).

The portion of the site used as golf course is not included in the extension area, nor is the house on the east side of the golf course. The sewer infrastructure would, however, cross under the golf course lands and the neighbouring property at 10646 64 Avenue, which is currently under the same ownership. As this could potentially change, staff recommend that, as a condition of final adoption of the Bylaw No. 8086, the owner enter into a covenant for both properties saving Delta harmless from all claims arising from the proposed development; any events of flooding; and the operation and maintenance of the sewer infrastructure. It is also recommended that the owner provide proof of registration of an easement across 10646 64 Avenue in favour of 10556 64 Avenue that permits access, maintenance and operation of the sewer infrastructure to service the golf course clubhouse only.

Implications:

Financial Implications – There are no financial implications to Delta related to the sewer area boundary extension. Upgrades to the sanitary connection would be completed at the cost of the owners.

Intergovernmental Implications – Metro Vancouver staff have indicated that the Metro Vancouver Board and the Greater Vancouver Sewerage and Drainage District (GVS&DD) Board would review consistency with the provisions of the Regional Growth Strategy and the Fraser Sewerage Area boundary extensions. Bylaw No. 8086 would be referred to Metro Vancouver following third reading for its consideration and approval prior to final consideration and adoption by Council. Any connection must satisfy Metro Vancouver's permitting requirements for discharge into Metro Vancouver's sewer system.

▪ **CONCLUSION:**

At the December 7, 2020 Regular Meeting, Council approved Development Variance Permit LU008532 to allow redevelopment of the existing golf course clubhouse. The Agricultural Land Commission has also approved a non-farm use for the new clubhouse.

The owner is proposing to amend the boundaries of the Delta Sewer Area to include the area of the proposed new building. The proposed amendment to the sewer area boundary is supported as it would deal with waste water in a safe manner and have no infrastructural or financial implications for the City. It is recommended that Bylaw No. 8086 be given first, second and third readings, to indicate the new boundaries for the portion of the Sunshine Woods Golf Course clubhouse to be added to the Delta Sewer Area. It is further recommended that Bylaw No. 8086 be referred to the Greater Vancouver Regional District for approval.



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

Department submission prepared by: Susan Elbe, Planner
SE/cd

This report has been prepared in consultation with the following listed department.

Concurring Department		
Department	Name	Signature
Engineering	Steven Lan	SL

▪ **ATTACHMENTS:**

- A. Bylaw No. 8086
- B. Location Map and Aerial Photo
- C. Site Plan and Elevation of Proposed Clubhouse
- D. Aerial Photo Showing Proposed Sewer Area Extension
- E. Existing Sewer Area Defined in Bylaw No. 4608

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CITY OF DELTA

BYLAW NO. 8086

A Bylaw to extend the boundaries and area of the "Delta Sewer Area"

WHEREAS the City of Delta has adopted a bylaw entitled "Delta Sewer Area Merger Bylaw No. 2551, 1976" which outlines areas specified as the "Delta Sewer Area" created for the purpose of providing a sanitary sewer system for the special benefit of the said areas;

AND WHEREAS it is deemed desirable and expedient to extend the specified area serviced by the sewer system;

NOW THEREFORE, The Council of The City of Delta in open meeting assembled, ENACTS AS FOLLOWS:

1. This bylaw may be cited for all purposes as **"Delta Sewer Area Extension and Enlargement (Sunshine Woods Golf Centre (2017) Inc. – LU008532) Bylaw No. 8086, 2022"**.
2. Any liabilities incurred, on behalf of the "Delta Sewer Area" as created by the "Delta Sewer Area Merger Bylaw No. 2551, 1976" shall be borne by all the owners of parcels of lands in the "Delta Sewer Area" as extended and enlarged in this bylaw.
3. The "Delta Sewer Area" as created by the "Delta Sewer Area Merger Bylaw No. 2551, 1976" and as extended from time to time is hereby further extended and enlarged to include the area described as "Proposed Sewer Area Extension" as shown outlined in bold on the plan attached hereto and identified as Schedule "A".
4. "Delta Sewer Area Extension and Enlargement (Sunshine Hills Golf Course) Bylaw No. 4608, 1990" as amended is hereby repealed.

- 2 -

Attachment A
Page 2 of 3

READ A FIRST time the day of , 2022.

READ A SECOND time the day of , 2022.

READ A THIRD time the day of , 2022.

APPROVED BY THE GREATER VANCOUVER SEWER AND DRAINAGE
DISTRICT the day of 202 .

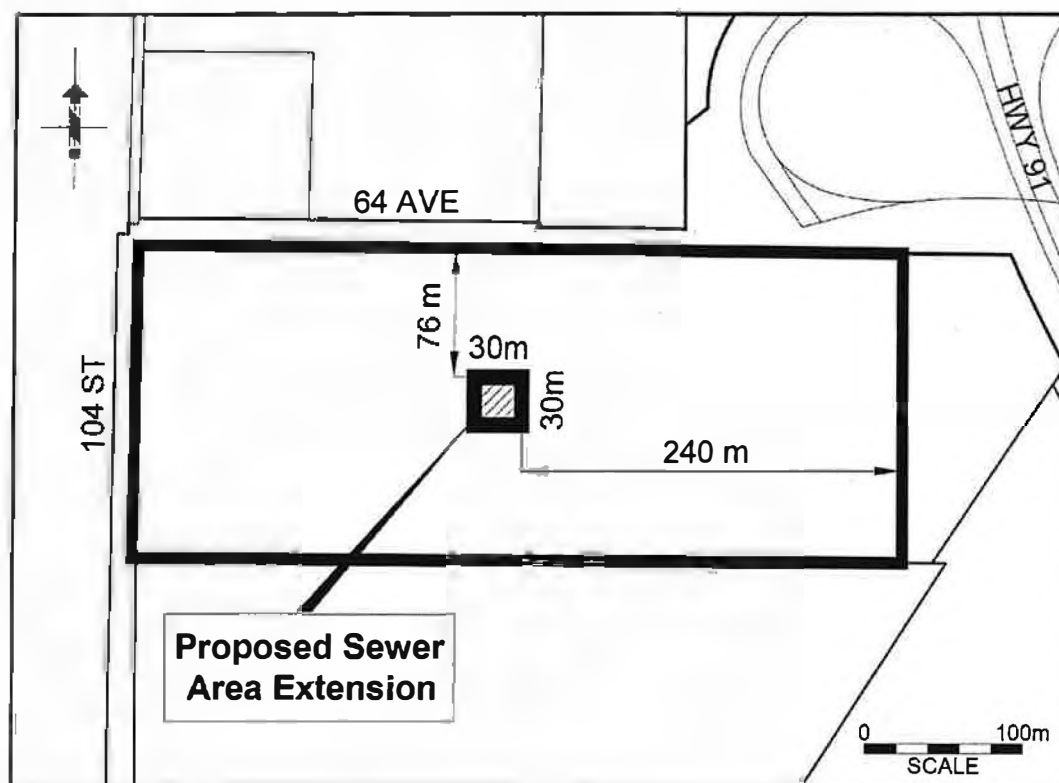
FINALLY CONSIDERED AND ADOPTED the day of , 202 .

George V. Harvie
Mayor

Michelle Jansson
City Clerk, CMC

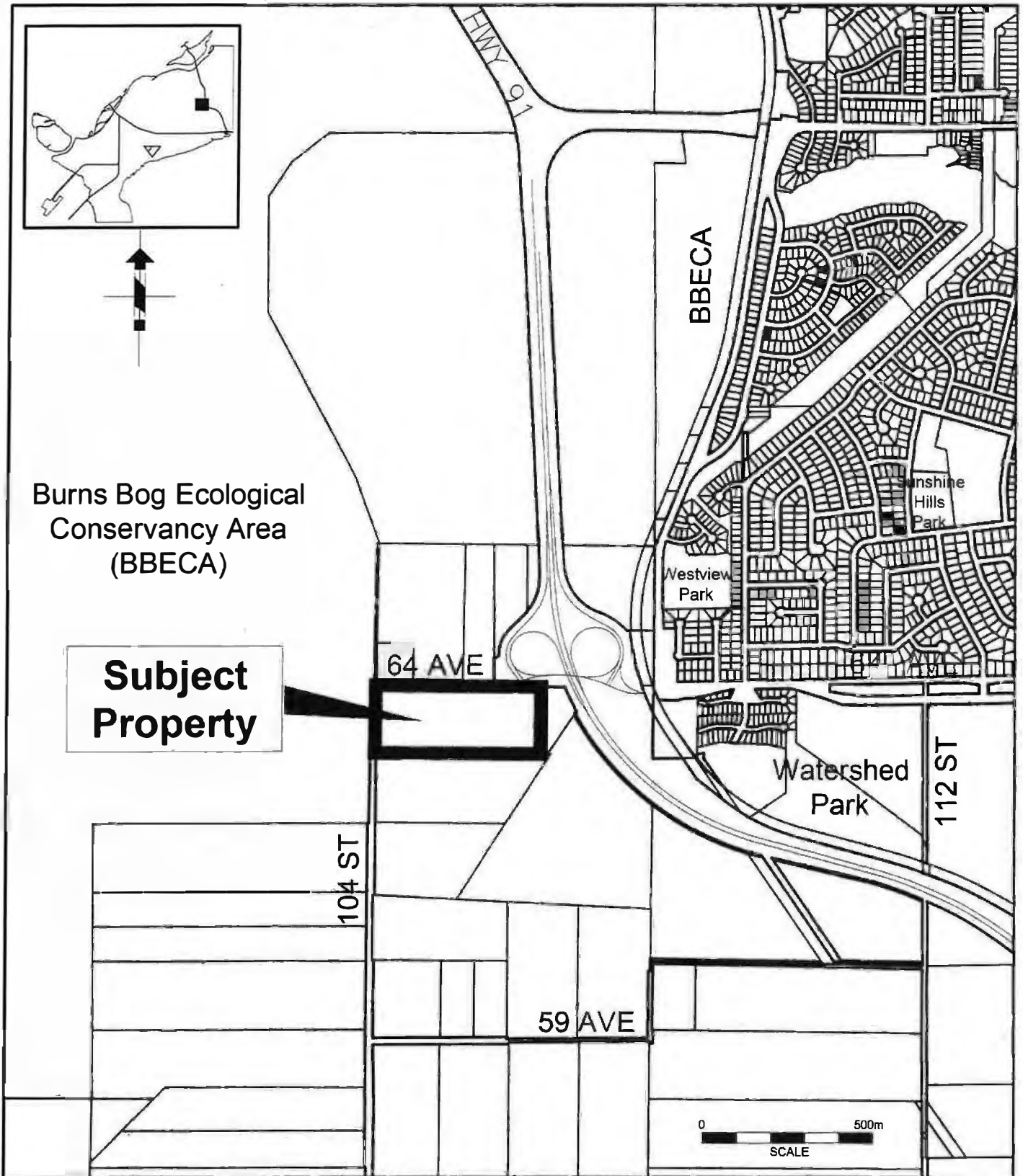
- 3 -

Attachment A
Page 3 of 3



This is Schedule "A" to
"Delta Sewer Area Extension and Enlargement
(Sunshine Woods Golf Centre (2017) Inc. – LU008532)
Bylaw No. 8086, 2022"

Legal: P.I.D. 001-518-330
Parcel A, Reference Plan 6582 North West Quarter, Section 11, Township 4, New
Westminster District



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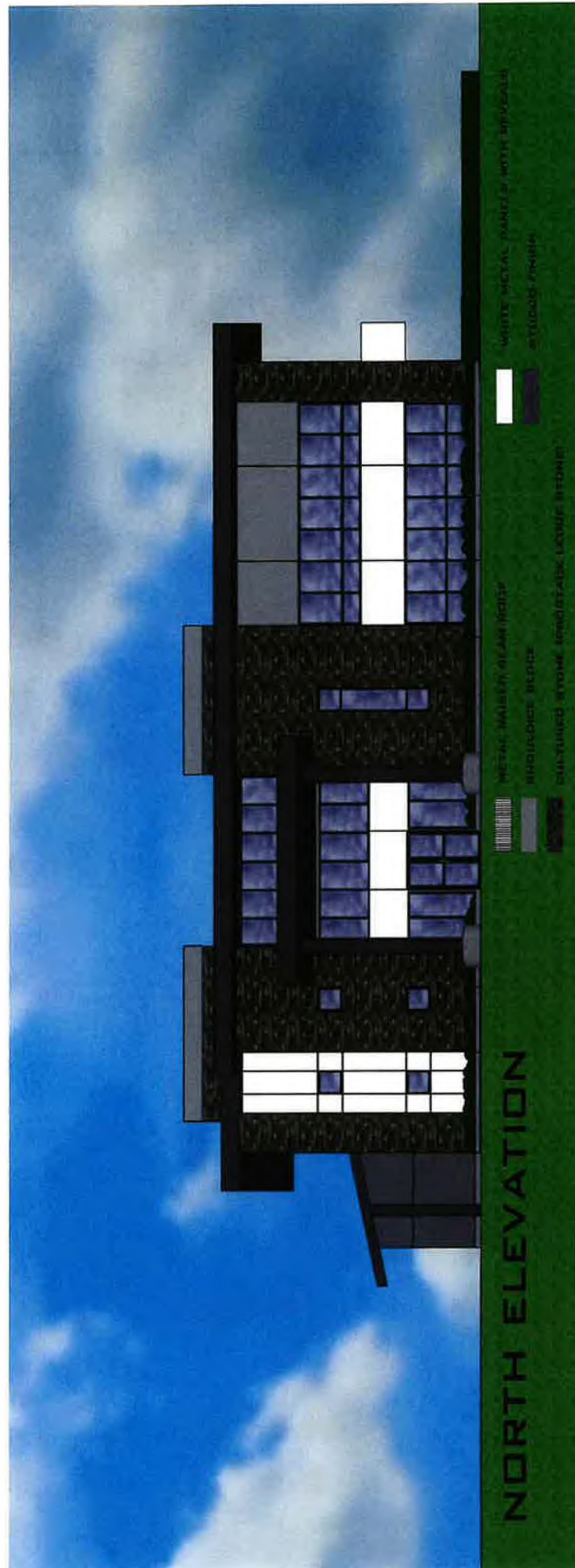
View from the West

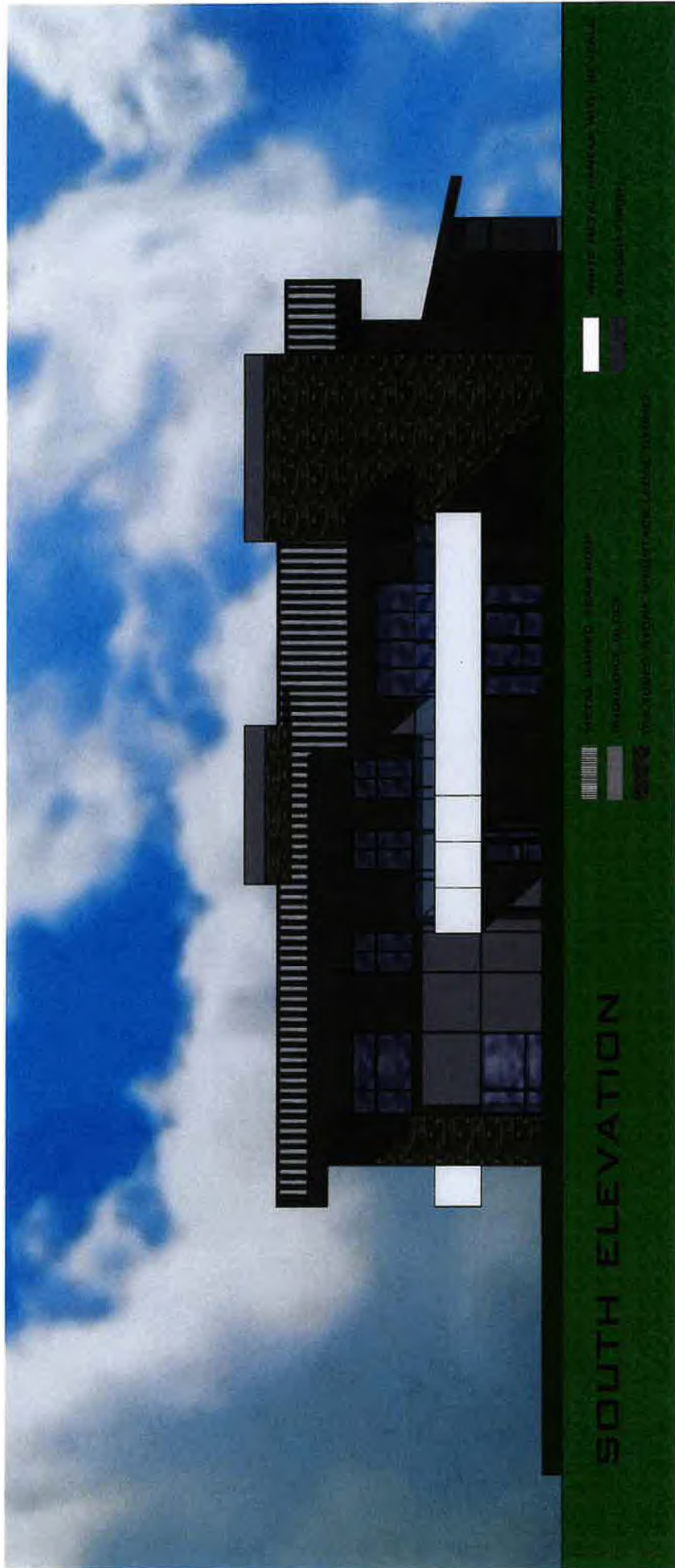


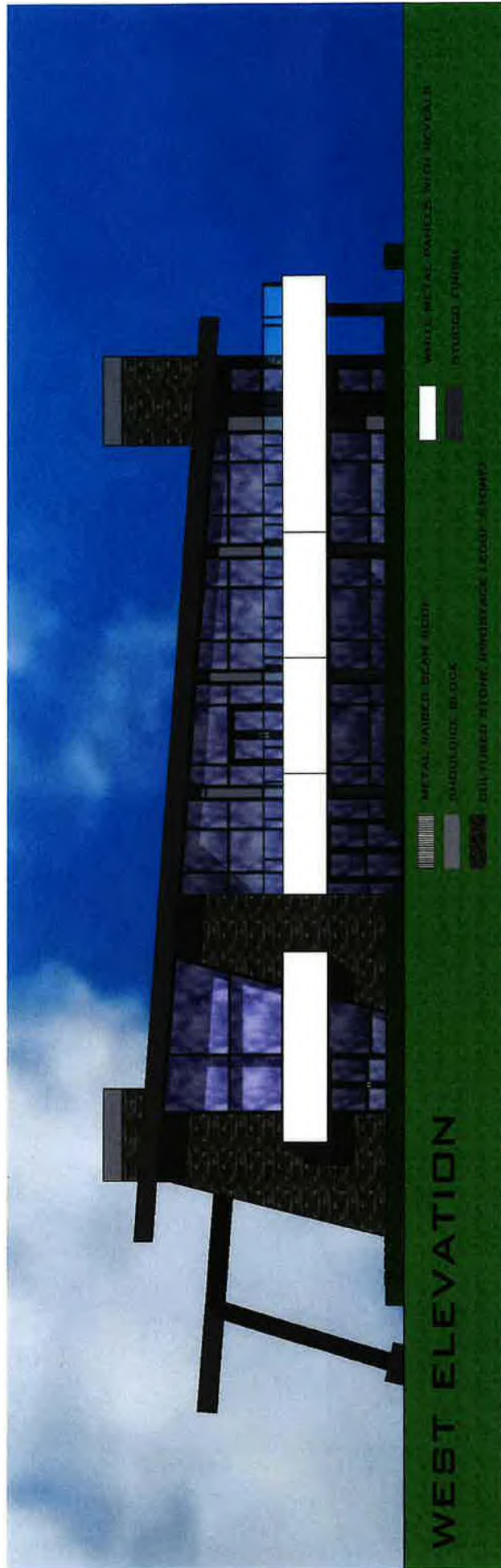
View from the East











Aerial Photo Showing Proposed Sewer Area Extension



THE CORPORATION OF DELTA

BY-LAW NO. 4608

A By-law to extend the boundaries of the
"Delta Sewer Area" in the general location
of the Sunshine Hills Golf Course

WHEREAS pursuant to a by-law entitled "DELTA SEWER AREA MERGER BY-LAW NO. 2551, 1976", a specified area known as the "Delta Sewer Area" was created for the purpose of providing a sanitary sewer system for the special benefit of the said area;

AND WHEREAS it is deemed desirable and expedient to extend the specified area serviced by the sewer system;

AND WHEREAS the owner of property as described in this by-law has entered into an Agreement with the municipality to undertake at the owner's expense to connect to an existing sewer main so as to not impose any additional burden upon the capacity of the existing sewerage facilities of the "Delta Sewer Area".

AND THEREFORE, the Council of The Corporation of Delta, in open meeting assembled, ENACTS AS FOLLOWS:-

1. The "Delta Sewer Area" as created by the "Delta Sewer Area Merger By-law No. 2551, 1976" is hereby extended and enlarged to include and comprise the property as shown on the Plan attached hereto and identified as Schedule "A".
2. Any liabilities incurred, on behalf of the "Delta Sewer Area" as created by the "Delta Sewer Area Merger By-law No. 2551, 1976" shall be borne by all the owners of parcels of land in the "Delta Sewer Area" as extended and enlarged by this by-law.

- 2 -

3. This by-law may be cited for all purposes as the "DELTA SEWER AREA EXTENSION AND ENLARGEMENT (SUNSHINE HILLS GOLF COURSE) BY-LAW NO. 4608, 1990."


READ A FIRST time this 19th day of February , 1990.

READ A SECOND time this 19th day of February, 1990.

READ A THIRD time this 19th day of February, 1990.

RECEIVED THE APPROVAL of the Minister of Municipal Affairs
the 28th day of May , 1990.

RECONSIDERED AND FINALLY ADOPTED, signed by the Mayor and the
Clerk and sealed with the Corporate Seal this 30th day of
July , 1990.



MAYOR



CLERK

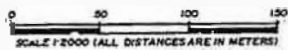
EXPLANATORY PLAN TO ACCOMPANY
BY-LAW # 4608 OVER PORTION OF
PCL. 'A', REF. PLAN 6582
N.W. 1/4, SEC. 11, TP. 4, N.W.D.

PLAN

DEPOSITED IN THE LAND TITLE OFFICE
AT NEW WESTMINSTER, B.C.
THIS ____ DAY OF _____ 1999

REGISTER

"PURSUANT TO SEC. 99 (1) (e) L.T.A."



BEARINGS ARE ASTRONOMIC AND ARE DERIVED
FROM REF. PLAN 6582.

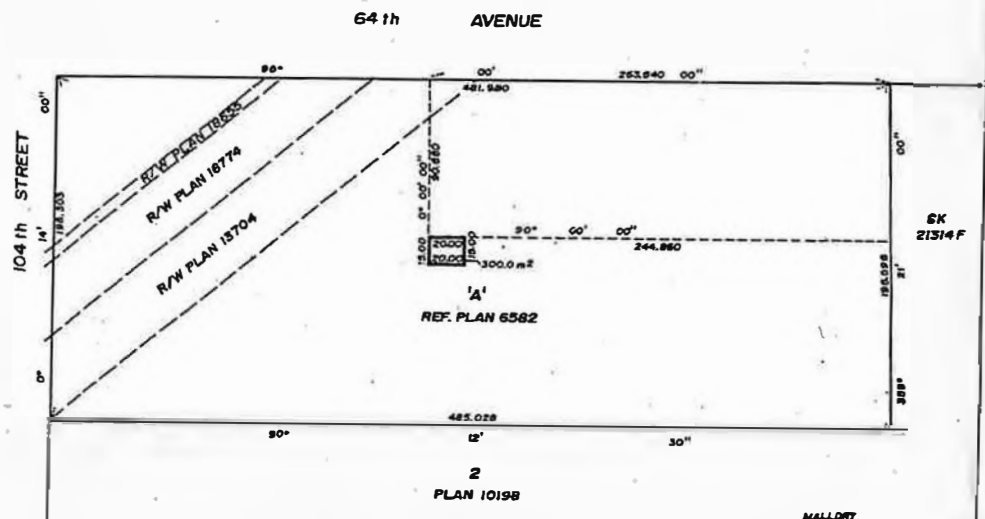
m² DENOTES SQUARE METERS

BOOK OF REFERENCE	
LOT	AREA
'A'	300.0 m ²

CERTIFIED CORRECT ACCORDING TO
LAND TITLE OFFICE RECORDS
THIS 15th DAY OF FEBRUARY, 1999

S. H. H. H. H. H.
S.C.L.S.

THIS PLAN LIES WITHIN THE GREATER VANCOUVER REGIONAL DISTRICT



MALLORY
SURVEY
SERVICES
17510 24th AVE.
SURREY, B.C. V4A 2E7
PH. 636-6165
FILE 88-10-199 DWG. 3

SANITARY DESIGN FLOW AND DOWNSTREAM PIPE CAPACITY CALCULATION

1. PROPOSED DEVELOPMENT SUMMARY

The subject property SUNSHINE HILLS GOLF COURSE is about 9.56 hectare in size and located at 10646 - 64 Ave, Delta, BC. The zoning of the property is C5, and land use is defined as private recreation zone. The proposed development involves replacing the existing golf course club building (2338 square feet) with a new one which has two-level and total 8824 square feet and also upgrading the parking lot and providing more parking stalls.

2. EXISTING ON-SITE SANITARY SYSTEM

According to the as-built record drawings, the existing on-site sanitary system consists of a sanitary pump station and about 415m long 50mm diameter force sewer line. The sanitary pump station is a 1200mm diameter concrete wet well with two submersible sump pumps with capacity of 25 US gpm at 12 m TDH each. The sanitary inflow from the existing club house building flows into the pump station wet well by gravity, then drains out by pump through 50mm force main outlet pipe and at the end of force sewer line the outflow discharges into a 1200mm diameter City of Delta manhole on the east side of HWY 91 through an increaser (See Figure 1), eventually forks into two 100mm pipes and discharge separately into two 1700mm diameter Metro Vancouver Trunk Sewer Main (See Figure 2).

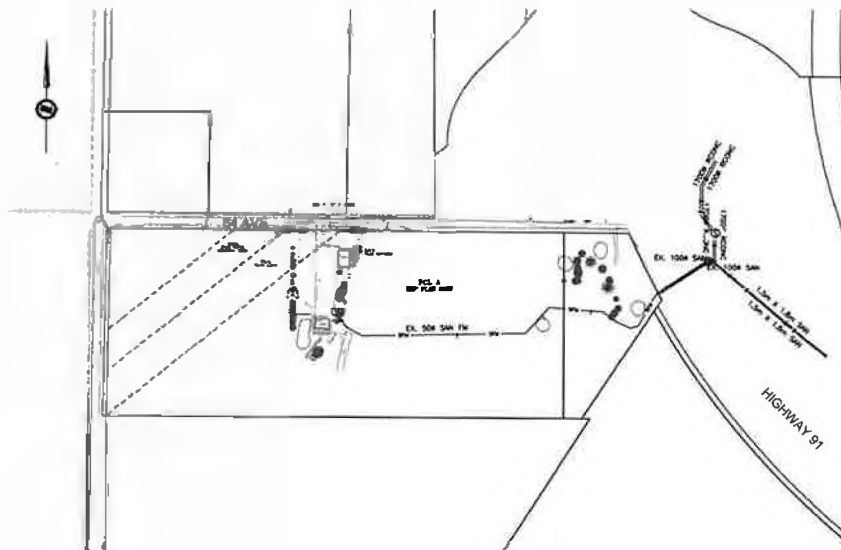


Figure 1 Existing on-site sewer system

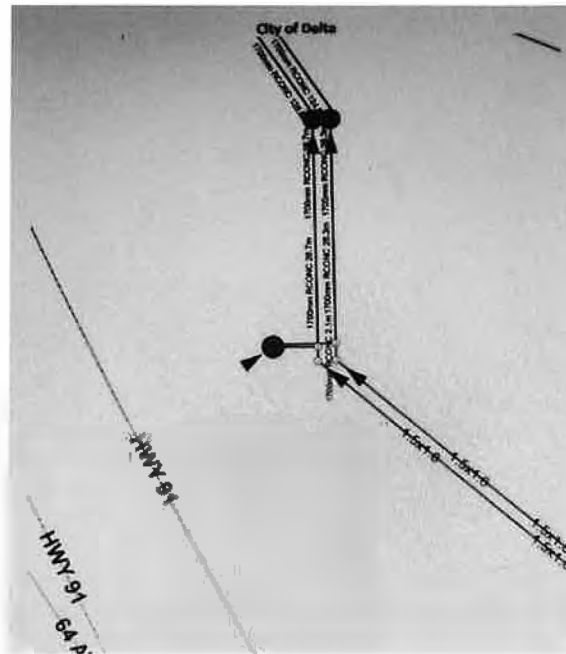


Figure 2 City of Delta connecting sewers to metro Vancouver trunk Sewers

3. DESIGN FLOW CALCULATION FOR THE PROPOSED DEVELOPMENT

According to the architectural design for the proposed development, the occupant load of proposed development = 237 capita, total catchment area = 9.56 hectare. Based on City of Delta design criteria, the minimum design capacity of the sanitary sewer system shall be based on a per capita flow of 375 litres per person per day and an infiltration rate of 11,200 litres per day per hectare.

$$\text{ADWF} = 375 \text{ l/capita/day} \times 237 \text{ capita} = 88875 \text{ l/day}$$

$$\text{PWWF} = \text{ADWF} \times \text{Peaking Factor} + \text{Infiltration Inflow } Q_{\text{design}}$$

$$\text{Peaking Factor } PF_{\text{Harman}} = 1 + (14 / (4 + (\text{Population}/1000)^{1/2})) = 1 + (14 / (4 + (237/1000)^{1/2})) = 1 + (14 / (4 + 0.4868)) = 1 + 3.120 = 4.120$$

$$\text{PWWF} = 88875 \times 4.120 + 11200 \times 9.56 = 366165 + 107072 = 473237 \text{ l/day} = 473.237 \text{ m}^3/\text{day} = 473.237/24/60/60 = 0.0055 \text{ m}^3/\text{s}$$

The total design sewage flow:

$$Q_{\text{design}} = \text{Peak Sewage Flow from all Sources} + \text{Infiltration Inflow} = \text{PWWF} = 0.0055 \text{ m}^3/\text{s}$$

4. CAPACITY CALCULATION FOR PIPES FROM CITY MANHOLE TO GVS&DD

There are two 100mm diameter pipes connecting to GVS&DD trunk sewers, the sanitary flow from city's manhole discharges separately into two 1700mm diameter Metro Vancouver trunk sewers, pipe 1 is 7.8m long with 5.1% slope, pipe 2 is 5.6m with 4.5% slope.

According to the Manning equation

$$\text{Flow Rate } Q = (1/n) A R^{0.66} S^{0.5}$$

coefficient of roughness $n = 0.013$

$$\begin{aligned}\text{Pipe 1 capacity: } Q_{1 \text{ full}} &= (1/n) A R^{0.66} S^{0.5} = (1/0.013) (3.14159 \times (0.1/2)^2) \times (0.1/4)^{0.66} \times (0.051)^{0.5} \\ &= 76.923 \times 0.00785 \times 0.0876 \times 0.2258 = 0.0119 \text{ m}^3/\text{s}\end{aligned}$$

$$\begin{aligned}\text{Pipe 2: Flow Rate } Q_{2 \text{ full}} &= (1/n) A R^{0.66} S^{0.5} = (1/0.013) (3.14159 \times (0.1/2)^2) \times (0.1/4)^{0.66} \times (0.045)^{0.5} \\ &= 76.923 \times 0.00785 \times 0.0876 \times 0.2121 = 0.0112 \text{ m}^3/\text{s}\end{aligned}$$

$$\text{Total capacity: } = Q_1 + Q_2 = 0.0119 + 0.0112 = 0.0231 \text{ m}^3/\text{s}$$

5. THE HYDRAULIC ANALYSIS OF THE EXISTING CITY OF DELTA CONNECTING SEWER SYSTEM

$$Q_{\text{design}} / Q_{\text{total capacity}} = 0.0055 / 0.0231 = 0.238 < 0.7$$

The existing City of Delta connecting sewer system have enough capacity to handle the proposed development sanitary flow.

The Calculation is prepared and documented on Aug 16, 2021 by:

Richard Zhou , P.Eng

RZ Civil Engineering Consulting Ltd.

Tel: 604-880-1198

Email: rzcivilengineering@gmail.com

To: Regional Planning Committee

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

Date: September 2, 2022 Meeting Date: September 8, 2022

Subject: **Regional Invasive Species Working Group Support**

RECOMMENDATION

That the MVRD Board receive for information the report dated September 2, 2022, titled “Regional Invasive Species Working Group Support” and decline reinstating the Regional Planning Advisory Committee - Invasive Species Subcommittee at this time.

EXECUTIVE SUMMARY

On June 10, 2022, the Climate Action Committee received a delegation from the Regional Invasive Species Working Group (RISWG) and Invasive Species Council of Metro Vancouver requesting that Metro Vancouver provide administrative support for the RISWG, formerly the Metro Vancouver Regional Planning Advisory Committee (RPAC) Invasive Species Subcommittee, which was dissolved in 2021. The Climate Action Committee referred the request to staff to seek feedback from RPAC members, consider budget impacts, and to report back to both the Regional Planning and Climate Action committees.

Five member jurisdictions expressed support for reinstating the Subcommittee; others did not provide comment. There are resourcing constraints for 2023 as the priorities and work plan for Regional Planning (whose staff support RPAC and its subcommittees) have already been developed through the budget process. As a result of these factors, staff have concluded that Metro Vancouver is not in a position to reinstate the RPAC Invasive Species Subcommittee nor provide additional support for the RISWG at this time. However, there are opportunities to consider reinstating the Subcommittee in future years. Staff will continue to participate in the Regional Invasive Species Working Group in its current form. It is recognized that the working group is facing challenges in terms of resourcing, which may impact regional coordination going forward.

PURPOSE

To respond to the Climate Action Committee’s request to consider administrative support for the Regional Invasive Species Working Group and report back with implications.

BACKGROUND

During its meeting on June 10, 2022, the Climate Action Committee received a delegation from the Regional Invasive Species Working Group (RISWG) and the Invasive Species Council of Metro Vancouver (ISCMV) (Reference 1). The RISWG includes staff from Metro Vancouver member jurisdictions and other land managers. The ISCMV is a local non-profit society that works to improve the way invasive species are managed in the Metro Vancouver region.

The delegation noted concerns about their limited capacity to continue supporting the RISWG and requested that Metro Vancouver provide administrative support for the RISWG and work with the RISWG to explore innovative ways to better support regional invasive species management.

In response, the Climate Action Committee passed the following resolution:

Refer the issue raised by the delegation from the ISCMV and the RISWG at the June 10, 2022 Climate Action Committee meeting to staff to bring forward to the Regional Planning Advisory Committee for consideration and report back to both the Regional Planning and the Climate Action Committees.

The Regional Planning Committee is responsible for the Regional Planning budget, which includes funding for the Regional Planning Advisory Committee.

THE NEED FOR REGIONAL INVASIVE SPECIES MANAGEMENT COORDINATION

Invasive species are non-native flora or fauna that have been introduced to an area without the predators and pathogens from their native habitats that would regulate their population. Some invasive species spread rapidly, becoming highly destructive and difficult to control. They can threaten infrastructure, agriculture, public health and safety, property and recreation values, as well as ecological health. As examples, knotweed species can damage concrete walls, pavement, bridge and building foundations, drainage works, flood prevention structures, and cause shoreline erosion, while the Japanese beetle could have devastating impacts on B.C.'s agricultural and horticultural sector as it can spread rapidly, defoliating over 300 species of plants, including fruits, vegetables, field crops, and trees. Land disturbance and movement of soil are also significant pathways for spread throughout and beyond the region. As a port region with a mild climate, Metro Vancouver is particularly exposed and vulnerable. Member jurisdictions and other land managers continue to struggle with provincial and federal requirements to manage high priority invasive species as our region continues to grow and our climate continues to change.

HISTORICAL CONTEXT

In 2016, at the request of member jurisdictions, Metro Vancouver created the Regional Invasive Species Task Force. After two years as a Task Force, the Regional Planning Advisory Committee (RPAC) supported the formation of an Invasive Species Subcommittee (RPAC-ISS). The RPAC-ISS provided a forum for staff from member jurisdictions, the Province, the Federal Government, non-profit organizations, businesses, and other land managers to meet and share best practices. From 2018 to 2022, Metro Vancouver, the ISCMV, and the RPAC-ISS co-developed a library of technical guidance for tackling 23 high priority invasive flora and fauna, associated fact sheets and brochures for residents, as well as an online 'Invasive Species 101' course. These products can be found on Metro Vancouver's Environment resources page (Reference 2).

In 2021, the RPAC-ISS was transitioned to an independent, self-organized group on the basis that its primary purpose had been met, and a growing need to re-allocate Metro Vancouver staff resources to other emerging priorities (e.g. *Metro 2050*, RPAC-Environment Subcommittee, the regional green infrastructure network, ecological health tracking and reporting). Led by member jurisdictions and supported by the ISCMV, the new RISWG has met twice in 2022. Regional Planning staff continue to participate on the RISWG and \$5,000 has been allocated from the 2022 Regional Planning budget to support the creation of three additional invasive species best management practice guides.

REGIONAL PLANNING ADVISORY COMMITTEE IMPLICATIONS

RPAC has a number of subcommittees formed primarily as result of member jurisdiction request including Housing, Social Issues, and Environment Subcommittees. From time to time, Task Forces are struck to undertake specific projects. Currently RPAC has requested focus on these three issues, and staff resources are dedicated to supporting these subcommittees as well as to a number of data, research, and advocacy projects. The Board endorsed 2022-2026 financial plan for Regional Planning has set the direction and priorities for staff, and near term projects for 2022 and 2023 are in motion. Reinstating the RPAC-ISS for 2023 would necessitate either additional resources or a reallocation of priorities for the Regional Planning team. Annual administrative costs for the RPAC-ISS are estimated to be approximately \$45,000 per year comprised of 0.3 of a senior planner's time plus administrative support, catering, etc. No budget has been approved to support this in the 2022 or proposed 2023 budget. There are opportunities to reassess priorities for the later term projects in the five-year financial plan, and to consider reinstating the RPAC-ISS in future years.

FEEDBACK FROM THE REGIONAL PLANNING ADVISORY COMMITTEE

As per the Climate Action Committee's direction, staff engaged with RPAC members at its meeting on July 16, 2022 and followed up with members via email requesting feedback on the issue of reinstating its Invasive Species Subcommittee or otherwise supporting the RISWG. Five RPAC members representing Maple Ridge, Delta, Burnaby, Port Coquitlam and Port Moody expressed support for reinstating the Subcommittee; others did not provide comments. There is a risk that the Regional Invasive Species Working Group may not be able to continue, and that regional coordination of invasive species management efforts will fall on the ISCMV, a non-profit organization with a part-time Executive Director and a small Board of volunteers.

ALTERNATIVES

1. That the MVRD Board receive for information the report dated July 26, 2022, titled "Regional Invasive Species Working Group Support" and decline reinstating the Regional Planning Advisory Committee - Invasive Species Subcommittee at this time.
2. That the MVRD Board direct staff to reprioritize the Regional Planning 2023 work plan to enable the reinstatement of the Regional Planning Advisory Committee - Invasive Species Subcommittee.

FINANCIAL IMPLICATIONS

If the Board chooses Alternative 1, there are no financial implications to this report. If the Board chooses Alternative 2, staff will reprioritize the 2023 work plan to enable the reinstatement of the RPACISS at a cost of approximately \$45,000 annually. Staff will take this report to the Climate Action Committee in October 2022 for information.

CONCLUSION

An ongoing need to coordinate invasive species management efforts across the region remains an important issue. Metro Vancouver will continue to participate in the Regional Invasive Species Working Group and in regional coordination of research and data. However, priorities for 2023 for Regional Planning have been established, including the subcommittees of RPAC through the budget process. Consideration for re-establishing the RPAC Invasive Species Subcommittee can be considered in future years if the membership requests this as a Regional Planning priority. Staff recommend Alternative 1.

References

1. [Climate Action Committee Delegation Request from Tasha Murray, Executive Director, Invasive Species Council of Metro Vancouver and Kevin Li, Chair, Regional Invasive Species Working Group dated May 31, 2022](#)
2. [Metro Vancouver's Environment Resources](#)

54339615

To: Regional Planning Committee

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

Date: September 2, 2022 Meeting Date: September 8, 2022

Subject: **Impacts of E-Commerce on Industrial Lands and Transportation Systems - Project Status and Preliminary Findings**

RECOMMENDATION

That the MVRD Board receive for information the report dated September 2, 2022, titled “Impacts of E-Commerce on Industrial Lands and Transportation Systems - Project Status and Preliminary Findings”.

EXECUTIVE SUMMARY

The Regional Industrial Lands Strategy (RILS) was approved by the Metro Vancouver Board in July 2020, after over two years of research and engagement work. The strategy identified 10 priority actions and 34 recommendations. This report provides a status update on the Impacts of E-Commerce on Industrial Lands and Transportation Systems project, which is an emerging trend that has accelerated in recent years.

Initiated earlier this year, the project is exploring the impacts of e-commerce on industrial lands and transportation systems in the Metro Vancouver region. The results of the study will further the understanding of the implications of the accelerated growth in e-commerce, accelerated in part by the COVID-19 pandemic, on industrial lands for the distribution of goods as well as associated transportation and employment considerations in the region.

PURPOSE

To provide the Regional Planning Committee and MVRD Board with a status update on the Impacts of E-Commerce on Industrial Lands and Transportation Systems project.

BACKGROUND

The Regional Industrial Lands Strategy was approved by the MVRD Board in mid-2020 (Reference 1). The development of RILS was a collaborative process guided by the Industrial Lands Strategy Task Force between 2018 and 2020. The approved Strategy was forwarded to member jurisdictions, agencies and organizations requesting their endorsement and implementation, as appropriate.

In support of the implementation of RILS, particularly related to the noted objectives pertaining to the effective use of land and movement of goods, this project is exploring the evolving impact that e-commerce is having on industrial lands and transportation systems in the region.

REGIONAL INDUSTRIAL LAND STRATEGY OVERVIEW

As identified in RILS, the main challenges facing Metro Vancouver's industrial lands are:

1. A constrained land supply
2. Pressures on industrial lands
3. Site and adjacency issues
4. A complex jurisdictional environment

Since mid-2020, the Metro Vancouver Regional Industrial Lands Strategy has been formally considered or endorsed by the following organizations: Squamish-Lillooet Regional District, Agricultural Land Commission, City of North Vancouver, City of Port Moody, City of Maple Ridge, City of Delta, District of North Vancouver, and City of Vancouver.

Since the approval of RILS, Metro Vancouver has:

- completed the 2020 Regional Industrial Lands Inventory;
- completed an Industrial Intensification Analysis Study;
- advanced work on a Regional Land Use Assessment;
- incorporated new tools and policies into *Metro 2050*, the update to the regional growth strategy, to better protect Industrial lands, which includes the introduction of a new trade-oriented lands overlay; and
- advanced work on the Impacts of E-Commerce on Industrial Lands and Transportation Systems project.

Metro Vancouver continues to work with member jurisdictions and agencies to advance the recommended actions of RILS. Implementation will require continued collaboration with stakeholders and a long-term commitment by Metro Vancouver and its member jurisdictions.

E-COMMERCE AND THE IMPACTS ON INDUSTRIAL LANDS AND TRANSPORTATION SYSTEMS

Based on a review of the RILS' recommendations and priority actions and in response to the accelerated growth in e-commerce due to the COVID-19 pandemic, Metro Vancouver is exploring the impacts of e-commerce on industrial lands and transportation systems in the region.

The project comprises reviewing available studies and publications to document / summarize the latest trends and forecasts associated with the impacts of the accelerated rise in e-commerce, and the identifying findings that are most relevant to the Metro Vancouver region. Specifically, it considers the associated first mile (to the warehouse), middle mile (distribution hub), and last mile (to the customer) impacts on the region's industrial lands and transportation systems, as well as the implications on space needs and job densities.

The study is also considering the associated implications for employment and economic matters that could support ongoing work by both Metro Vancouver's Regional Planning and Invest Vancouver teams. Staff will continue to seek opportunities to collaborate and share research.

Preliminary Findings

To date, the consultant team has reviewed approximately 100 articles, publications, and media (podcasts, etc.) with substantial summaries of approximately 65 articles that will inform the final

study findings. As the full impacts of e-commerce are still emerging, the initial wide scope for the literature review will be narrowed down to help focus on potential findings and strategies for the Metro Vancouver region. Key themes, case studies, and informational interviews completed to date and associated preliminary findings are summarized as follows.

Curb Management

Curbs and sidewalks have emerged as a major congestion point that is being impacted by the rise of e-commerce deliveries. Delivery companies need ample and immediate access to the curb to unload as quickly as possible to meet the consumer demands of increasingly fast delivery. These companies are also very interested and highly invested in streamlining the curbside delivery process for efficiency and cost savings. The e-commerce demand for the curb can conflict with existing uses such as parking, cycling, transit, and garbage / recycling collection. Much like the congestion and conflicts that have arisen from ride-hailing curb demand, e-commerce delivery is creating a greater need for a comprehensive loading and unloading zone strategy.

While some cities like Vancouver have prescribed loading zones, many of these zones are not monitored on an ongoing basis. A first step in a curb management policy is to create an up-to-date inventory of the loading zones, curbs, and congestion points before making any decisions.

Alternative Delivery Methods: Drone / Automated Vehicle / Cargo Bike

Drone delivery and self-driving vehicles are solutions that are not immediately feasible in the Metro Vancouver market context. This being said, these are real and effective solutions to many of the labour and congestion issues urban delivery to consumers faces, and as such businesses will continue to pursue them. Ensuring long-term planning efforts consider the impacts of these delivery methods will be crucial.

In the short-term, e-cargo bike fleets can more easily and quickly be implemented as an alternative delivery method to traditional vans and delivery trucks. E-cargo bikes tend to become the most viable delivery alternative in very densely populated areas (such as East London, UK with just under 13,000 residents per square kilometre, compared to Downtown Vancouver's 16,000 residents per square kilometre), where the fleet of bikes can be paired with the location of a micro-distribution hub. This delivery method also becomes increasingly viable if traffic congestion is severe and if the bikes can circumnavigate that congestion.

Industrial Land Use

The surge in online shopping and demand for same-day or rapid delivery has driven an increase in demand for warehousing / distribution space. This is particularly impacting Metro Vancouver by resulting in record-low vacancy rates for industrial land and space, and increased rates for both strata sales and leasable space, and is in turn driving some traditional industrial uses further away from the urban core to areas where they are able to find and afford land.

This high demand for industrial space is also driving intensification of industrial land and the region is beginning to see some multi-storey industrial development to accommodate these market dynamics. Specific built-form changes are occurring on industrial lands, partly a result of increased capacity and efficiency needs and overall demand for industrial floor space, and as a result of automation of delivery fulfillment. "Dark stores" and e-commerce fulfillment in traditional brick and mortar retail locations is also increasingly being used as a means of responding to the rapid delivery demand of consumers.

Case Study Review

Colliers is examining a list of case studies profiling examples of policy changes and infrastructure changes driven by both public and private ventures. These will be shortened to a list of ten case studies that will be explored, in-depth, pulling relevant and applicable lessons learned for the Metro Vancouver context from each example.

Stakeholder Engagement

Colliers has completed a number of group engagement sessions, and more are underway. In addition to formal stakeholder meetings, there have been informal conversations with industrial developers, brokers, logistics operators and various organizations, and other means to identify opportunities and challenges with regards to transportation, e-commerce, and industrial land use matters.

Timeline and Engagement

The project was initiated in early 2022, and a scope of work report was provided to the Regional Planning Committee in February (Reference 2). The project will be completed in the fall of 2022. The final study and associated findings will be provided to the Regional Planning Advisory Committee, the Regional Planning Committee, and the MVRD Board in the coming months.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

The Board-approved 2022 Regional Planning budget includes \$30,000 for the continued implementation of the Regional Industrial Lands Strategy. The funding for this project is provided through the 2022 Board-approved Regional Planning budget, and covers the project budget, undertaken by Colliers Consulting, with staff time used to project manage the work.

OTHER IMPLICATIONS

This project advances the implementation of RILS, and is relevant given the rapidly changing industrial landscape. The project includes collaboration with member jurisdictions and other regional and provincial agencies and stakeholders.

CONCLUSION

As part of the continued program to implement the Regional Industrial Lands Strategy, Metro Vancouver is undertaking a study of the evolving impacts of e-commerce, accelerated in part by the COVID-19 pandemic, on industrial lands and transportation systems in the region. The project is being completed with consultant support within 2022.

This report provides an update on the work status and preliminary findings to the Regional Planning Committee. The final study and associated findings will be provided to the Regional Planning Advisory Committee, the Regional Planning Committee, and the MVRD Board in the coming months.

References

1. [About Regional Industrial Lands Strategy](#)
2. [Report dated January 21, 2022, titled "Regional Industrial Lands Strategy Implementation - Impacts of E-Commerce on Industrial Land and Transportation Systems - Scope of Work" to the Regional Planning Committee of February 10, 2022](#)

To: MVRD Board of Directors

From: Regional Planning Committee

Date: September 8, 2022 Meeting Date: September 23, 2022

Subject: **Township of Langley – Gloucester Industrial Park Application Type 3 Regional Growth Strategy 2040 Amendment**

REGIONAL PLANNING COMMITTEE RECOMMENDATION

That the MVRD Board direct staff to process the Township of Langley's proposed regional land use designation amendment for the Gloucester site under *Metro Vancouver 2040: Shaping our future*.

At its September 8, 2022 meeting, the Regional Planning Committee received a delegation (Attachments 1 and 2) regarding the Township of Langley – Gloucester Industrial Park Type 3 Regional Growth Strategy Amendment Application.

As context, in May of 2022, the Township of Langley submitted a request for a regional land use designation amendment for the Gloucester site to Metro Vancouver. Metro Vancouver has been unable to process the application given the approvals process for the update to the regional growth strategy, *Metro 2050*. In July, Metro Vancouver received correspondence from the Township of Langley (Attachment 3) requesting that the application be considered under the current regional growth strategy, *Metro Vancouver 2040: Shaping our Future*, given that the *Metro 2050* approvals process would not be completed as anticipated.

In response to both the delegation and correspondence received (see Attachments) from the Township of Langley, the committee discussed the procedural options for regional growth strategy amendment applications.

The *Local Government Act* lays out the unique acceptance process for a regional growth strategy. In terms of *Metro 2050*, the Board has given 1st and 2nd reading to the *Metro 2050* bylaw, a public hearing has been held, and 22 of 24 signatories have accepted the update to the regional growth strategy. If the Board chose to amend *Metro 2050* at this time to accommodate the Township of Langley's proposed amendment, it would necessitate restarting the acceptance process, putting the regional consensus achieved to date at risk.

If the application is processed at this time, it would be in relation to the existing regional growth strategy, *Metro Vancouver 2040: Shaping our Future*, which remains in effect until *Metro 2050* is adopted. It should be noted that if the Board approves the amendment for the site, the amendment will not carry forward to *Metro 2050*, as when the updated regional growth strategy is adopted, *Metro Vancouver 2040: Shaping our Future* will be rescinded. This approach poses some risk to the applicant, as post adoption of *Metro 2050*, Metro Vancouver would initiate a 'housekeeping amendment' to incorporate the amended regional land use designation, but cannot guarantee the

Board would pass the 'housekeeping amendment'. However, the Board direction on *Metro Vancouver 2040: Shaping our Future* would signal intent.

Members expressed support for this application to be processed under the current regional growth strategy so that it is not procedurally unable to move forward until *Metro 2050* is adopted, and moved the recommendation as presented above.

This matter is now before the Board for its consideration.

Attachments

1. "Metro Type 3 RGS Amendment Application - Township of Langley – Gloucester Industrial Park Proposed Industrial Development Gloucester Industrial Estates, Langley, BC" – Executive Summary – Delegation Joe Carreira, dated August 24, 2022
2. "Metro Type 3 RGS Amendment Application - Township of Langley – Gloucester Industrial Park Proposed Industrial Development Gloucester Industrial Estates, Langley, BC" – Joe Carreira, delegation presentation to the Regional Planning Committee dated September 8, 2022
3. Township of Langley Application to Amend the Regional Growth Strategy (Metro 2040) – 2022 Jul 27 – Incoming from Township of Langley

55157491

CONWEST

#401 – 1930 Pandora Street, Vancouver, BC V5L 0C7



LORVAL

DEVELOPMENTS

9785 201 Street, Langley, BC V1M 3E7

August 24, 2022

EMAILED

Attention: Chair Côté and Members of the Metro Vancouver Regional Planning Committee
 Metro Vancouver
 Metrotower III, 4515 Central Boulevard,
 Burnaby, BC, V5H 0C6

**Re: Metro Type 3 RGS Amendment Application – Township of Langley – Gloucester Industrial Park
 Proposed Industrial Development, Gloucester Industrial Estates, Langley, BC**

Township of Langley Rezoning File Number: 14-07-0056

Please accept this written submission to be included on the Agenda of the upcoming September 8th, 2022, Metro Vancouver Regional Planning Committee meeting. On behalf of Conwest and Lorval Developments Ltd., Joe Carreira, Vice President of Development at Conwest Developments, respectfully requests the opportunity to present to the Regional Planning Committee.

On May 18th, 2022, the Township of Langley submitted a request for a Type 3 Regional Growth Strategy amendment for consideration. As an authorized agent and property owner of the subject lands we respectfully request that the subject application be processed as an amendment to the 2040 Regional Growth Strategy. This request is also aligned with the Township of Langley's written submission of May 18th and July 27th 2022, attached.

The amending zoning bylaw received Third Reading from The Township of Langley Council on May 9th, 2022, for the development of approximately 35-acres of much needed industrial employment land at 264 Street and 56 Avenue. The Metro Vancouver Industrial Land Strategy identifies the critical shortage of industrial land facing the region and this application is at risk of undetermined delays. Unfortunately, the delays are an unintended consequence of the protracted adoption of 2050, but it is our understanding that further delays can be mitigated if the application is processed as a 2040 Regional Growth Strategy Amendment.

In addition to the significant employment opportunities for the region, the proposal also includes the creation of six acres of fish habitat enhancement on the Salmon River and an educational farming opportunity in partnership with Kwantlen First Nation and Kwantlen Polytechnic University.

We respectfully ask that the Regional Planning Advisory Committee request staff to process the subject application as a 2040 Regional Growth Strategy Amendment.

Thank you for your time and consideration to this matter.

Sincerely,


 Joe Carreira
 Vice President of Development
 Conwest Developments Ltd.
 604-837-6390
 joe.carreira@conwest.com



Marlene Best
 Vice President of Development
 Lorval Developments Ltd.
 604-882-3513 Ext. 8402
 mbest@lorval.ca

**Cc. Heather McNell, General Manager, Regional Planning and Housing Services
Stephen Richardson, Director, Developments Services, Township of Langley**

Attach.

- 1. Township of Langley Letter to Metro Vancouver – July 27, 2022**
- 2. Township of Langley Letter to Metro Vancouver – May 18, 2022**

Township of Langley – Gloucester Industrial Park Application

Metro Vancouver Regional Planning Committee Meeting

September 8, 2022

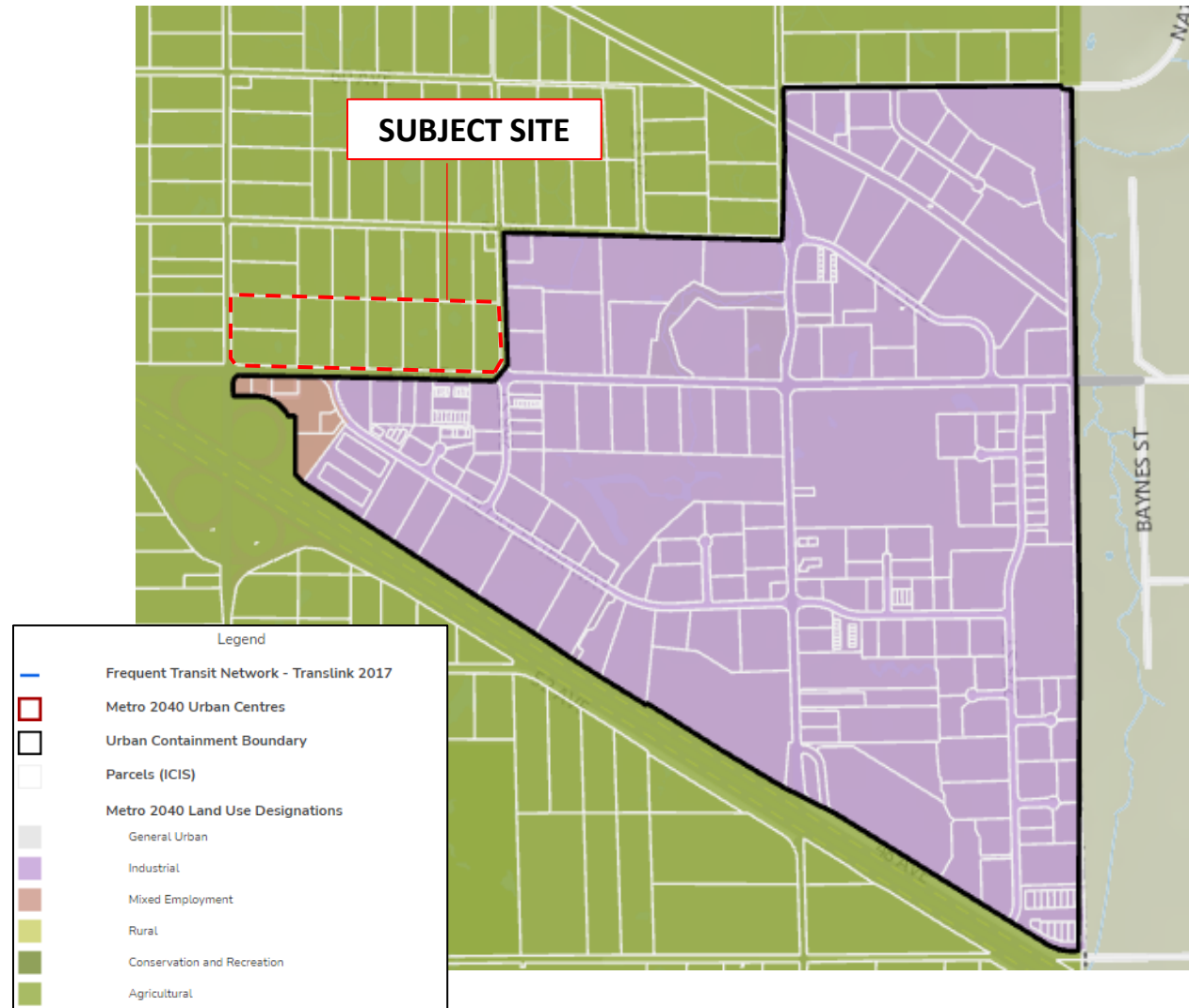


Township of Langley – Gloucester Industrial Park Application

Purpose:

- As property owners of the subject site, Conwest and Lorval Developments request that the Township of Langley Type 3 Regional Growth Strategy Amendment – Gloucester Industrial Park Application be **processed under the current Metro 2040 Regional Growth Strategy**.

*** Subject site excluded from the ALR March 2022.*

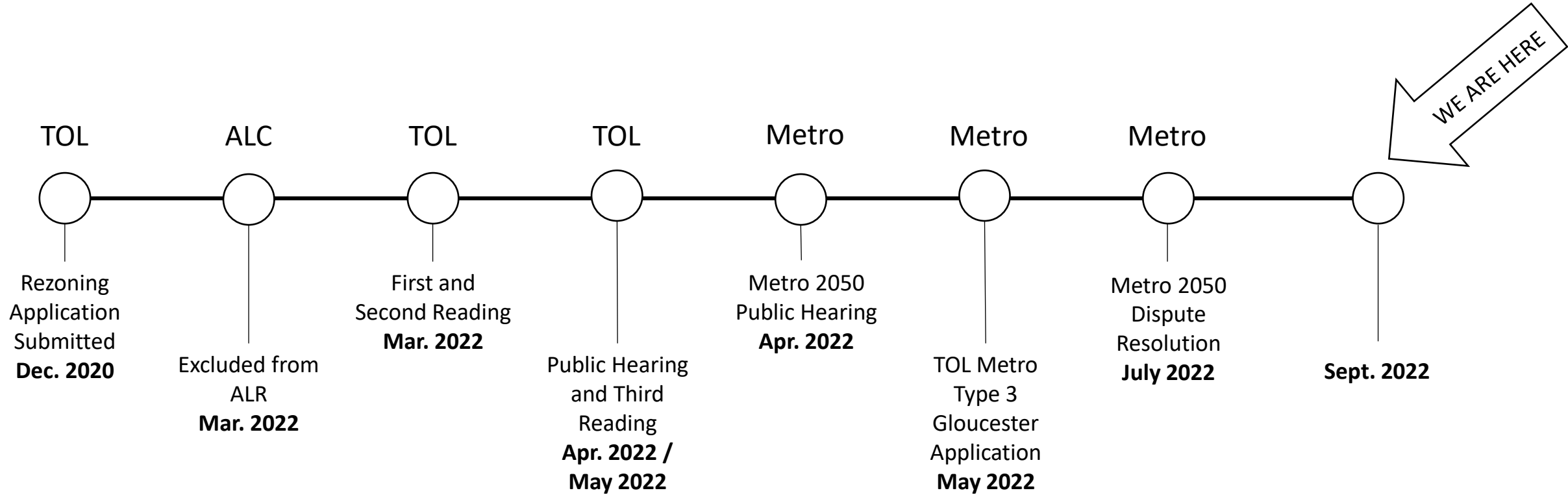


About Conwest

- Conwest is a **local, family owned** real estate developer.
- Over **30 years** of experience in industrial and commercial real estate development.
- Many projects **across Metro Vancouver** and across **different product lines**.



Project Timeline



Township of Langley – Gloucester Industrial Park Application



May 18, 2022

Bylaw No. 5706

James Stiver, Division Manager,
Growth Management and Transportation
Metro Vancouver
Via Email: James.stiver@metrovancouver.org

Dear Mr. Stiver:

Re: Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Gloucester Industrial Park) Bylaw 1988 No. 2556 Amendment (Rural Plan) Bylaw 1993 No. 3250 Amendment (Conwest) Bylaw No. 5706

On May 9, 2022, Township of Langley Council granted third reading to Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Gloucester Industrial Park) Bylaw 1988 No. 2556 Amendment (Rural Plan) Bylaw 1993 No. 3250 Amendment (Conwest) Bylaw No. 5706. Third reading was granted by Council following the formal exclusion of subject lands from the Agricultural Land Reserve (ALR), pursuant to a decision of the Agricultural Land Commission (ALC), dated March 10, 2022 (copy attached).

Bylaw No. 5706 amends the Langley Official Community Plan (OCP) by adjusting the configuration of the land use designation at the interface between the Township's Rural Plan and Gloucester Industrial Park Plan, resulting in land use amendments, and associated boundary adjustments, from Agriculture to Industrial, and inclusion of the new industrial designated lands in the Gloucester Industrial Park Plan.

Attached, please find Bylaw No. 5706 Report to Council, and Draft Council Minutes submitted for your consideration of a is believed to be a "Type 3" Regional Growth Strategy Amendment application. Staff note that the proposed amendment to the Regional Context Statement is applicable to only to Map A-1, which will bring the RCS into alignment with the proposed land use changes.

If you have any questions, please contact Ruby Sandher, Development Planner, at 604.533.6057 or via email at rsandher@tol.ca.

Yours truly,

Ramin Seifi
GENERAL MANAGER
ENGINEERING & COMMUNITY DEVELOPMENT



July 27, 2022

Metro Vancouver Regional District
Metro Tower III
44515 Central Boulevard
Burnaby, BC V5H 0C6

Attention: Chair Dhaliwal and Members of Metro Vancouver Board

Dear Chair Dhaliwal and Honourable Directors of the Board:

Re: Township of Langley Application to Amend the Regional Growth Strategy (Metro 2040)

This letter is with reference to previous communication, dated May 18, 2022 (copy attached), regarding the subject and is submitted for consideration in the context of Board deliberations on "Metro 2050 - Outcome of Acceptance Period and Next Steps," presented as Item E 7.1 of the upcoming MV Board Meeting to be held on July 29, 2022.

The Township of Langley submitted a Type 3 Amendment Application on May 18, 2022 for a proposed industrial development comprising approximately 35 acres of land at 264 Street and 56 Avenue that had been previously excluded by the provincial Agricultural Land Commission (ALC) and had subsequently received Third Reading of Official Community Plan Amendment and Rezoning Bylaw No. 5706 by the Township of Langley Municipal Council.

The proposed development is anticipated to create significant employment opportunities for the region which has been identified as a fundamental goal of Metro 2040. However, the application has not been processed by Metro Vancouver staff, given the pending process of adoption of the Metro 2050 Plan, which is intended to enhance and strengthen the objectives of the Metro 2040 Plan.

As the Board considers the next steps associated with the process for ultimate acceptance and adoption of Metro 2050, we request your consideration of an expeditious process, as discussed with MV staff, for the advancement of the subject development application, including the required Metro 2040 Amendment, given the consequential benefits to the region in terms of

creation of much needed employment lands, and the positive economic development impacts; particularly time-sensitive, in consideration of potential delays associated with the adoption of the Metro 2050 Plan.

Thank you for your consideration.

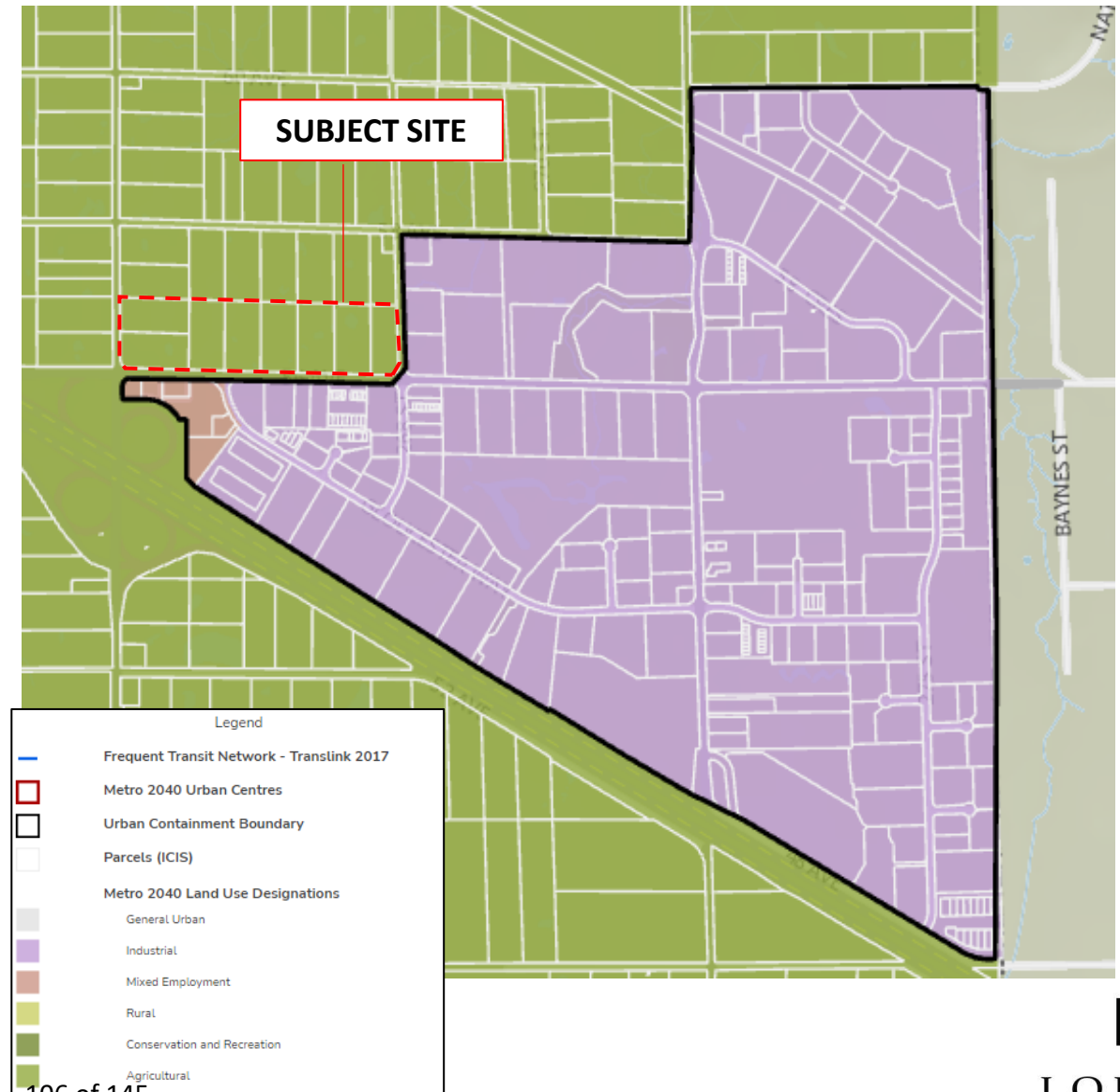
Ramin Seifi
GENERAL MANAGER
ENGINEERING AND COMMUNITY DEVELOPMENT

Enclosure: May 18, 2022 Letter

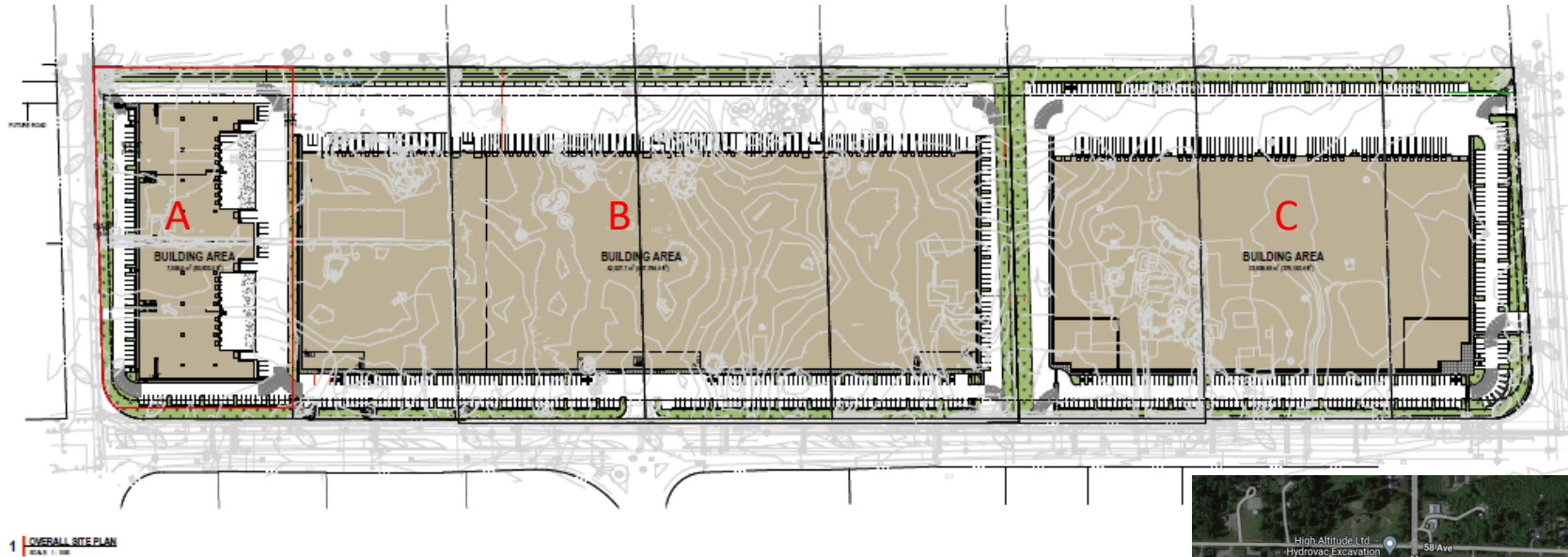
Copies to: Heather McNeill, General Manager, Regional Planning and Housing Services
Joe Carreira, VP Development, Conwest Developments Ltd.
Marlene Best, VP Development, Lorval Developments Ltd.

Township of Langley – Gloucester Industrial Park Application

- The subject application is a **Type 3 – Minor Amendment to the Regional Growth Strategy** based on the following:
 - The site is **contiguous with the Urban Containment Boundary**, and
 - Amendment from an **Agricultural land use designation to an Industrial land use designation**.
- Employment opportunities close to where people live is a goal of both Metro 2040 and Metro 2050.
- Strategies to protect and appropriately use the limited supply of industrial land in the region are included in both Metro 2040 and Metro 2050.



Township of Langley – Gloucester Industrial Park Application



- Site Area: 36 acres
- Building Area:
 - Building A – approx. 81,000 sq. ft.
 - Building B – approx. 458,000 sq. ft.
 - Building C – approx. 276,000 sq. ft.
 - **Total: approx. 800,000 sq. ft. of employment space**



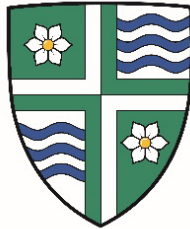
96 Avenue Community Enhancement Project

- Habitat creation for fish species and wildlife.
- Access to the Salmon River.
- Creation of a learning farm, trail continuation and a community building.



Thank You!

Township of
Langley



Est. 1873

July 27, 2022

File No. RO100209

Metro Vancouver Regional District
Metro Tower III
44515 Central Boulevard
Burnaby, BC V5H 0C6

Attention: Chair Dhaliwal and Members of Metro Vancouver Board

Dear Chair Dhaliwal and Honourable Directors of the Board:

**Re: Township of Langley Application to Amend the Regional Growth Strategy
(Metro 2040)**

This letter is with reference to previous communication, dated May 18, 2022 (copy attached), regarding the subject and is submitted for consideration in the context of Board deliberations on “Metro 2050 - Outcome of Acceptance Period and Next Steps,” presented as Item E 7.1 of the upcoming MV Board Meeting to be held on July 29, 2022.

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The proposed development is anticipated to create significant employment opportunities for the region which has been identified as a fundamental goal of Metro 2040. However, the application has not been processed by Metro Vancouver staff, given the pending process of adoption of the Metro 2050 Plan, which is intended to enhance and strengthen the objectives of the Metro 2040 Plan.

As the Board considers the next steps associated with the process for ultimate acceptance and adoption of Metro 2050, we request your consideration of an expeditious process, as discussed with MV staff, for the advancement of the subject development application, including the required Metro 2040 Amendment, given the consequential benefits to the region in terms of

creation of much needed employment lands, and the positive economic development impacts; particularly time-sensitive, in consideration of potential delays associated with the adoption of the Metro 2050 Plan.

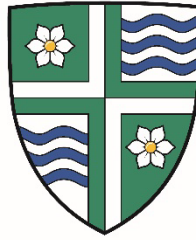
Thank you for your consideration.

A handwritten signature in dark ink, appearing to be 'Ramin Seifi', with a stylized, sweeping flourish at the end.

Ramin Seifi
GENERAL MANAGER
ENGINEERING AND COMMUNITY DEVELOPMENT

Enclosure: May 18, 2022 Letter

Copies to: Heather McNell, General Manager, Regional Planning and Housing Services
 Joe Carreira, VP Development, Conwest Developments Ltd.
 Marlene Best, VP Development, Lorval Developments Ltd.



May 18, 2022

Bylaw No. 5706

James Stiver, Division Manager,
Growth Management and Transportation
Metro Vancouver
Via Email: James.stiver@metrovancouver.org

Dear Mr. Stiver:

Re: Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Gloucester Industrial Park) Bylaw 1988 No. 2556 Amendment (Rural Plan) Bylaw 1993 No. 3250 Amendment (Conwest) Bylaw No. 5706

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Bylaw No. 5706 amends the Langley Official Community Plan (OCP) by adjusting the configuration of the land use designation at the interface between the Township's Rural Plan and Gloucester Industrial Park Plan, resulting in land use amendments, and associated boundary adjustments, from Agriculture to Industrial, and inclusion of the new industrial designated lands in the Gloucester Industrial Park Plan.

Attached, please find Bylaw No. 5706 Report to Council, and Draft Council Minutes submitted for your consideration of a is believed to be a "Type 3" Regional Growth Strategy Amendment application. Staff note that the proposed amendment to the Regional Context Statement is applicable to only to Map A-1, which will bring the RCS into alignment with the proposed land use changes.

If you have any questions, please contact Ruby Sandher, Development Planner, at 604.533.6057 or via email at rsandher@tol.ca.

Yours truly,

Ramin Seifi
GENERAL MANAGER
ENGINEERING & COMMUNITY DEVELOPMENT

Attachments

1. Report to Council and Attachments dated March 28, 2022
2. Bylaw 5706
3. May 9, 2022 Draft Council Minutes

To: Finance Committee

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

Date: August 22, 2022 Meeting Date: September 8, 2022

Subject: TransLink's Response to the MVRD Board's Request for Additional Information

RECOMMENDATION

That the MVRD Board receive for information the report dated August 22, 2022, titled "TransLink's Response to the MVRD Board's Request for Additional Information".

EXECUTIVE SUMMARY

At its July 29, 2022 meeting, the MVRD Board approved TransLink's request for a scope reduction to its previously-approved 2020 Greater Vancouver Regional Fund (GVRF) projects.¹ The MVRD Board's approval included a request that TransLink investigate whether the remaining bus procurement projects still scheduled for purchase as part of the 2020 application could be specified with carbon-neutral propulsion technology. In response, TransLink has provided a letter that explains that it is not currently feasible to procure these buses as battery-electric or renewable natural gas (RNG) for reasons of safety, reliability and capacity. However, this should be the last GVRF funding request for hybrid conventional (i.e. 40- and 60-foot) buses, as TransLink has committed that all future GVRF applications for conventional buses will be for battery-electric or RNG vehicles only.

PURPOSE

This report forwards TransLink's response for additional information to the Finance Committee and MVRD Board, in response to the Board's July 29, 2022 request (Attachment).

BACKGROUND

In June 2022, Metro Vancouver received TransLink's 2021 Annual Report on active projects funded through the GVRF, along with an application from TransLink for an amendment to its previously-approved 2020 GVRF application (Reference 1). The amendment proposed to return \$70.4 million to the GVRF by reducing the purchase of expansion buses (both conventional and Community Shuttle) and decreasing the number of Mark I SkyTrain cars to be refurbished. The amendment was necessitated by lower-than-expected transit ridership during the COVID-19 pandemic.

On July 29, 2022, the MVRD Board passed the following resolution:

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

¹ TransLink's 2020 GVRF application was approved by the MVRD Board on November 1, 2019 (Reference 1).

TransLink investigate if the previously approved bus purchases can be specified as hybrid renewable natural gas.

The resolution included a request from the Finance Committee, from its July 14, 2022 meeting, that TransLink investigate whether the remaining bus procurement projects as part of the 2020 application could be procured with carbon-neutral propulsion (Reference 2). At the Finance Committee meeting, some concern was expressed that previously-approved bus purchases (i.e. those not affected by the reduction in project scope) were planned to proceed with hybrid technology, rather than battery-electric or RNG.

TRANSLINK'S RESPONSE

Provided in response to the MVRD's request, TransLink's letter dated August 17, 2022 (Attachment) explains that the remaining conventional² bus projects as part of the previous GVRF approval – i.e. 16 60-foot hybrids – cannot be procured with renewable natural gas or battery-electric propulsion at this time because:

- Available RNG engines are undersized and underpowered, particularly for 60-foot buses;
- There are safety concerns about high pressure fuel lines running through articulation joints on 60-foot buses;
- TransLink lacks fuelling / recharging capacity for both renewable natural gas and battery-electric buses; additional charging infrastructure must be in place before these vehicle types can be procured.

For these reasons, TransLink intends to proceed with purchasing 16 diesel-electric hybrid buses, as originally approved.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

There are no financial implications associated with this report. As approved in July 2022, TransLink will proceed with an amended (reduced) scope for projects originally approved for GVRF funding as part of the 2020 GVRF application (Reference 1). This will result in \$70.4 million in previously-awarded funding being returned to the GVRF.

CONCLUSION

TransLink is proceeding with the purchase of 16 hybrid buses originally approved for GVRF funding as part of the 2020 GVRF application. This should be the last time that GVRF funding is used for conventional (i.e. 40- and 60-foot) buses, as TransLink has committed 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” (Reference 2).

² TransLink has previously conveyed to the Finance Committee that carbon-neutral propulsion is not yet feasible for Community Shuttle and HandyDart vehicles.

References

1. Finance and Intergovernment Committee report dated October 8, 2019, titled "[TransLink Application for Federal Gas Tax Funding for 2021 Fleet Expansion and Modernization](#)"
2. Finance Committee report dated June 17, 2022, titled "[Greater Vancouver Regional Fund – 2021 Annual Report and Application for Scope Change to Previously Approved Projects](#)"

Attachment

Letter from TransLink dated August 22, 2022, titled "Propulsion Options for the Amended 2021 Conventional Bus Expansion Project"

54522972



TransLink
400 - 287 Nelson's Court
New Westminster, BC V3L 0E7
Canada
Tel 778.375.7500
translink.ca

South Coast British Columbia
Transportation Authority

August 17, 2022

Metro Vancouver Regional District Finance Committee
Attn: Jerry Dobrovolny, Chief Administrative Officer
Metrotower III- 4515 Central Boulevard
Burnaby, BC
V5H 0C6

Dear Mr. Dobrovolny,

SUBJECT: Propulsion Options for the Amended 2021 Conventional Bus Expansion Project

PURPOSE:

To provide a response to Metro Vancouver Finance Committee whether the remaining expansion buses out of the 2021 Conventional Expansion Bus Project could be procured with carbon neutral propulsion technology (RNG or BEB).

BACKGROUND:

On July 14, 2022 TransLink submitted an application amendment to reduce the 2021 Conventional bus expansion project as follows

- 2021 Conventional Fleet Expansion – reduced the number of 40-Foot hybrid buses from 39 to 0 and the number of **60-foot articulated buses from 30 to 16**.

Prior to approving the above amendment, the MV FC asked whether the remaining **16** 60-foot articulated buses could be acquired with either BEB or RNG propulsion technology.

RESPONSE:

TransLink's articulated 60' bus fleet consists of 74 trolleys, 16 diesel and 246 hybrid buses, a total of 336 artics. TransLink has made a deliberate decision not to procure RNG artics because available RNG engine is undersized and underpowered. resulting in reliability issues under higher stresses, especially those brought on by a 60' bus. TransLink Maintenance and Operations staff also have raised safety concerns with the high pressure (3600 psi) fuel lines in RNG buses as they move and flex through the articulation joint so close to the passenger area.

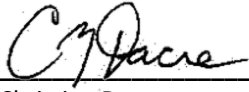
Additionally, TransLink only has RNG fueling capacity at Hamilton, Surrey and Port Coquitlam transit centers, and these transit centers are at capacity in terms of being able to service RNG Vehicles. Additional infrastructure investments would be needed to support further additions to the RNG Fleet.

TransLink also isn't able to pursue an BEB option as we currently do not have the charging infrastructure in place to support BEB charging. Earliest availability would be 2025 upon completion of the Marpole Transit Centre.

CONCLUSION:

Given the above safety, reliability and capacity risks identified, TransLink made the decision to stay the course procuring 16 diesel-electric hybrid buses for this project. TransLink will operate these buses using renewable diesel fuel to minimize the GHG impacts on the region.

Sincerely,

A handwritten signature in black ink, appearing to read "C. Dacre", written over a horizontal line.

Christine Dacre
TransLink
Chief Financial Officer

To: Climate Action Committee

From: Marcin Pachcinski, Division Manager, Electoral Area and Implementation Services
Regional Planning and Housing Services Department

Date: July 14, 2022 Meeting Date: September 9, 2022

Subject: **Howe Sound Community Forum - Principles for Cooperation and MOU**

RECOMMENDATION

That the MVRD Board:

- a) endorse the updated Howe Sound Community Forum Principles for Cooperation; and
 - b) authorize the CAO and Corporate Officer to sign the Memorandum of Understanding with the Howe Sound Biosphere Region Initiative Society on behalf of Metro Vancouver.
-

EXECUTIVE SUMMARY

Metro Vancouver has been a participant in the bi-annual Howe Sound Community Forums since 2000 and signed the latest version of the Forum's Principles for Cooperation in 2014. The Howe Sound Biosphere Region Initiative Society is a registered non-profit that was created in 2017 to support the forums and was the lead organization responsible for the designation of the Átl'ka7tsem/Howe Sound as a UNESCO biosphere region, which was granted in September 2021. At the most recent forum meeting in October 2021, members were asked to consider long-term support of the Howe Sound Biosphere Region Initiative Society to ensure the UNESCO designation is maintained, and the Howe Sound Community Forum continues. To this end, the Society is requesting that Metro Vancouver endorse the updated Howe Sound Community Forum Principles for Cooperation and to sign an MOU that would commit it to supporting and cooperating with the Society as it manages the biosphere, the Howe Sound Community forums, and its sub-committees. Proposed agreements and support of the Forum's principles do not commit Metro Vancouver to any funding at this time. Any future funding request, such as the \$2,250 request to co-host a Forum in 2025, will be considered through the usual Board budget process.

PURPOSE

To provide the Climate Action Committee and MVRD Board with the opportunity to consider endorsing the updated Howe Sound Community Forum Principles for Cooperation and signing an MOU with the Howe Sound Biosphere Region Initiative Society.

BACKGROUND

Metro Vancouver has been an active member of the Howe Sound Community Forum since 2002 and signed the latest version of the Forum's Principles for Cooperation in 2014. It was through this forum that a request was made in October 2021 for Forum members to consider long-term support of the Howe Sound Biosphere Region Initiative Society to ensure the UNESCO designation is maintained, and the Howe Sound Community Forum continues.

On June 4, 2022, Metro Vancouver received a letter (Attachment 1) from the President of the Howe Sound Biosphere Region Initiative Society requesting support for the updated Principles for Cooperation, (co-)hosting of a future forum, and signing of an MOU. This report addresses the requests made in the letter.

HOWE SOUND COMMUNITY FORUM AND BIOSPHERE REGION INITIATIVE SOCIETY

The Howe Sound Community Forum is a bi-annual meeting that brings together representatives from government, First Nations and various stakeholder groups to discuss issues and projects of interest to Howe Sound communities. Metro Vancouver has been a participant in the forums since they started in 2000, and signed the original Principles for Cooperation in 2002 as well as the current version in 2014.

The Howe Sound Biosphere Region Initiative Society is a non-profit formed in 2017 with the aim to strengthen collaboration and engagement in Átl'ka7tsem/Howe Sound. It led efforts to designate Átl'ka7tsem/Howe Sound as a UNESCO biosphere region, which was achieved in September 2021 with the support of Metro Vancouver and other government bodies and local First Nations. It is the main organization responsible for maintaining and implementing the UNESCO biosphere designation and goals.

REQUESTS MADE BY THE HOWE SOUND BIOSPHERE REGION INITIATIVE SOCIETY

- 1. Support for the updated Howe Sound Community Forum Principles for Cooperation via letter**
Attachment 2 shows the proposed changes to the 2014 Principles for Cooperation, which Metro Vancouver signed. The Society advises that the proposed changes “reflect the societal and logistical changes since the last update in 2014”. The proposed changes include greater recognition of First Nations values and more detailed descriptions of the role of the Society and of forum host communities.

Attachment 3 is a clean version of the updated version of the Principles of Cooperation.

Recommendation (a) addresses this request and, if supported, would be communicated via letter.

- 2. Commitment to co-host or host a Howe Sound Community Forum in the future**
Bi-annual forums rotate to different communities around Howe Sound. In 2017, Metro Vancouver and the Village of Lions Bay co-hosted a forum and shared in forum costs, such as catering. Metro Vancouver provided \$725 in support of the 2017 Forum. The request is for Metro Vancouver to co-host a forum in 2025 and to budget \$2,250 for associated costs. Staff will bring forward this request to the relevant Committee for consideration as part of the 2025 budget process. Therefore, no recommendation is included at this time for the Board's consideration for this request.
- 3. Support via an MOU with the Howe Sound Biosphere Region Initiative Society**
As noted in the letter, one of the recommendations discussed amongst forum members at their October 2021 meeting was for each of the member local governments to enter into an MOU with

the Howe Sound Biosphere Region Initiative Society to sustain the Átl'ka7tsem/Howe Sound UNESCO Designation.

The proposed MOU (Attachments 4 and 5) outlines the role of Howe Sound Biosphere Region Initiative Society, common objectives and ways communities can support the Society. It would commit Metro Vancouver to support and cooperate with the Society as it manages the biosphere, the Howe Sound Community forums and its sub-committees (Metro Vancouver currently participates in the Ocean Watch Action sub-committee). This would include:

- Assigning a staff liaison position as the main point of contact with the Society.
- Continue as active and engaged participants in the Howe Sound Community Forum.
- Budget for and co-host or host a forum on a rotating schedule.
- Support the Principles of Cooperation and the Nchu'ú7mut/Unity Plan through the contribution of information.
- Consider the priority goals and objectives of the Nchu'ú7mut/Unity Plan in policy and planning decisions
- Promote and reference with pride the UNESCO Biosphere Region.
- Offer and facilitate funding resources for the Society for educational opportunities and beneficial projects through grants and/or in-kind support.

Recommendation (b) addresses this request and, if supported, would enable the CAO or Corporate Officer to sign the MOU on behalf of Metro Vancouver.

ALTERNATIVES

1. That the MVRD Board:
 - a) endorse the updated Howe Sound Community Forum Principles for Cooperation; and
 - b) authorize the CAO and Corporate Officer to sign the Memorandum of Understanding with the Howe Sound Biosphere Region Initiative Society on behalf of Metro Vancouver.
2. That the MVRD Board receive for information the report dated July 14, 2022, titled “Howe Sound Community Forum - Principles for Cooperation and MOU” and provide alternate direction to staff.

FINANCIAL IMPLICATIONS

One of the requests made is for a commitment to budget \$2,250 for 2025 to pay for costs associated with co-hosting a bi-annual forum (e.g. venue, catering). Staff will bring forward this request for the relevant Committee to consider as part of the 2025 budget process.

The MOU also would commit Metro Vancouver to “offer and facilitate funding resources for the Society for educational opportunities and beneficial projects through grants and/or in-kind support”. These resources are described in Attachment 5 as potentially considering additional fees on commercial filming permits, creating a nature tax, or service area tax, grants in-aid, an annual contribution for administrative services, funding a portion of project costs or matching funds with other government or funding contributions, in-kind time of staff resources, and waiving costs of meeting rooms. Any proposed funding would be brought forward for Committee and Board consideration.

CONCLUSION

The bi-annual Howe Sound Community Forums and the ongoing work of the Howe Sound Biosphere Region Initiative Society broadly align with Metro Vancouver's environmental, climate change, and reconciliation goals. The request made by the Society is intended to provide long-term support for their work and to implement UNESCO biosphere goals. Staff recommend Alternative 1.

Attachments

1. Letter from the Howe Sound Biosphere Region Initiative Society, dated June 4, 2022
2. Principles for Cooperation – marked-up version, dated May 2022
3. Principles for Cooperation – clean version, dated May 2022
4. Draft Howe Sound Memorandum of Understanding
5. Howe Sound Memorandum of Understanding – Appendix A

53574341



June 4, 2022

To: Director Jen McCutcheon, Area A, and the Board of Metro Vancouver

Re: Howe Sound Community Forums 2022 and beyond

Dear Director McCutcheon,

This letter is a request for:

1. A letter of support for the updated Howe Sound Community Forum Principles for Cooperation
2. Commitment to co-host or host a Howe Sound Community Forum in the future.
3. Support via a Memorandum of Understanding with the Howe Sound Biosphere Region Initiative Society.

Background

Metro Vancouver was a founding member of the Howe Sound Community Forums in 2000 and played a key role in the development of the original Principles for Cooperation. Successive Area A Directors have participated in the bi-annual meetings and sub-committees of the Howe Sound Community Forum. Area A co-hosted a forum with the Village of Lions Bay in 2017.

Metro Vancouver was an active supporter of the Átl'ka7tsem/Howe Sound UNESCO Biosphere Region designation. Having achieved this designation in 2021, the next phase is sustaining the UNESCO designation for future generations. The Howe Sound Biosphere Region Initiative Society (HSBRIS) is responsible for the management of the Biosphere Region. Sustaining the organization requires continued support from the authorities, collaboration and reliance on various sources of funding.

At the October 2021 forum on Bowen Island and the April 2022 forum at Furry Creek, Mayor Karen Elliott, District of Squamish, invited forum members to consider long-term support of the HSBRIS to ensure the UNESCO designation is maintained, and the Howe Sound Community Forum continues. We responded to the feedback received from the Forum members; this letter is the next step.

Continued...

Maintaining the Howe Sound Community Forum 2022 and Beyond

The attached Principles for Cooperation have been updated to reflect the societal and logistical changes since the last update in 2014. We are asking you and Metro Vancouver to acknowledge and support these changes. Please see the proposed letter of support attached.

Forum members take turns hosting, and the previous Director Maria Harris co-hosted with Mayor Buhr of Lions Bay on May 5, 2017, at the Lions Bay Community Hall. Metro Vancouver would not be due to host again until 2025. A commitment to budget \$2,250 for that year or \$563 over the next four years would include attendance and participation for elected council members and staff to attend bi-annual forums and sub-committees convened by HSBRI.

Sustaining the Átl'ka7tsem/Howe Sound UNESCO Designation

One of the recommendations discussed amongst forum members was for each of the Howe Sound Community Forum member local governments to enter into a memorandum of understanding (MOU) with HSBRI. Please see the draft attached. This MOU outlines the role of HSBRI, common objectives and ways the community can support HSBRI – see appendix A.

As the pressures of growth, development and the impacts of climate change affect our region, we hope the Area A Directors of Metro Vancouver will continue to participate in the Átl'ka7tsem/Howe Sound community of communities and take pride in the prestigious UNESCO recognition that is reflective of this beautiful part of the world where humanity and nature thrive.

Sincerely,



Ruth Simons
President, Howe Sound Biosphere Region Initiative Society
howesoundbri@gmail.com

PO Box 465
Lions Bay, B.C.
V0N 2E0

Enclosures:

1. Principles for Cooperation with tracked changes
2. Principles for Cooperation clean final copy
3. Sample letter of support to HSBRI
4. Draft Memorandum of Understanding
5. Appendix A



Principles for Cooperation Átl'ka7tsem/Howe Sound Community Forum

To provide an overview of the need, purpose and structure for cooperative efforts by interested local governments and First Nations operating on the unceded territory of the Coast Salish Peoples in the Átl'ka7tsem Howe Sound region.

1. Statement of Purpose

To provide a forum for elected representatives of local governments, Regional Districts and First Nations as well as federal and provincial elected members to have discussions focused on how to maintain and enhance the economic, environmental, cultural and social well-being of the Átl'ka7tsem/Howe Sound (the Region) for the benefit of present and future generations.

2. Rationale (The Need)

The Átl'ka7tsem/Howe Sound Community Forum (the Forum) will enhance collective action among local governments, regional districts and First Nations by:

- Providing a common forum for dialogue
- Sharing knowledge and information to avoid duplication of effort and to enhance any single organization's capacity for action
- Promoting the use of transparent processes that encourage awareness and involvement.
- Providing a forum for gaining a better understanding of and from First Nations peoples in the Region.

3. Scope

The Átl'ka7tsem/Howe Sound region includes the marine waters and all the lands that drain into these waters, the surrounding airshed on the east side of the Salish Sea (Strait of Georgia) between Point Atkinson and Gower Point, and interested adjacent communities.

4. Common Vision

The Forum envisions that communities within the Region can be healthy, productive and sustainable by:

- understanding the use and occupancy of the region by the Squamish Nation/Skw̓xwú7mesh Úxwumixw, who have occupied and managed Átl'ka7tsem for many thousands of years;
- building appreciation for the spiritual and cultural values of the region;
- understanding, promoting and implementing best practices, including traditional practices;
- promoting compact and complete communities;
- encouraging safe and livable communities;

- encouraging an integrated transportation system;
- preserving a healthy and natural environment;
- nurturing cultural heritage
- supporting sustainable use of resources;
- fostering a vibrant and dynamic economy;
- raising awareness about land use; and
- ensuring the public is informed and encouraged to be active.

5. Shared Values

The Forum will involve the collective efforts of First Nations and a wide variety of governments, non-government organizations, the private sector, educational institutions and individuals to pursue the following values and objectives. The Forum shares the following values and objectives.

Value...Recognition of Indigenous Rights and Titles

Objective – Respect and support of Aboriginal Rights and Title, traditional knowledge and sacred places....

Value...Spirit of Sharing

Objective - The many interests and organizations in the Region can strengthen the effectiveness of programs by openly sharing information and knowledge.

Value... Action Orientation

Objective - The Forum will encourage groups to take actions that produce positive observable results and public benefit to communities.

Value...Efforts towards Sustainability

Objective – The Forum members recognize the need to effectively manage and maintain a balanced relationship between community development and the protection of unique biophysical, First Nations sacred places and cultural qualities, and the unique biophysical and environmental qualities of the Region.

Value.. The need for Cooperation and observing protocol

Objective -Governments, First Nations and organizations will be encouraged to work together.

Value...Stewardship

Objective - Voluntary action of individuals and organizations as a powerful and effective tool for achieving positive results. ~~is an objective of the Forum.~~

Value... Transcending Jurisdictions

Objective - The Forum will encourage communities to work together for the greater good because jurisdictional territorial lines on a map mean nothing in terms of sustainability.

Value...Focus and Transparency

Objective - Forum member programs will encourage clear objectives and use accountable processes that are available to Forum members and the public.

Value... Respect for Diversity

Objective - It is recognized that while every member of the **Forum** may have a different focus or interest, they are encouraged to acknowledge a shared interest in the sustainability of the **Region**.

6. Structure (The Members)

A hosting community from the membership **will work cooperatively with the Howe Sound Biosphere Region Initiative Society (HSBRIS) as the convening organization.** ~~They act as the focal point and be responsible to coordinate meetings and agenda material.~~

The hosting community will rotate among **the Forum** members, and meetings will be held bi-annually, or more frequently, as requested by any member or as predicated by local issues.

Task forces or subforums may be established to focus on specific projects.

Charter members of the **Átl'ka7tsem/**Howe Sound Community Forum include elected representatives of the **following** communities at:

Bowen Island Municipality	Squamish Nation/ Skwxwú7mesh Úxwumixw
Gambier Island Local Trust Committee	Sunshine Coast Regional District
Town of Gibsons	Village of Lions Bay
Metro Vancouver Regional District	District of West Vancouver
District of Squamish	Resort Municipality of Whistler
Squamish-Lillooet Regional District	Village of Pemberton
West Vancouver/Sunshine Coast/Sea to Sky Member of Parliament	
Powell River/Sunshine Coast Member of the Legislative Assembly	
West Vancouver/Sea to Sky Member of the Legislative Assembly	

6. Other Participants

Neighbouring communities, First Nations, organizations and members of society who have a shared interest in the region and support these Principles for Cooperation are welcome to participate in the forums as observers and/or presenters.

7. Activities (Action and Results)

The Forum members are not expected to make decisions as a body and will achieve its objectives through activities that build on the talents, knowledge and actions of its individual members by:

- Facilitating information exchange about local or regional projects.
- Supporting members by sharing information, research and best practices.
- Apprise the public of topical and important matters that affect us all.
- Identifying areas of public **policy that require attention and projects that deserve attention or support of Forum members.** ~~policy that require attention and projects that deserve the support of the Forum members.~~
- Assessing progress through the benchmark, monitoring, and program assessments; and

- Promoting transparency and accessibility by the Forum members.

8. Logistics (Organizing and Facilitating)

The role of the Howe Sound Biosphere Region Initiative Society as the convening organization is to:

- Maintain and make publicly available a historical record of the past forums
- Work with future hosts and appointed host representative(s) to plan and organize future forums
- Maintain contact records of invitees and appointed representatives of the members
- Recommend topics and themes of relevant interest to the Forum members.
- Develop and maintain respectful interactions and communications
- Plan, organize and coordinate the logistics and technology for successful engagement and attendance
- Initiate, manage and maintain invitations, attendance and respond to requests
- M/C the event to ensure members and observers are participating respectfully
- Manage the recording of the event and items for follow-up.
- Negotiate costs, manage budget, bookkeeping, and prompt payments.

The role of the host community is to:

- Budget and fund the costs of hosting a forum which includes costs of:
 - Venue for up to 70 people
 - A/V equipment needs
 - Catering
 - HSBRSIS convening costs
 - Negotiable extras such as transportation, post tour, honorariums
- Appoint representatives to be the point of contact for planning and support before, during and after the event.

Therefore, **unless explicitly expressed**, all the Howe Sound Community Forum **members** commit to respecting the Principles for Cooperation.

It is understood the Principles for Cooperation may be amended from time to time and will be circulated to members and participants in advance of each Forum.

May 2022



Principles for Cooperation Átl'ka7tsem/Howe Sound Community Forum

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May 2022



Logo here

ATTACHMENT 4

Átl'ka7tsem/Howe Sound Biosphere Region Initiative
Collaborating for a Sustainable Future

Memorandum of Understanding (DRAFT)

between

Howe Sound Biosphere Region Initiative Society ("HSBRIS")

and

Metro Vancouver Regional District ("Metro Vancouver")

In this memorandum, these terms have the following meanings:

- UNESCO United Nations Educational, Scientific and Cultural Organization
- AHSUBR Átl'ka7tsem/Howe Sound UNESCO Biosphere Region
- HSBRIS Howe Sound Biosphere Region Initiative Society
- AHSCF Átl'ka7tsem/Howe Sound Community Forum

1) The Átl'ka7tsem/Howe Sound UNESCO Biosphere Region (AHSUBR)

AHSUBR is located in the territory of the Sk̓wxwú7mesh Úxwumixw (Squamish Nation People). The In-SHUCK-ch, qíćáý (Katzie), Líl'wat, x̓məθk̓w̓əy̓əm (Musqueam), shíshálh (Sechelt), Stó:lō, səliłwətał (Tsleil-Waututh) Nations, and First Nations within the St'at'imc Chiefs' Council (includes Lillooet Tribal Council Bands), and the Hul'qumi'num Treaty Group have claims in the region.

- a) The AHSUBR boundary follows the partial watershed from the height of land to the bottom of the ocean and includes lands and communities within three regional districts – Metro Vancouver (West Vancouver, Bowen Island, Lions Bay and Electoral Area A), Sunshine Coast (Gibsons and Areas E, Elphinstone and F West Howe Sound) and Squamish-Lillooet (Furry Creek, Britannia Beach, Squamish and Brackendale).
- b) The AHSUBR is 218,723 hectares, 84% terrestrial and 16% marine. 6% of the AHSUBR is Rural Regional District and Reserve Lands, 5% of the terrestrial is privately owned or "urban" and 89% of the terrestrial area is under the management and shared stewardship of the Province of BC and First Nations.

2) Howe Sound Biosphere Region Initiative Society (HSBRIS)

HSBRIS is a B.C. registered non-profit Society and is responsible for the management of the AHSUBR through the Nchu'ú7mut/Unity Plan; and for advancing the objectives of UNESCO Biosphere Regions (biodiversity

conservation, sustainable development, reconciliation, model regions for learning, research and monitoring). UNESCO Biosphere Region organizations provide logistic support.

HSBRIS' priorities are to:

- a) Advance Sustainable Development. Key partnerships and adequate supports, data and tools are in place for planning gaps across the region to be filled and the region's sustainability targets are defined and embedded with the UN's Sustainable Development Goals (SDGs) in the planning and decision-making processes.
- b) Advance Biodiversity Conservation. Key partnerships work to further education, monitoring, and research, fill knowledge gaps, and increase stewardship and connection to place.
- c) Advance Reconciliation, Equity & Inclusion. The AHSUBR roundtable and forums for convening in an ethical space are well established to further the relationships, dialogue and understanding in the context of all AHSUBR nations and communities.

HSBRIS provides logistic support through programs aimed at strengthening collaboration for a sustainable future. Programs include communications, convening and facilitating, advising and coordinating projects.

HSBRIS provides support to the Átl'ka7tsem/Howe Sound Community Forum and other subcommittees of the forum by planning, coordinating and reporting. HSBRIS maintains a trusted role.

3) Metro Vancouver Electoral Area A

Metro Vancouver has 23 members: 21 municipalities, one Treaty First Nation and one Electoral Area. Electoral Area A is the unincorporated area of the regional district.

Metro Vancouver acts as the local government for Electoral Area A, providing certain key services. Electoral Area A occupies approximately 818 Km² of land and includes the following communities and inhabited areas that are located within the Átl'ka7tsem/Howe Sound region boundary:

- Lands along Howe Sound, located between the District of West Vancouver and Squamish-Lillooet Regional District (excluding the Village of Lions Bay). This includes the communities of Ocean Point, Strachan Point and Montizambert Wynd.
- Bowyer and Passage Islands (in Howe Sound)

Metro Vancouver has developed an Official Community Plan (OCP) for parts of Electoral Area A, which was adopted in 2018 and follows the collective vision of *Metro Vancouver 2040: Shaping our Future*, the regional growth strategy. The vision statement for Howe Sound communities of Electoral Area A in the OCP states:

Howe Sound is envisioned as a quiet and peaceful area to live and to access marine and mountain recreational opportunities. Residents feel protected against threats from fire, highway traffic and rail movement. New development is limited, as this area has servicing and access constraints, and falls beyond the urban containment boundary. Any activity causing disturbance to the natural environment considers the local waterfront / mountainside character and impacts on drinking water and highway access.

4) The Átl'ka7tsem/Howe Sound Community Forum and the Principles of Cooperation

The purpose of the AHSCF is to provide a forum for local governments, regional districts and First Nations to have discussions on how to maintain and enhance the economic, environmental, cultural and social well-being

of the Howe Sound for the benefit of present and future generations. The Principles of Cooperation is a document that all members, local governments, regional districts and First Nations, signed in 2002. The Principles of Cooperation state the need, scope, common vision, shared values and structure of the forums.

5) Relevant Background

In the late 1990s, the Greater Vancouver Regional District (now Metro Vancouver) funded a process that brought together the Squamish and Sechelt First Nations, the elected officials of the three Regional Districts, and the Islands Trust. Staff from Provincial and Federal Ministries and municipalities, societies such as the Fraser Basin Council, industry, environmentalists, recreational leaders and the public at large were also invited to discuss the possibility of a Howe Sound Regional District.

This resulted in the development of the Principles for Cooperation with the GVRD (now Metro Vancouver) being a signatory to in 2002. Metro Vancouver's Electoral Area A Director has been an active member of the Forums and its committees. Electoral Area A co-hosted a community forum in 2017.

The convening of the Howe Sound Community Forum has been conducted by Ruth Simons since 2014. Ruth Simons is now the Executive Director of the Howe Sound Biosphere Region Initiative Society.

Metro Vancouver supported the nomination of Átl'ka7tsem/Howe Sound as a UNESCO Biosphere Region in principle through Board resolution in July 2017. In November 2019, Metro Vancouver provided a letter of support that was included in the nomination package.

6) It is understood:

Metro Vancouver will support and cooperate with the HSBRS as it manages the AHSUBR and the Howe Sound Community forums and sub-committees. In doing so Metro Vancouver will act as an ambassador for the UNESCO Biosphere Region through consideration of the following, as Metro Vancouver deems appropriate, and as further detailed in Appendix A to this memorandum:

- Assigning a staff liaison position to be the main point of contact with HSBRS.
- Continue as active and engaged participants in the Átl'ka7tsem/Howe Sound Community Forum.
- Budget for and co-host or host a forum in the future.
- Support the Principles of Cooperation and the Nchu'ú7mut/Unity Plan through the contribution of information.
- Consider the priority goals and objectives of the Nchu'ú7mut/Unity Plan through the contribution of information.
- Promote and reference with pride the AHSUBR UNESCO Biosphere Region.
- Consider potential funding resources for HSBRS for educational opportunities and beneficial projects through grants and/or in-kind support.

This memorandum is not legally binding. This memorandum represents a non-legally binding framework for collaboration between HSBRS and Metro Vancouver.

It is also understood this memorandum of understanding will be reviewed every new Board term and may be amended at any time by mutual agreement.

On behalf of Metro Vancouver Regional District

On behalf of Howe Sound Biosphere Region Initiative Society

Ruth Simons, Executive Director

Date Signed: _____

Date Signed: _____

Memorandum of Understanding Appendix A

1. Assigning a staff liaison position as the main point of contact with HSBRIIS.

This role is intended to involve knowledge transfer by attending meetings on behalf of the local government, responding to requests from HSBRIIS that fall within this memorandum of understanding, and communicating back to staff and the Board. The person appointed is intended to have and share knowledge, contribute perspectives, and be knowledgeable of the history and the principles of the Átl'ka7tsem/Howe Sound UNESCO Biosphere Region and the Nchu'ú7mut/Unity Plan. They would attend meetings and maintain relationships and good communications while respecting the policy direction of the local government.

2. Continue as active and engaged participants in the Howe Sound Community Forum.

It is intended that representatives of the local government's Board and staff will attend the bi-annual forums and sub-committees and will report back to the Board. The local government will consider updates to the Principles for Cooperation as these may occur and as may be agreed upon by community forum members.

3. Budget for and co-host or host a forum in the future.

The local government may offer to host a forum at any time. It is intended that forums will follow a rotating schedule of the members.

4. Support the Principles of Cooperation and the Nchu'ú7mut/Unity Plan through the contribution of information.

Consider the priority goals and objectives of the Nchu'ú7mut/Unity Plan in Electoral Area A policy and planning decisions.

5. Promote and reference with pride the AHSUBR UNESCO Biosphere Region designation.

The local government will work with HSBRIS communications and reference the AHSUBR UNESCO Biosphere Region designation on its website, signage, and other communication, as the local government deems appropriate, and having regard to the branding guidelines of UNESCO and HSBRIS where appropriate.

6. Consider the priority goals and objectives of the Nchu'ú7mut/Unity Plan in Electoral Area A policy and planning decisions

UNESCO Biosphere Regions require a management plan that considers the land and marine use of the Biosphere Region. The management plan, referred to as Nchu'ú7mut/Unity Plan, serves as a guiding document.

7. Consider potential funding resources for HSBRIS for educational opportunities and beneficial projects.

This may include potential opportunities to support resources for secretariat services, educational opportunities, and beneficial projects through potential grants and/or in-kind support.

These potential opportunities may be in the form of:

- Additional fees on commercial filming permits
- Create a nature tax, or service area tax
- Grants in-aid
- An annual contribution for secretariat services
- Funding a portion of project costs or matching funds with other government or funding contributions
- In-kind time of staff resources
- Waiving costs of meeting rooms

To: MVRD Board of Directors

From: Chris Plagnol, Corporate Officer

Date: September 2, 2022 Meeting Date: September 23, 2022

Subject: **2023 Schedule of Board Meetings**

RECOMMENDATION

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

a) Regular Meeting Dates

- Friday, January 27, 2023..... In Person Meeting
- Friday, February 24, 2023..... Electronic Meeting
- Friday, March 31, 2023..... Electronic Meeting
- Friday, April 28, 2023..... Electronic Meeting
- Friday, May 26, 2023..... Electronic Meeting
- Friday, June 30, 2023..... Electronic Meeting
- Friday, July 28, 2023..... Electronic Meeting
- Friday, September 29, 2023..... Electronic Meeting
- Friday, October 27, 2023..... Electronic Meeting
- Friday, November 24, 2023..... In-Person Meeting
- Friday, December 15, 2023..... Electronic Meeting

b) Special Meeting Dates

- Wednesday, April 19, 2023..... In-Person Meeting
- Wednesday, October 18, 2023..... In-Person Meeting

c) Time

All meetings are scheduled for 9:15 a.m., unless otherwise specified on the meeting notice.

d) Place

All in-person meetings will take place in the Metro Vancouver boardroom on the 28th Floor, 4515 Central Boulevard, Burnaby BC, and all electronic meetings will take place using a hybrid model of simultaneous use of electronic facilities and the Metro Vancouver boardroom on 28th Floor, 4515 Central Boulevard, Burnaby BC., unless otherwise specified on the meeting notice.

EXECUTIVE SUMMARY

The 2023 schedule of board meetings has been prepared in accordance with the provisions of the *Procedure Bylaw*. The schedule includes the date, time, and place for thirteen (13) board meetings, mostly to be held on Fridays at the end of most months which will avoid conflicts with the standing committee schedule, municipal council meetings, and other conflicting events. Additional special board meetings may be scheduled, if required. Meetings on the 2023 Schedule of Meetings will be conducted as hybrid electronic meetings or in-person meetings.

PURPOSE

To provide the Board with its 2023 schedule of regular board meetings.

BACKGROUND

The Board *Procedure Bylaw* requires the Corporate Officer to provide the Board with an annual schedule of regular board meetings for the upcoming year, including the date, time and place of the meetings. This report brings forward the schedule of regular and anticipated special board meetings for 2023.

As the GVSDD, GVWD, and MVHC Boards operate in accordance with the MVRD Board *Procedure Bylaw*, the meeting schedule also applies to those entities which together usually comprises a sitting of the Boards.

BOARD MEETING SCHEDULE

To accommodate the business of the Board, eleven (11) regular business meetings have been scheduled on a Friday at the end of most months (with the exception of August where there are no board meetings scheduled). Scheduling the board meetings on Friday avoids meeting conflicts with municipal council meetings, and holding such meetings at the end of the month accommodates standing committee meetings which are generally scheduled during the first two weeks of the month.

In addition, the schedule includes two (2) additional special meetings, anticipated to be called, to consider items related to the budget (Wednesday, April 19, 2023 and Wednesday, October 18, 2023). A separate staff-led workshop on the strategic plan is also anticipated early in the new year, and is not reflected on this schedule. Finally, in accordance with the *Local Government Act*, the November 24, 2023 meeting will be the inaugural meeting of the term.

Furthermore, the meeting schedule avoids conflicts with statutory holidays, conferences, and conventions for elected officials (FCM, UBCM and LMLGA), and accommodates other regional events and meetings where possible.

In addition to the meetings on this schedule, additional special board meetings may be called.

MEETING PLACE – IN-PERSON AND ELECTRONIC MEETINGS

At its meeting held September 24, 2021, the MVRD Board amended its *Procedure Bylaw* authorizing a flexible model for meeting attendance. Most meetings will be electronic meetings: essentially hybrid meetings at which a member may attend in-person or by electronic facilities at their discretion.

Required In-Person Meetings -- However, some meetings will require in-person attendance by all members in the meeting room. The 2023 Schedule of Meeting identifies four (4) meetings where in-person attendance is required: the first, in January, as the initial meeting of the year, the second and third for budget considerations in April and October, and the fourth in November for the inaugural meeting where the board chair and vice chair election will occur.

The Board may deem other meetings on the 2023 Schedule of Meeting to be held as in-person meetings by resolution or other notice mechanisms pursuant to the *Procedure Bylaw*.

Public Notice

For the purposes of public notice, the 2023 schedule will be made available on the Metro Vancouver website and on the public notice board.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

Board meeting expenses and remuneration have been allocated in the annual budget.

CONCLUSION

Pursuant to the Board *Procedure Bylaw*, an annual schedule of regular board meetings for 2023 has been prepared. The schedule establishes regular meetings on a monthly basis, usually on Fridays, in order to support the Boards' business, and accommodate committee meetings and other events. Notwithstanding the regular schedule, additional special meetings may be scheduled, if needed. Some meetings will be held in an electronic/hybrid method, while other will require in-person attendance in the meeting room.

53664744

To: MVRD Board of Directors

From: Chris Plagnol, Corporate Officer

Date: September 14, 2022 Meeting Date: September 23, 2022

Subject: **Changes in Voting Strength and Director Representation on the Board**

RECOMMENDATION

That the MVRD Board receive for information the report dated September 14, 2022, titled “Changes in Voting Strength and Director Representation on the Board”.

EXECUTIVE SUMMARY

This report informs the Board that its composition will be changing effective November 1, 2022, from a membership of 40 directors holding amongst them 134 votes, to 41 directors holding amongst them 145 votes, based on the results of the 2021 Federal Census.

PURPOSE

To inform the Board of changes to voting allocation and director representation on the Board as a result of population changes identified in the 2021 Federal Census.

BACKGROUND

Metro Vancouver was notified by the Ministry of Municipal Affairs of draft changes (to be certified in October) to the voting strength resulting from population changes identified in the 2021 Federal Census. This information is being brought forward to the Board as the changes to voting strength and composition take effect November 1, 2022.

CURRENT VOTING STRUCTURE

The *Local Government Act* and Metro Vancouver Regional District’s Letters Patent establish the MVRD Board structure in terms of Board composition, number of directors and number of votes assigned to each Regional District participant.

Population Growth and Board Composition

Population is a key determinant in the size of the Board and the number of votes assigned to each director on the Board. As population grows in the region, the Board will correspondingly increase in terms of the number of directors appointed, and the number of votes each is assigned, based on the formula set out in the *Local Government Act* and MVRD Letters Patent.

Under this formula, each member jurisdiction’s population is divided by 20,000 (as stipulated in the Letters Patent) which produces the total number of votes for that jurisdiction. Those votes are then divided by 5 (as stipulated by section 191 of the *Local Government Act*) to determine the number of directors for that jurisdiction. No director is allotted more than 5 votes; and votes must be equally distributed among those jurisdictions with more than one director.

Population Determined by Census

Section 196(3) of the *Local Government Act* specifies that population is determined by census, and that for the purposes of voting power on a board, a change in the population takes effect in the year following the year in which that census was taken. The reason it takes effect later in the year is because the Ministry responsible must verify that the federal census data conform with British Columbia boundaries and First Nation populations. The Ministry has notified Metro Vancouver of the population numbers based on the 2021 census.

CHANGES TO BOARD MEMBERSHIP

Based on the 2021 census population, reviewed by the Ministry of Municipal Affairs, the changes to board composition and/or voting strength are as follows:

Jurisdictions	Change in number of Votes and/or Directors
Burnaby	Increase from 12 votes to 13 votes
Coquitlam	Increase from 7 votes to 8 votes
Langley Township	Increase from 6 votes to 7 votes
Port Coquitlam	Increase from 3 votes to 4 votes
Richmond	Increase from 10 votes to 11 votes Increase from 2 directors to 3 directors
Surrey	Increase from 26 votes to 29 votes
Vancouver	Increase from 32 votes to 34 votes
White Rock	Increase from 1 votes to 2 votes

Overall, the Board increases from 40 directors holding amongst them 134 votes to 41 directors holding amongst them 145 votes. See Attachments for details.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

The financial implications of changing the Board's composition by adding 1 director largely relates to remuneration for meeting attendance in accordance with the *Remuneration Bylaw*. Those changes are accommodated within the annual budget.

CONCLUSION

Metro Vancouver received notice from the Ministry of Municipal Affairs of changes to the voting strength resulting from population changes identified in the 2021 federal census. These changes affect the Board's composition by increasing the number of directors to 41 holding amongst them 145 votes. This change takes effect November 1, 2022.

Attachments

1. Board Composition 2016 to 2021 Resulting from Federal Census
2. Draft Populations by the Ministry of Municipal Affairs

Metro Vancouver Regional District
Board Composition 2016 to 2021 Resulting from Federal Census

Member Jurisdiction	2016 (Effective 2012)			2021 (Effective 2022)		
	Population ¹	Votes ²	Directors ³	Population ¹	Votes ²	Directors ³
Anmore	2,210	1	1	2,356	1	1
Belcarra	643	1	1	687	1	1
Bowen Island	3,680	1	1	4,256	1	1
Burnaby	232,755	12	3	249,125	13	3
Coquitlam	139,338	7	2	148,680	8	2
Delta	102,248	6	2	108,465	6	2
Electoral Area A	16,182	1	1	18,612	1	1
Langley City	25,888	2	1	29,541	2	1
Langley Township	117,890	6	2	132,603	7	2
Lion's Bay	1,334	1	1	1,390	1	1
Maple Ridge	82,256	5	1	90,995	5	1
New Westminster	70,996	4	1	78,916	4	1
North Vancouver City	53,474	3	1	58,690	3	1
North Vancouver District	87,913	5	1	90,646	5	1
Pitt Meadows	18,835	1	1	19,390	1	1
Port Coquitlam	58,612	3	1	61,498	4	1
Port Moody	33,551	2	1	33,535	2	1
Richmond	198,309	10	2	209,937	11	3
Surrey	518,007	26	6	568,393	29	6
Tsawwassen	816	1	1	2,256	1	1
Vancouver	633,138	32	7	663,894	34	7
West Vancouver	45,404	3	1	47,021	3	1
White Rock	19,952	1	1	21,939	2	1
Totals	2,463,431	134	40	2,642,825	145	41

Notes

¹ Population numbers based on federal census including subsequent changes certified by the Province.

² Votes (i.e. voting strength) are calculated by dividing the population by 20,000 (voting unit as per the Letters Patent)

³ Number of Directors is calculated by dividing the voting strength by 5 (as per the *Local Government Act*)


Metro Vancouver Regional District

(incorporated June 29, 1967)

Voting Unit: 20,000 population

	2021 Census including subsequent population changes certified by the Minister ¹	Number of Directors (voting strength/5)	Voting Strength (population/ voting unit)
Cities:			
Burnaby	249,125	3	13
Delta	108,465	2	6
Coquitlam	148,680	2	8
Langley	29,541	1	2
Maple Ridge	90,995	1	5
New Westminster	78,916	1	4
North Vancouver	58,690	1	3
Pitt Meadows	19,390	1	1
Port Coquitlam	61,498	1	4
Port Moody	33,535	1	2
Richmond	209,937	3	11
Surrey	568,393	6	29
Vancouver	663,894	7	34
White Rock	21,939	1	2
Districts:			
Bowen Island	4,256	1	1
Langley	132,603	2	7
North Vancouver	90,646	1	5
West Vancouver	47,021	1	3
Villages:			
Anmore	2,356	1	1
Belcarra	687	1	1
Lions Bay	1,390	1	1
Treaty First Nation:			
Tsawwassen	2,256	1	1
Electoral Area:			
A	18,612	1	1
Totals:	2,642,825	41	145

Populations certified as necessary by the Minister of Municipal Affairs under sections 196 and 197 of the *Local Government Act* as per the definition in the Schedule to the *Community Charter*.

Effective November 1, 2022.

These population figures are to be used only in the determination of voting strength and Director representation.

1. Population includes people residing on Indian Reserves and boundary extensions to December 31, 2021.

COMMITTEE INFORMATION ITEMS AND DELEGATION SUMMARIES

Metro Vancouver Regional District

Board Meeting Date – Friday, September 23, 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](#).

Regional Planning Committee – September 8, 2022*Delegation Summaries:*

- 3.1 Dana Parr, City of Pitt Meadows
- 3.2 Joe Carreira, Conwest Developments

Climate Action Committee – September 9, 2022*Delegation Summaries:*

No delegations presented

Information Items:

- 5.2 BC Local Government Climate Action Program (LGCAP)
- 5.3 Managing Metro Vancouver's Corporate Energy and Greenhouse Gas Emissions (2017 to 2021)
- 5.4 Climate Change and Habitat Suitability for New Invasive Plants in Metro Vancouver

Regional Parks Committee – September 21, 2022

Note: The following items will be considered by the Regional Parks Committee on September 21, 2022. Any resulting changes to recommendations will be presented on table.

Delegation Summaries:

No delegations presented

Information Items:

- 5.1 Community Involvement Review Update
- 5.2 Regional Parks Public Programming Strategy Implementation Update

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