

**METRO VANCOUVER REGIONAL DISTRICT
REGIONAL PARKS COMMITTEE**

REGULAR MEETING

May 15, 2019

9:00 AM

28th Floor Committee Room, 4730 Kingsway, Burnaby, British Columbia

REVISED AGENDA¹

1. ADOPTION OF THE AGENDA

1.1 May 15, 2019 Regular Meeting Agenda

That the Regional Parks Committee adopt the agenda for its regular meeting scheduled for May 15, 2019, as circulated.

2. ADOPTION OF THE MINUTES

2.1 April 3, 2019 Regular Meeting Minutes

That the Regional Parks Committee adopt the minutes of its regular meeting held April 3, 2019, as circulated.

3. DELEGATIONS

3.1 Marcy Sangret, Director of Community Planning & Development, City of Delta

Subject: Metro 2040 Land Use Designation Amendment Request from the City of Delta –
MK Delta Lands

4. INVITED PRESENTATIONS

5. REPORTS FROM COMMITTEE OR STAFF

5.1 Regional Parks Protect Campaign

Verbal Update

Gordon Inglis, Division Manager, Multi-Media Services

¹ Note: Recommendation is shown under each item, where applicable.

5.2 MVRD Park Land Acquisition Agreement with the City of Abbotsford

Designated Speakers:

Randy Wenger, Director, Properties, Financial Services

Mike Redpath, Director, Regional Parks

That the MVRD Board:

- a) approve the *Abbotsford Disposition of Eastern Portion of Aldergrove Park Land Agreement* between the Metro Vancouver Regional District and the City of Abbotsford for the sale and transfer of certain lands to the Metro Vancouver Regional District (“MVRD Land Acquisition Agreement”), substantially in the form attached as Attachment 1 to the report dated May 6, 2019, titled “MVRD Park Land Acquisition Agreement with the City of Abbotsford”; and
- b) authorize the Director, Properties, on behalf of the Metro Vancouver Regional District, to enter into, execute and deliver the MVRD Land Acquisition Agreement and all such other agreements, instruments and documents as may be necessary to effect completion of the transactions contemplated by the MVRD Land Acquisition Agreement.

5.3 Regional Parks 2018 Annual Report

Designated Speaker:

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

That the Regional Parks Committee receive for information the report dated April 8, 2019, titled “Regional Parks 2018 Annual Report”.

5.4 Manager’s Report – Regional Parks

Designated Speaker:

Mike Redpath, Director, Regional Parks

That the Regional Parks Committee receive for information the report dated May 8, 2019, titled “Manager’s Report – Regional Parks”.

6. INFORMATION ITEMS

6.1 Regional Planning Committee Report Dated March 15, 2019, titled” Metro 2040 Land Use Designation Amendment Request from the City of Delta – MK Delta Lands”.

6.2 Regional Planning Committee Report dated March 22, 2019, titled “Metro 2040 Environment Policy Review – Scope and Process”.

6.3 Regional Parks Upcoming Events – June 2019

7. OTHER BUSINESS

- | | | |
|--------------|------------|--|
| Added | 7.1 | Regional Parks Land Acquisition Budget |
| Added | 7.2 | Central Valley Greenway |
| Added | 7.3 | City of Surrey Update – Anniedale-Tynehead Infrastructure Project |

8. BUSINESS ARISING FROM DELEGATIONS

9. RESOLUTION TO CLOSE MEETING

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

10. ADJOURNMENT/CONCLUSION

That the Regional Parks Committee adjourn/conclude its regular meeting of May 15, 2019.

Membership:

McEwen, John (C) - Anmore
Wiebe, Michael (VC) - Vancouver
Belenkie, Neil - Belcarra
Calendino, Pietro - Burnaby
Dilworth, Diana - Port Moody

Hodge, Craig - Coquitlam
Jackson, Lois - Delta
Miyashita, Tracy - Pitt Meadows
Muri, Lisa - North Vancouver District
Nicholson, Maureen - Bowen Island

Penner, Darrell - Port Coquitlam
Pettigrew, Steven - Surrey
Richter, Kim - Langley Township
Soprovich, Bill - West Vancouver

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**METRO VANCOUVER REGIONAL DISTRICT
REGIONAL PARKS COMMITTEE**

Minutes of the Regular Meeting of the Metro Vancouver Regional District (MVRD) Regional Parks Committee held at 9:01 a.m. on Wednesday, April 3, 2019 in the 28th Floor Committee Room, 4730 Kingsway, Burnaby, British Columbia.

MEMBERS PRESENT:

Chair, Mayor John McEwen, Anmore
Vice Chair, Councillor Michael Wiebe, Vancouver
Mayor Neil Belenkie, Belcarra
Councillor Pietro Calendino, Burnaby
Councillor Craig Hodge, Coquitlam
Councillor Lois Jackson, Delta
Councillor Tracy Miyashita, Pitt Meadows
Councillor Lisa Muri, North Vancouver District
Councillor Maureen Nicholson, Bowen Island
Councillor Darrell Penner, Port Coquitlam
Councillor Steven Pettigrew, Surrey
Councillor Kim Richter, Langley Township

MEMBERS ABSENT:

Councillor Diana Dilworth, Port Moody
Councillor Bill Soprovich, West Vancouver

STAFF PRESENT:

Mike Redpath, Director, Regional Parks, Parks and Housing Services
Carol Mason, Chief Administrative Officer
Genevieve Lanz, Legislative Services Coordinator, Board and Information Services

1. ADOPTION OF THE AGENDA

1.1 April 3, 2019 Regular Meeting Agenda

It was MOVED and SECONDED

That the Regional Parks Committee adopt the agenda for its regular meeting scheduled for April 3, 2019, as circulated.

CARRIED

2. ADOPTION OF THE MINUTES

2.1 March 13, 2019 Regular Meeting Minutes

It was MOVED and SECONDED

That the Regional Parks Committee adopt the minutes of its regular meeting held March 13, 2019, as circulated.

CARRIED

3. DELEGATIONS

No items presented.

4. INVITED PRESENTATIONS

No items presented.

5. REPORTS FROM COMMITTEE OR STAFF

5.1 Burns Bog Ecological Conservancy Area History

Markus Merkens, Natural Resource Management Specialist, Central Area, Regional Parks, Parks and Housing Services, provided members with a presentation on the history and current status of the Burns Bog Ecological Conservancy Area, highlighting management and governance, land acquisition, research and monitoring, and hydrological studies.

In response to questions, members were informed of plans to increase public access to the Burns Bog Ecological Conservancy Area and Delta Nature Reserve, and the creation of a stewardship program with BCIT and SFU.

Presentation material titled "Burns Bog Ecological Conservancy Area History and Update" is retained with the April 3, 2019 Regional Parks Committee agenda.

5.2 Metro Vancouver Regional Greenways Plan Update

Report dated March 5, 2019 from Jamie Vala, Division Manager, Planning and Engineering Services, Regional Parks, Parks and Housing Services, seeking MVRD Board authorization to proceed with the public engagement process for the *Metro Vancouver Regional Greenways Plan*.

It was MOVED and SECONDED

That the MVRD Board authorize staff to proceed with the public engagement process as presented in the report dated March 5, 2019, titled "Metro Vancouver Regional Greenways Plan Update".

CARRIED

5.3 Widgeon Marsh Regional Park – Draft Management Plan and Public Engagement Process

Report dated March 6, 2019 from Steven Schaffrick, Division Manager, Central Area, Regional Parks, Parks and Housing Services, seeking MVRD Board approval of the scope of proposed *Widgeon Marsh Regional Park Draft Management Plan* and authorization to proceed with the engagement process.

Members were provided a presentation on the Widgeon Marsh Regional Park Draft Management Plan, highlighting habitat sensitivity analysis results and high conservation value, draft park vision and outcomes, and potential park schematic drawings.

Discussion ensued on issues associated with vehicle access, parking and potential alternatives for park accessibility.

Presentation material titled “Widgeon Marsh Regional Park Reserve Draft Management Plan and Public Engagement Process” is retained with the April 3, 2019 Regional Parks Committee agenda.

It was MOVED and SECONDED

That the MVRD Board approve the scope of the proposed *Widgeon Marsh Regional Park Draft Management Plan* and authorize staff to proceed with the engagement process as presented in the report dated March 6, 2019, titled “Widgeon Marsh Regional Park – Draft Management Plan and Public Engagement Process”.

CARRIED

5.4 Manager’s Report - Regional Parks

Report dated March 27, 2019 from Mike Redpath, Director, Regional Parks, Parks and Housing Services, providing the Committee with an update on the 2019 Workplan, highlighting filming activity in regional parks in 2018, and the Anniedale-Tynehead servicing infrastructure in Tynehead Regional Park.

It was MOVED and SECONDED

That the Regional Parks Committee receive for information the report dated March 27, 2019, titled “Manager’s Report – Regional Parks”.

CARRIED

6. INFORMATION ITEMS

6.1 Regional Parks Summary of Events – May 2019

6.2 Regional Parks Stewardship Newsletter Spring 2019 -

7. OTHER BUSINESS

No items presented.

8. BUSINESS ARISING FROM DELEGATIONS

No items presented.

9. RESOLUTION TO CLOSE MEETING

It was MOVED and SECONDED

That the Regional Parks Committee close its regular meeting scheduled for April 3, 2019, pursuant to the *Community Charter* provisions, Section 90(1) (e), (g), (i) and 90(2) (b) 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;
 - (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 and a third party.”

CARRIED

10. ADJOURNMENT/CONCLUSION

It was MOVED and SECONDED

That the Regional Parks Committee adjourn its regular meeting of April 3, 2019.

CARRIED

(Time: 10:29 a.m.)

Genevieve Lanz,
Legislative Services Coordinator

John McEwen, Chair

Current Project Status

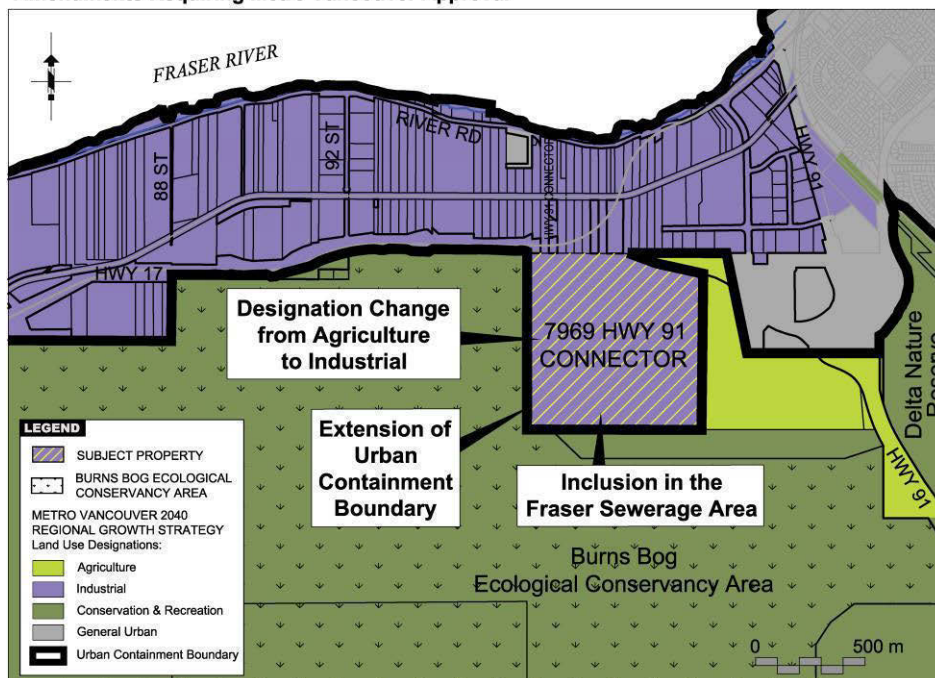
The proposed MK Delta Lands industrial development at 7969 Highway 91 Connector has received conditional approval for Agricultural Land Reserve exclusion from the Agricultural Land Commission and now

requires Metro

Vancouver's approval of an amendment to the Regional Growth Strategy to change the land use designation of the property from agricultural to industrial and to include the property in the urban containment boundary.

Metro Vancouver approval is also required to extend the Fraser Sewerage Area to include the subject property. Delta referred the amendment requests to Metro Vancouver in February 2019.

Amendments Requiring Metro Vancouver Approval



Environmental & Agricultural Benefits and Land Transfer

Delta, in 2004, along with senior levels of government purchased 4,942 acres of Burns Bog. These protected lands are the Burns Bog Ecological Conservancy Area (BBECA) which is jointly owned and operated by Delta and Metro Vancouver. In 2013, Delta council approved the addition of another 988 acres of land around the perimeter of the BBECA. Staff are working with senior levels of government to complete this addition to the conservancy area.

Any development adjacent to the BBECA must be sensitive to the ecology of the Bog. The proposed development at 7969 Highway 91 Connector includes important features to protect the integrity of the adjacent conservancy area. Environmental and agricultural buffers around the perimeter of the proposed development will protect the BBECA by keeping development run-off and bog water separate. The buffers will also serve to reduce the effects of noise, light, dust and litter on the Bog. The buffer area will be built in the early phases of site preparation, in order to have the protection measures in place prior to fully developing the site.

As partial consideration for developing this property, MK Delta Lands is transferring to the City of Delta 328 acres of land at three locations currently zoned as I3 extraction industrial (Lots A, B, and C on the map on page 2). Dedication to Delta would protect these lands from future development and would place additional bog lands in public ownership. Delta is committed to managing these lands consistent with the BBECA.

29513242



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4500 Clarence Taylor Crescent
Delta, BC V4K 3E2
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www.delta.ca

Regional Parks Committee

Since the 155 acre property at 7969 Highway 91 Connector is being excluded from the Agricultural Land Reserve, Lot B, which is 193 acres, is being included in the Agricultural Land Reserve. Further the applicant is proposing a \$6 million contribution towards irrigation and drainage improvements that would benefit approximately 3,700 acres of agricultural lands in Delta.

Overall, this proposal allows for the industrial development of land best suited for that purpose and the preservation of more than twice that amount of land in areas where preservation is more appropriate.



Industrial Land and the Economic Benefits of the Development

Metro Vancouver has a shortage of industrial land. Because this type of land is in such short supply, innovative approaches are required to preserve, enhance, and add industrial land to the region's supply. The development site at 7969 Highway 91 Connector is ideally located along key transportation routes close to port industries and related industrial businesses. The location of this property allows the development to leverage recent and upcoming transportation infrastructure investments such as Highway 17, Alex Fraser Bridge improvements, and interchanges at Tilbury and Sunbury. This location offers the potential for locally and regionally significant economic benefits: 108 acres (net) of new industrial land in Delta, an estimated \$2.5 billion in direct and indirect economic benefits and an estimated 2,700 jobs post-construction.

Conclusion

The proposed development of 7969 Highway 91 Connector for industrial purposes will create important economic benefits for the region and protect in public ownership a significant amount of land for conservation purposes. The project represents an innovative approach to meeting the need for industrial land while acknowledging the importance of protecting environmentally significant land from future development.

After receiving conditional approval from the Agricultural Land Commission, this development requires Metro Vancouver's approval of an amendment to the Regional Growth Strategy to change the land use designation of the property from agricultural to industrial and to include the property in the urban containment boundary.



To: Regional Parks Committee

From: Randy Wenger, Director, Properties, Financial Services
Mike Redpath, Director, Regional Parks

Date: May 6, 2019 Meeting Date: May 15, 2019

Subject: **MVRD Park Land Acquisition Agreement with the City of Abbotsford**

RECOMMENDATION

That the MVRD Board:

- a) approve the *Abbotsford Disposition of Eastern Portion of Aldergrove Park Land Agreement* between the Metro Vancouver Regional District and the City Abbotsford for the sale and transfer of certain lands to the Metro Vancouver Regional District ("MVRD Land Acquisition Agreement"), substantially in the form attached as Attachment 1 to the report dated May 6, 2019, titled "MVRD Park Land Acquisition Agreement with the City of Abbotsford"; and
- b) authorize the Director, Properties, on behalf of the Metro Vancouver Regional District, to enter into, execute and deliver the MVRD Land Acquisition Agreement and all such other agreements, instruments and documents as may be necessary to effect completion of the transactions contemplated by the MVRD Land Acquisition Agreement.

PURPOSE

To present to the MVRD Board for consideration the Abbotsford Disposition of Eastern Portion of Aldergrove Park Land Agreement (MVRD Land Acquisition Agreement) (Attachment 1) that contemplates the sale and transfer by the City of Abbotsford of certain lands, being the eastern portion of Aldergrove Park, to the Metro Vancouver Regional District (MVRD).

This matter requires consideration by the Board as the *Procurement and Real Property Contracting Authority* Board Policy states that direction by the MVRD Board is required for Real Property Transactions of a long term or permanent nature.

BACKGROUND

On April 27, 2018 the MVRD Board adopted the following recommendations:

That the MVRD Board pass and finally adopt Metro Vancouver Regional District Regional Parks Service Amending Bylaw No. 1260, 2018.

That the MVRD Board pass and finally adopt Metro Vancouver Regional District Disposition of Eastern Portion of Aldergrove Regional Park Bylaw No. 1261, 2018.

Metro Vancouver Regional District Regional Parks Service Amending Bylaw No. 1260, 2018, amended the service area of the MVRD Regional Parks service such that the City of Abbotsford was no longer either within the service area of or a participant in MVRD's regional parks service.

Metro Vancouver Regional District Bylaw No. 1261, 2018, authorised MVRD to sell and transfer the eastern portion of Aldergrove Regional Park to the City Abbotsford.

In May 2018, the MVRD sold and transferred of all of its park land interests within the municipal boundary of Abbotsford to the City of Abbotsford, including the eastern portion of the Aldergrove Regional Park, in order to facilitate the City of Abbotsford's withdrawal from the MVRD Regional Parks function. Metro Vancouver continues to own and operate the western portion of the Aldergrove Regional Park.

As part of the overall transaction, the MVRD, at its cost, agreed to manage, operate and maintain this eastern portion until December 31, 2019, in accordance with the *Aldergrove Park – East Operating Agreement* dated April 27, 2018 between MVRD and the City of Abbotsford.

The Provincial Government recently indicated that as a result of the unique circumstances that originally led to Aldergrove Regional Park stretching over two different regional districts, and the understanding that the MVRD has a long term plan in place to operate the Aldergrove Regional Park, a targeted exception to section 334(4) of the *Local Government Act* may be feasible to enable the MVRD to own and operate that portion of Aldergrove Park located within the municipal boundary of Abbotsford and without the City of Abbotsford having to be a participant in MVRD's Regional Parks service.

PARK LAND TO BE TRANSFERRED

Aldergrove Regional Park straddles the border between the Township of Langley and the City of Abbotsford. The western portion (approx. 153 hectares) of the park's lands are situated within the regional boundary of the MVRD. The eastern portion (approx. 127 hectares) of the lands, within the municipal boundary of Abbotsford, is proposed to be sold and transferred to MVRD for nominal value. These lands are owned by the City of Abbotsford in fee simple. A detailed listing of the eight parcels is shown in Schedule "A" in the MVRD Land Acquisition Agreement (Attachment 1).

MVRD LAND ACQUISITION AGREEMENT

The MVRD Land Acquisition Agreement (Attachment 1) sets out the terms wherein the City of Abbotsford agrees to sell and the MVRD agrees to buy the park lands for nominal consideration. The key terms are described below.

These lands include the park lands, trails, associated built assets, structures, and improvements located within such lands and trails comprising the eastern portion of Aldergrove Park within the municipal boundary of Abbotsford, including without limitation the Fee Simple Lands, the Leased Lands and the interest of City of Abbotsford in the Parks Agreements all as defined in the MVRD Land Acquisition Agreement and more particularly described in Schedules A, B and C that form part of the MVRD Land Acquisition Agreement.

The City of Abbotsford will assign and the MVRD will assume all of the City of Abbotsford's rights and obligations under the Parks Agreements, which include a lease and license and other contracts, instruments or agreements granted from a third party to the City of Abbotsford or from the City of Abbotsford to a third party as set out in Schedule "C" to the MVRD Land Acquisition Agreement.

NEXT STEPS

Approval of the Lieutenant Governor in Council, pursuant to section 333(1)(b) of the *Local Government Act*, is required to enable MVRD to own and operate the eastern portion of Aldergrove Park located within the municipal boundary of Abbotsford without the City of Abbotsford having to be a participant in MVRD's regional parks service.

The closing date for the transaction contemplated by the MVRD Land Acquisition Agreement is dependent on when the above approval of the Lieutenant Governor in Council has been obtained, and whether the titles to the lands need to be transferred from the City of Abbotsford to MVRD before such approval takes effect.

ALTERNATIVES

1. That the MVRD Board:
 - a) approve the *Abbotsford Disposition of Eastern Portion of Aldergrove Park Land Agreement* between the Metro Vancouver Regional District and the City of Abbotsford for the sale and transfer of certain lands to the Metro Vancouver Regional District ("MVRD Land Acquisition Agreement"), substantially in the form attached as Attachment 1 to the report dated May 6, 2019, titled "MVRD Park Land Acquisition Agreement with the City of Abbotsford"; and
 - b) authorize the Director, Properties, on behalf of the Metro Vancouver Regional District, to enter into, execute and deliver the MVRD Land Acquisition Agreement and all such other agreements, instruments and documents as may be necessary to effect completion of the transactions contemplated by the MVRD Land Acquisition Agreement.
2. That the MVRD Board receive for information the report dated May 6, 2019, titled "MVRD Park Land Acquisition Agreement with the City of Abbotsford" and provide staff with alternate direction.

FINANCIAL IMPLICATIONS

If the MVRD Board approves Alternative 1, MVRD will acquire, for nominal consideration, all of the City of Abbotsford's interests or rights in or with respect to the lands as contemplated in the MVRD Land Acquisition Agreement.

There are no financial implications for the 2019 fiscal year. MVRD has funding allocated in its approved 2019 budget to fulfill its obligations to manage, operate and maintain eastern portion of Aldergrove Park until December 31, 2019, in accordance with the *Aldergrove Park – East Operating Agreement dated April 27, 2018* between MVRD and the City of Abbotsford. This Operating Agreement will automatically terminate on the Closing date of the MVRD Land Acquisition Agreement.

Commencing in 2020, the MVRD will account for the additional operating costs due to the acquisition of the lands in its operating budgeting.

SUMMARY / CONCLUSION

The purpose of this report is to seek MVRD Board approval of the MVRD Land Acquisition Agreement (Attachment 1) which sets out the terms wherein the City of Abbotsford will sell and transfer, for nominal consideration, its interests in the eastern portion (approx. 127 hectares) of the Aldergrove Park to the Metro Vancouver Regional District.

In May 2018, the MVRD sold and transferred of all of its park land interests within the municipal boundary of Abbotsford to the City of Abbotsford, including the eastern portion of the Aldergrove Regional Park in order to facilitate the City of Abbotsford's withdrawal from the MVRD Regional Parks function. Metro Vancouver continues to own and operate the western portion of the Aldergrove Regional Park.

The Provincial Government has indicated that as a result of the unique circumstances that originally led to Aldergrove Regional Park stretching over two different regional districts, a targeted exception to section 334(4) of the *Local Government Act* may be feasible to enable the MVRD to own and operate that portion of Aldergrove Park located within the municipal boundary of Abbotsford and without the City of Abbotsford having to be a participant in MVRD's Regional Parks service.

The approval of the Lieutenant Governor in Council is required to enable MVRD to own and operate the east portion of Aldergrove Park located within the municipal boundary of Abbotsford without the City of Abbotsford having to be a participant in MVRD's Regional Parks service, and such approval will likely be conditional upon such portion of the Aldergrove Park being transferred to MVRD.

Attachment

MVRD Land Acquisition Agreement between Metro Vancouver Regional District and the City of Abbotsford

29439401

ABBOTSFORD DISPOSITION OF EASTERN PORTION OF ALDERGROVE PARK LAND AGREEMENT

THIS AGREEMENT is effective as of _____, 2019 (the “Effective Date”)

BETWEEN:

METRO VANCOUVER REGIONAL DISTRICT (“MVRD”)

AND:

CITY OF ABBOTSFORD (“Abbotsford”)

PREAMBLE

- A. As a result of historical discussions between MVRD and Abbotsford, on April 27, 2018 the MVRD Board adopted:
 - (i) *Metro Vancouver Regional District Regional Parks Service Amending Bylaw No. 1260, 2018*, pursuant to which the service area of the MVRD regional parks service was amended such that Abbotsford was no longer either within the service area of or a participant in MVRD’s regional parks service; and
 - (ii) *Metro Vancouver Regional District Bylaw No. 1261, 2018*, pursuant to which MVRD was authorised to sell and transfer the eastern portion of Aldergrove Regional Park to Abbotsford.
- B. By an agreement dated April 27, 2018 (the “**Land Disposition Agreement**”), MVRD sold and transferred the eastern portion of Aldergrove Regional Park to Abbotsford.
- C. In subsequently reviewing the Land Disposition Agreement and related documents, the Province has indicated that as a result of the unique circumstances that originally led to the Aldergrove Regional Park stretching over two different regional districts and the understanding that MVRD has a long term plan in place to operate the Aldergrove Regional Park, a targeted exception to section 334(4) of the Act may be feasible to enable MVRD to own and operate the portion of Aldergrove Park located in Abbotsford without Abbotsford having to be a participant in MVRD’s regional parks service.
- D. Accordingly, on the terms and conditions set out in this Agreement Abbotsford will sell and transfer the Parks to MVRD.

Now therefore in consideration of the covenants and agreements herein contained, the Parties agree as follows:

1. INTERPRETATION

1.1 Definitions

In addition to the terms defined in the Preamble and elsewhere in this Agreement, a capitalized term has the meaning given to it in this Section:

- (a) **“Act”** means the *Local Government Act*, RSBC 2015, c1;
- (b) **“Agreement”** means this Abbotsford Disposition of Eastern Portion of Aldergrove Park Land agreement and all of its schedules;
- (c) **“Aldergrove Park - East Operating Agreement”** means the agreement dated April 27, 2018 entered into between Abbotsford and MVRD which provides that as an interim measure, MVRD will operate the Parks until December 31, 2019 on the terms and conditions set out therein;
- (d) **“Assignment and Assumption Agreement”** has the meaning ascribed thereto in Section 0 of this Agreement;
- (e) **“Conditions Precedent”** has the meaning ascribed thereto in Section 1.3;
- (f) **“Closing Date”** means the earlier of the day that may be subsequently agreed upon in writing by the Parties as the closing date or thirty (30) days after satisfaction of all of the Conditions Precedent;
- (g) **“Effective Date”** has the meaning ascribed thereto on the front page of this Agreement;
- (h) **“Fee Simple Lands”** means those lands and premises set out in Schedule "A" attached hereto;
- (i) **“Land Disposition Agreement”** has the meaning ascribed thereto in Preamble B;
- (j) **“Leased Lands”** means those lands and premises set out in Schedule "B" attached hereto;
- (k) **“Parks”** means the park lands and trails and associated built assets, structures and improvements located within such lands and trails comprising that portion of the Aldergrove Lake Park situated within the municipal boundary of the City of Abbotsford including without limitation the Fee Simple Lands, the Leased Lands and the interest of Abbotsford in the Parks Agreements;
- (l) **“Parks Agreements”** means the leases of the Leased Lands, the licenses of occupation, and other contracts, instruments or agreements granted from a third party to Abbotsford or its predecessor or from Abbotsford or its predecessor to a third party as set out in Schedule "C" attached hereto;
- (m) **“Party”** means MVRD or Abbotsford and **“Parties”** means both MVRD and Abbotsford;

- (n) **"Permitted Encumbrances"** means all claims, charges, liens, encumbrances (except financial charges), interests and legal notations registered against the titles to the Fee Simple Lands as of the Effective Date together with any subsisting conditions, provisos, restrictions, exceptions, rights of way and reservations, including royalties, contained in the original grant or contained in any other grant or disposition of the Fee Simple Lands from Her Majesty the Queen in Right of the Province of British Columbia; and
- (o) **"Province"** means the Province of British Columbia as represented by the Ministry of Municipal Affairs and Housing.

1.2 Duration or Term of Agreement

This Agreement will be effective as of the Effective Date and will terminate on the first anniversary of the Closing Date.

1.3 Conditions Precedent

This Agreement is conditional upon satisfaction of the following:

- (a) Abbotsford providing the consent required by sections 333(1)(a) and 333(2)(a) of the Act;
- (b) Abbotsford publishing notice of the proposed disposition of the Fee Simple Lands, Leased Lands and Parks Agreements in accordance with sections 26 and 94 of the *Community Charter*; and
- (c) the approval of the Lieutenant Governor in Council pursuant to section 333(1)(b) of the Act to enable MVRD to own and operate the portion of Parks located in Abbotsford without Abbotsford having to be a participant in MVRD's regional parks service, it being understood that such approval will be conditional upon the Parks being transferred to MVRD;

(collectively, the **"Conditions Precedent"**) on or before the Closing Date, failing which this Agreement will be null and void.

1.4 Schedules

The following schedules are attached to, and form part of, this Agreement:

- (a) Schedule "A"— Fee Simple Lands
- (b) Schedule "B"— Leased Lands
- (c) Schedule "C"— Parks Agreements
- (d) Schedule "D" – Form of Assignment and Assumption Agreement

2. SALE BY ABBOTSFORD

2.1 Abbotsford Sale

Subject to Section 1.3 and to the Permitted Encumbrances, Abbotsford agrees to sell and MVRD agrees to buy the Parks for a purchase price of One Dollar (\$1.00).

MVRD will, at its cost and expense, prepare and deliver to Abbotsford for execution the Form A Transfers relating to the Fee Simple Lands and an assignment and assumption agreement relating to the remaining Parks Agreements in the form set out in Schedule "D" hereto (the "**Assignment and Assumption Agreement**") at least ten (10) business days prior to the Closing Date.

Abbotsford will execute and deliver to MVRD at least two (2) business days prior to the Closing Date the duly executed Form A Transfers and the Assignment and Assumption Agreement.

The parties agree that MVRD or its solicitor will register the Form A Transfers referred to above in the applicable Land Title Office on the Closing Date.

2.2 Assignment and Assumption Agreement

The Parties agree that Abbotsford will assign and MVRD will assume all of Abbotsford's rights and obligations under the Parks Agreements in accordance with the terms and conditions of the Assignment and Assumption Agreement including, without limitation, the acknowledgment by the Parties that to the extent that:

- (a) the consent of any person or satisfaction of a condition is required to effectively assign a Park Agreement to MVRD, Abbotsford shall from and after the Closing Date hold the same in trust for MVRD until such consent is obtained and, at the request and expense of MVRD, Abbotsford will enforce all rights and/or perform all obligations with respect to such Park Agreement; and
- (b) if Abbotsford is prohibited by the terms of a Park Agreement from assigning its rights and obligations under such Park Agreement, Abbotsford will, from and after the Closing Date, at the written request of MVRD, use reasonable commercial efforts to obtain the agreement of the grantor under such Park Agreement to the assignment of such Park Agreement to MVRD despite the prohibition, and if unsuccessful Abbotsford will terminate or surrender its rights and obligations pursuant to such Park Agreement, and MVRD, at its option, may apply directly to such grantor to obtain a replacement agreement.

2.3 No Representations

MVRD agrees to accept, as of the Closing Date, the Parks on an "as is, where is" basis and acknowledges that Abbotsford has given no representations or warranties with respect to the Parks, the condition of the Parks including, without limitation, the environmental or geotechnical condition thereof or the suitability of the Parks for MVRD's intended uses thereof.

2.4 Removal of Abbotsford Signage

For a period of thirty (30) days following the Closing Date, Abbotsford, and all persons authorized by Abbotsford, shall have the right to remove, at its sole option, cost and expense, any Abbotsford branded park entrance, destination, orientation and other information signage situated on or within the Parks. For greater clarity, Abbotsford shall not remove any associated signage post, structure or kiosk unless directed in writing by MVRD to do so within such thirty (30) day period.

2.5 Abbotsford's Consent for Regional Park Dedication

Abbotsford acknowledges that MVRD is acquiring the Fee Simple Lands for regional park purposes, and hereby consents to any future dedication of the Fee Simple Lands as regional park by MVRD in accordance with section 278 of the Act or otherwise.

2.6 Termination of Aldergrove Park - East Operating Agreement

The parties agree that, as of the Closing Date, the Aldergrove Park - East Operating Agreement will automatically and without further instrument be null and void and completely at an end.

3. CONFIDENTIALITY

3.1 Public Announcement

Any public announcement that either one of the Parties may make about the entering into or the existence of this Agreement, or its related terms and conditions, must be developed jointly by the Parties and agreed to in advance by both Parties before such public announcement is made. For clarity, any such announcement excludes:

- (a) any staff report related to this Agreement considered at an open meeting held by either the MVRD Board or the Abbotsford City Council, and/or any committee of either the MVRD Board or the Abbotsford City Council; and
- (b) the notice contemplated in Section 1.3(b).

4. DISPUTE RESOLUTION

4.1 General

Any dispute or controversy between the Parties with respect to the interpretation or application of any provision of this Agreement, including the performance by either Party of their respective obligations will be resolved pursuant to the following staged dispute resolution procedure:

- (a) first, through good faith discussions with identified senior representatives of each of Abbotsford and MVRD;
- (b) second, if the dispute is not resolved through collaborative negotiation within 15 business days of the dispute arising, by mediation under the rules of the British

Columbia Mediator Roster Society. The Parties agree to proceed with the mediation in as timely a manner as is reasonably possible; and

- (c) thirdly, the matter in dispute will be referred to a single arbitrator under the *Commercial Arbitration Act* whose decision thereon will be final, binding and conclusive. The place of the arbitration will be Burnaby, British Columbia. A decision of an arbitrator under this Agreement, including any decision as to costs, will be final and binding on the Parties.

4.2 Continued Performance Obligations

Each Party agrees to continue performing its obligations under this Agreement while any dispute is being resolved unless and until such obligations are terminated by the termination or expiration of this Agreement.

4.3 Binding Obligations

Each Party declares to the other that the signing and execution of this Agreement was duly and validly authorized, and that each has incurred a legal and valid obligation in accordance with the terms and conditions of this Agreement.

5. **GENERAL**

5.1 Notices

Any demand, notice or other communication given in respect of this Agreement will be in writing and delivered as follows:

To MVRD:

Metro Vancouver Regional District
4730 Kingsway, Metrotower III
Burnaby, BC V5H 0C6
Attention: Chief Administrative Office
Fax: 604-451-6614

To Abbotsford:

City of Abbotsford
32315 South Fraser Way
Abbotsford, BC V2T 1W7
Attention: City Manager
Fax: 604-853-1934

Any such notice if sent by facsimile or other similar form of communication shall be deemed to have been received by the addressee on the first business day following the day on which the notice was so sent. Any Party to this Agreement may change its address for service from time to time by notice

given in accordance with the foregoing and any subsequent notice shall be sent to the party at its changed address.

5.2 No Waiver

No failure or delay on the part of either Party in exercising any right, power or privilege under this Agreement will operate as a waiver thereof, nor will any single or partial exercise of any right, power or privilege preclude any other or further exercise thereof or the exercise of any other right, power or privilege.

5.3 Further Assurances; Consents and Approvals

Each Party shall provide such further documents or instruments required by the other Party as may be reasonably necessary or desirable to evidence or give effect to this Agreement and to carry out its provisions. Whenever this Agreement requires or contemplates any action, consent or approval, such Party shall act reasonably and in good faith and (unless the Agreement expressly allows exercise of a Party's sole discretion) shall not unreasonably withhold or delay such action, consent or approval.

5.4 Severability

Any provision in this Agreement which is prohibited or unenforceable will be ineffective, to the extent of such prohibition or unenforceability, without invalidating the remaining provisions of this Agreement.

5.5 Entire Agreement

With the exception of any agreements in writing between the Parties dated after the date of this Agreement, this Agreement and the Schedules thereto constitute the entire agreement and understanding of the Parties pertaining to the subject matter of this Agreement and supersedes all prior agreements and understandings between them with respect thereto and there are no oral or written agreements, promises, warranties, guarantees, terms, conditions, representations or collateral agreements whatsoever, express or implied, other than those contained in or contemplated by this Agreement.

5.6 Governing Law

This Agreement and all matters arising hereunder will be governed by and construed in accordance with the laws of British Columbia, which will be deemed to be the proper law hereof.

5.7 Counterparts

This Agreement may be executed and delivered in one or more original, facsimile or pdf counterparts, each of which shall be deemed to be an original, but also which together will constitute one and the same instrument.

5.8 Payment of Fees and Expenses

Each Party will pay its own fees, expenses and disbursements incurred in connection with the negotiation and finalization of this Agreement.

5.9 No Partnership, Joint Venture or Agency

The Parties expressly disclaim any intention to create a partnership, joint venture or joint enterprise. It is understood, acknowledged and agreed that nothing contained in this Agreement nor any acts of the Parties will constitute or be deemed to constitute the Parties as partners, joint venturers or principal and agent in any way or for any purpose.

IN WITNESS WHEREOF, the Parties have caused this Agreement to be executed as of the Effective Date by their respective and duly authorized representatives.

METRO VANCOUVER REGIONAL DISTRICT

CITY OF ABBOTSFORD

Per:

Per:

Print Name:

Print Name:

Per:

Per:

Print Name:

Print Name:

SCHEDULE "A" - FEE SIMPLE LANDS

Eastern Portion of Aldergrove Park

DLA #	Interest Type	Parcel Identifier	Legal Description	Form of Disposition	Notes
A1.	Fee	013-330-756	East half of the North East Quarter Section 5 Township 13 Except: The North 50 Acres New Westminster District	Form A Transfer	Subject to reservation of rights to develop and extract gravel – LTO document nos. AC047853 and 327037C.
A2.	Fee	013-330-802	West half of the North East Quarter Section 5 Township 13 Except: Firstly, Part subdivided by Plan 17233, Secondly: Part Subdivided by Plan 19412, Thirdly: Parcel "C" (Bylaw Plan 62651), New Westminster District	Form A Transfer	Subject to reservation of rights to develop and extract gravel – LTO document nos. AC047854 and 32037C. Subject to Statutory Right of Way W155673.
A3.	Fee	013-330-837	Parcel "A" (Explanatory Plan 12755) of the North 50 Acres of the East Half of the North East Quarter Section 5 Township 13 New Westminster District	Form A Transfer	
A4.	Fee	006-609-601	Lot 1 Section 5 Township 13 New Westminster District Plan 31567	Form A Transfer	
A5.	Fee	007-181-205	Lot 1 Section 5 Township 13 New Westminster District Plan 35703	Form A Transfer	

A6.	Fee	007-181-221	Lot 2 Section 5 Township 13 New Westminster District Plan 35703	Form A Transfer	Subject to Undersurface Rights AA53835
A7.	Fee	010-486-411	Lot "B" Section 5 Township 13 New Westminster District Plan 19412	Form A Transfer	Subject to Undersurface Rights AB42642
A8.	Fee	010-288-511	Lot "A" Section 5 Township 13 New Westminster District Plan 17233	Form A Transfer	Subject to Statutory Right of Way W155673

SCHEDULE "B" - LEASED LANDS

Eastern Portion of Aldergrove Park

DLA #	Interest Type	Parcel Identifier	Legal Description	DocNumber	Form of Disposition	Landlord	Tenant	Notes
B1.	Lease	007-181-221	Lot 2 Section 5 Township 13 Plan NWP35703	Agreement dated May 25, 1994 and modified by Agreement dated October 1, 1999	Assignment and Assumption of Parks Agreements	Abbotsford	The Elks Recreation Children's Camp Society of British Columbia	Lease extended by letters dated March 4, 2003 and May 2, 2003 to January 31, 2024.

SCHEDULE "C" - PARKS AGREEMENTS

Eastern Portion of Aldergrove Park

DLA #	Interest Type	Parcel Identifier	Legal Description	DocNumber	Form of Disposition	Owners	Grantors	Notes
C1.	Licence	007-181-221	Lot 2 Section 5 Township 13 Plan NWP35703	Agreement dated October 1, 1999	Assignment and Assumption of Parks Agreements	The Elks Recreation Children's Camp Society of British Columbia	Abbotsford	Agreement can be cancelled with 6 months written notice. Term is for the duration of the Lease (B1). Licence area is for the area west of leased premises. Rent: \$1 per annum plus GST.
C2.	Reservation of rights to develop and extract gravel	013-330-756	East half of the North East Quarter Section 5 Township 13 Except: The North 50 Acres New Westminster District	AC047853	Assignment and Assumption of Parks Agreements	Josephine Olive Rogerson, Executrix of the Estate of Howard Osborne Rogerson	Abbotsford	Includes rights of access and use and diversion of all waters and water courses.

C3.	Reservation of rights to develop and extract gravel	013-330-802	West half of the North East Quarter Section 5 Township 13 Except: Firstly: Part Subdivided by Plan 17233 Secondly: Part Subdivided by Plan 19412 Thirdly: Parcel "C" (Bylaw Plan 62651), New Westminster District	AC047854	Assignment and Assumption of Parks Agreements	Josephine Olive Rogerson, Executrix of the Estate of Howard Osborne Rogerson	Abbotsford	Includes rights of access and use and diversion of all waters and water courses.
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SCHEDULE "D" - FORM OF ASSIGNMENT AND ASSUMPTION AGREEMENT

ASSIGNMENT AND ASSUMPTION OF PARKS AGREEMENTS - ALDERGROVE PARKLAND

THIS ASSIGNMENT AND ASSUMPTION AGREEMENT dated as of ♦, 2019, is between:

CITY OF ABBOTSFORD

(the "Assignor")

- and -

METRO VANCOUVER REGIONAL DISTRICT (formerly known as the Greater Vancouver Regional District)

(the "Assignee")

BACKGROUND

A. By the Abbotsford Park Land Disposition Agreement made as of ♦, 2019 (the "Land Disposition Agreement"), the Assignor agreed to transfer and the Assignee agreed to assume certain assets, rights and obligations of the Assignor set out in the Land Disposition Agreement.

B. Pursuant to the terms and conditions of the Land Disposition Agreement, the Assignor is to assign and the Assignee is to assume all of the Assignor's rights and obligations under the Parks Agreements, the effect of which being that, subject to Section 6 of this Agreement, such rights and obligations shall be held by the Assignee upon the consummation of the transactions on ♦, 2019 (the "Effective Date").

AGREEMENTS

NOW THEREFORE in consideration of the premises and other good and valuable consideration, the receipt and sufficiency of which each party acknowledges, the parties agree as follows:

1. In this Agreement, including the recitals, capitalized terms used herein and not otherwise defined herein, shall have the meanings ascribed thereto in the Land Disposition Agreement.
2. The Assignor absolutely assigns and transfers to the Assignee effective as of the Effective Date:
 - (a) all of the Assignor's right, title and interest in and to the Parks Agreements;
 - (b) any and all benefits and advantages due or accruing due in the period from and after the Effective Date under the Parks Agreements or any extensions or renewals thereof; and
 - (c) the benefit of all covenants, representations and warranties in respect of the Parks Agreements;with full power and authority to demand, collect, sue for, recover, receive and give receipts for payments under the Parks Agreements and to enforce payment thereof or the performance of covenants under the Parks Agreements in the name of the Assignee.
3. The Assignor agrees that the Assignee is to have and hold the Parks Agreements and all of the monies, benefits and advantages to be derived therefrom, and the right to enforce payment or the performance of the covenants under the Parks Agreements for the Assignee's sole use and benefit.

CAN: 29950064.4

4. From and including the Effective Date, the Assignee will assume the Assignor's obligations under the Parks Agreements, and the Assignee will indemnify and save harmless the Assignor from any and all liabilities incurred by the Assignor in respect of any breach or non-observance by the Assignee of those obligations.
5. The Assignor will indemnify and save harmless the Assignee from any and all liabilities incurred by the Assignee for obligations to be performed by the Assignor under any of the Parks Agreements prior to the Effective Date, and for defaults under the Parks Agreements incurred or committed by the Assignor prior to the Effective Date.
6. The parties agree that to the extent that:
 - (a) the consent of any person or satisfaction of a condition is required to effectively assign a Park Agreement to the Assignee, the Assignor shall from and after the Effective Date hold the same in trust for the Assignee until such consent is obtained or condition is satisfied and, at the request and expense of the Assignee, the Assignor will enforce all rights and/or perform all obligations with respect to such Park Agreement; or
 - (b) the Assignor is prohibited by the terms of a Park Agreement from assigning its rights and obligations under such Park Agreement, the Assignor will, from and after the Effective Date, at the written request of the Assignee, use reasonable commercial efforts to obtain the agreement of the grantor under such Park Agreement to the assignment of such Park Agreement to the Assignee despite the prohibition, and if unsuccessful the Assignor will terminate or surrender its rights and obligations pursuant to such Park Agreement, and the Assignee, at its option, may apply directly to such grantor to obtain a replacement agreement.
7. Each of the parties will at the reasonable request of the other execute and deliver all further agreements and instruments, and will perform all acts as may be necessary to give full effect to this Agreement, and to make this Agreement legally effective, binding and enforceable as between them, and as against third parties.
8. The execution and delivery of this Agreement does not in any way merge, alter or otherwise restrict the terms, covenants, conditions, representations or warranties made or to be performed or observed by the Assignor or the Assignee under the Land Disposition Agreement.
9. This Agreement may be executed and delivered in one or more original, facsimile or pdf counterparts, each of which shall be deemed to be an original, but also which together will constitute one and the same instrument.
10. Words in one gender include all genders, and words in the singular include the plural and vice versa.
11. This Agreement is governed by and construed in accordance with British Columbia law and will be treated in all respects as a British Columbia contract.
12. This Agreement binds and benefits each of the parties and their respective successors and assigns.

[The remainder of this page left intentionally blank. Signature page to follow.]

TO EVIDENCE THEIR AGREEMENT each of the parties has executed this Agreement as of the date set out above.

METRO VANCOUVER REGIONAL DISTRICT

Per: _____
Authorized Signatory

CITY OF ABBOTSFORD

Per: _____
Authorized Signatory

Per: _____
Authorized Signatory

To: Regional Parks Committee

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

Date: May 2, 2019 Meeting Date: May 15, 2019

Subject: **Regional Parks 2018 Annual Report**

RECOMMENDATION

That the Regional Parks Committee receive for information the report dated May 2, 2019, titled "Regional Parks 2018 Annual Report".

PURPOSE

To provide the Regional Parks Committee for information the *Regional Parks 2018 Annual Report*.

BACKGROUND

This report summarizes and presents the *Regional Parks 2018 Annual Report*. The preparation of the *Annual Report* is identified as a priority action in the *Regional Parks Committee 2019 Work Plan*.

REGIONAL PARKS ANNUAL REPORT

For the past 5 years, a report titled the *Metro Vancouver Regional Parks Visits, Visitor Services and Volunteering by the Numbers* was provided annually to the Regional Parks Committee and MVRD Board. The report summarized public use of Metro Vancouver's regional parks, including counts of annual visitation and volunteering activities, as well as Regional Parks' Visitor Services accomplishments. For 2018, this report has evolved into an annual report, Providing a more comprehensive summary of Regional Parks' activities for the year.

Success Amongst Significant Change

In 2018, there were significant changes to Metro Vancouver Regional Parks. The transfer of park land located outside of the boundaries of the Metro Vancouver Regional District to the Fraser Valley Regional District and City of Abbotsford resulted in a total reduction of 7% of Regional Parks' land base. A portion of Aldergrove Regional Park was also transferred, but continues to be managed by Metro Vancouver. While the transfer of park land resulted in a drop in total visitation to the Metro Vancouver regional park system, there are many successes to celebrate in 2018.

The regional parks and greenway system protects a total of 13,557 hectares, 9,644 hectares of which is classified as sensitive ecosystems. Excluding those parks and greenways that were transferred, total visitation to regional parks and greenways increased 1% compared to 2017, to 11.7 million. Visitation increased in 17 of the 26 regional parks and greenways where visitation data is collected; ten parks set new visitation records. Natural resource management and stewardship activities restored habitat, revitalized ecosystems and removed 28 tons of invasive species.

More than 1,000 public programs and events were attended by over 60,000 people of all ages. Regional Parks' partners, together with more than 7,000 volunteers, contributed almost 26,000 hours

to stewardship, education and interpretive programs. Regional Parks' partners and park associations continue to play a strong role in program delivery and volunteering. More than 125,000 guests enjoyed bookable day-use facilities, and almost 143,000 guests overnighted in individual and group camping facilities.

The newest regional park, Grouse Mountain, now has a MVRD Board adopted management plan. A *Regional Parks Land Acquisition 2050* strategy was developed to identify unprotected natural areas that have high conservation value and could become future park land. Metro Vancouver's relationships with First Nations continued to grow, with significant time spent engaging in dialogue. The innovative design of Surrey Bend Regional Park won a prestigious award. Regional Parks staff met many challenges head-on, including park encroachments, invasive species, wildlife management, park capacity issues, increased severe weather events and a complex fire season. The attached *2018 Regional Parks Annual Report* provides an overview of the year and will be used to share Regional Parks' activities with elected officials, visitors, supporters and volunteers.

ALTERNATIVES

This report is presented for information. No alternatives are presented.

FINANCIAL IMPLICATIONS

There are no financial implications associated with this report. The collection of information for, and production of, the annual report is undertaken with staff resources included annually in the MVRD Board approved Regional Parks budget.

SUMMARY / CONCLUSION

This report presents the *Regional Parks 2018 Annual Report* for information. It provides an overview of Regional Parks' visitor and facility use, programming, volunteering, and activities in 2018. The annual report will be used to support ongoing park planning by MVRD and local municipalities for capital planning, future facility development, program delivery, and resource management activities.

Attachment

Regional Parks 2018 Annual Report (29327403)

29082329



Regional Parks Annual Report 2018





What a year it was for Metro Vancouver Regional Parks

As we move forward beyond 50 years of regional parks, our aspirations and achievements of 2018 build on our essential role in protecting the region's important natural areas and connecting people with them. This year, seven regional parks and three regional greenways saw record levels of visitation. Our natural resource management and stewardship activities restored habitat and revitalized ecosystems. More than 1,000 public programs and events inspired over 60,000 people, young and old. Our regional parks partners, together with more than 7,000 volunteers, contributed almost 26,000 hours to stewardship, education and interpretive programs.

2018 brought significant changes to our system, with the transfer of parks outside of the Metro Vancouver Regional District to the Fraser Valley Regional District and City of Abbotsford: Sumas Mountain Interregional Park, Matsqui Trail Regional Park and the eastern portion of Glen Valley Regional Park – 7% of our system. A portion of Aldergrove Regional Park's land base was also transferred, but continues to be managed by Metro Vancouver.

There are successes to celebrate. Despite smoky skies in 2018's month of August due to provincial wildfires, total visitation to regional parks and greenways (excluding those transferred) increased to 11.7 million. Our newest regional park, Grouse Mountain, now has a management plan. We developed a bold *Regional Parks Land Acquisition 2050 strategy* to identify unprotected natural areas that have high conservation value and could become future park land. Our relationships with our neighbouring local First Nations continued to grow, with significant time spent engaging in dialogue. With our consultants, we won an award for the innovative design of Surrey Bend Regional Park. Our staff met many challenges head-on, including park encroachments, invasive species, park capacity issues, increased severe weather events and a complex fire season.

The testimonials of our visitors and partners motivate us to continue giving our all into the work we do. While we look ahead at new park lands to protect, innovative programs to connect visitors and partnerships to forge and strengthen, it's important that we pause and mark our accomplishments in this annual report and express gratitude for the support we receive.

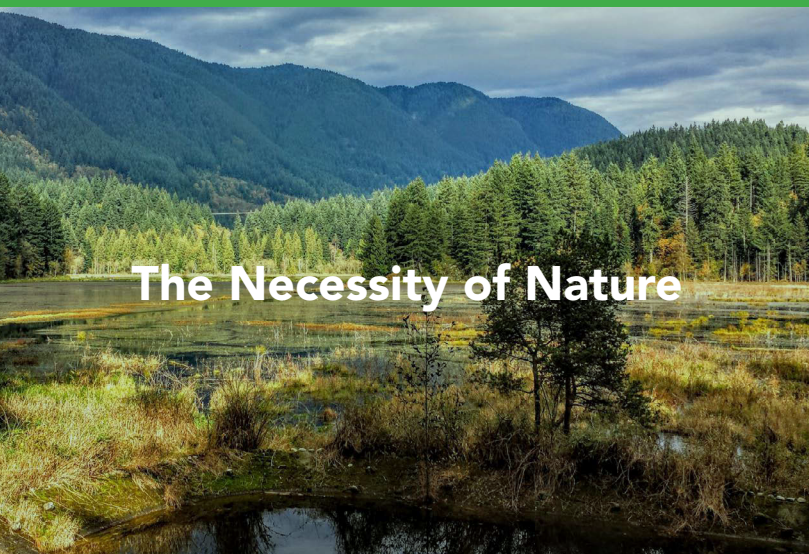


Our Role

Protecting Metro Vancouver's natural areas and connecting people with them.

ALDERGROVE REGIONAL PARK

Our Values



The Necessity of Nature



Wellness



The Sharing of Expertise



Stewardship

Our Foundation



Pacific Parklands
FOUNDATION

Supporting Metro Vancouver
Regional Parks

The Pacific Parklands Foundation (PPF) is a registered charity dedicated to the conservation and enhancement of Metro Vancouver's regional parks.

As the fundraising arm of Metro Vancouver Regional Parks, PPF provides the additional financial support needed to realize special projects and initiatives that fall outside of what government funding is able to provide.

2018 Accomplishments

- More than \$489,000 raised in 2018, with a leveraging ratio of 3.4 (for every \$1 that Metro Vancouver invests into fundraising, PPF raised \$3.40)
- 7 grants totaling \$88,500 for the Catching the Spirit Youth Society program
- Funds to provide over 1,700 plants for EcoBlitz, an annual stewardship event
- \$30,000 to support park associations and park partners
- 6 scholarships for young environmental leaders
- 22 bus trips for 876 individuals to visit 8 regional parks

PPF OUTREACH, IONA BEACH REGIONAL PARK

"Support from Pacific Parklands Foundation has been vital to Catching the Spirit's environmental programs for youth."

– Brigit Forssman, CTS





NEW LAND ACQUISITION,
KANAKA CREEK REGIONAL PARK

Regional Parks Provide Significant Value

Total 2018 Budget: **\$46.2** million

\$30.5 million
operating budget:

including park operations,
land management, park
planning, educational programs
and events, stewardship of
natural resources

\$15.7 million
capital budget:

\$8.1 million
infrastructure
and facility development,
replacement and maintenance

\$7.6 million
park land acquisition

\$4.1 million
capital development
(build new facilities)

\$4 million
capital maintenance
(maintain and
replace existing
facilities)



CHECK OUT THIS VIDEO ABOUT METRO VANCOUVER'S REGIONAL PARKS SERVICE ([VIMEO.COM/279576806](https://vimeo.com/279576806))

Building and Maintaining Park Facilities

Each year, Regional Parks staff maintain thousands of built assets, including:

- 327 buildings
- 80 interpretive kiosks
- 347 kilometres of trails
- 1,400 culverts
- 5.3 kilometres of dikes
- 232 bridges
- 252 boardwalks
- 30 kilometres of water lines
- 57 kilometres of roads
- 173,000 square metres of parking lots and service yards
- 70 entry signs
- 660 gates and bollards
- 605 picnic tables, 248 benches, 57 bike racks, and 547 waste receptacles

This year, major new and replacement capital projects included:

- Bridge over Still Creek, Burnaby Lake Regional Park **NEW**
- Nature Discovery Area, Aldergrove Regional Park **NEW**



WATCH THIS VIDEO ABOUT THE STILL CREEK BRIDGE REPLACEMENT
([VIMEO.COM/267710849](https://vimeo.com/267710849))



NATURE DISCOVERY AREA,
ALDERGROVE REGIONAL PARK



STILL CREEK BRIDGE REPLACEMENT,
BURNABY LAKE REGIONAL PARK



Protecting Important Natural Areas

13,557 Hectares Protected

Including **9,644** Hectares of
Sensitive Ecosystems Protected

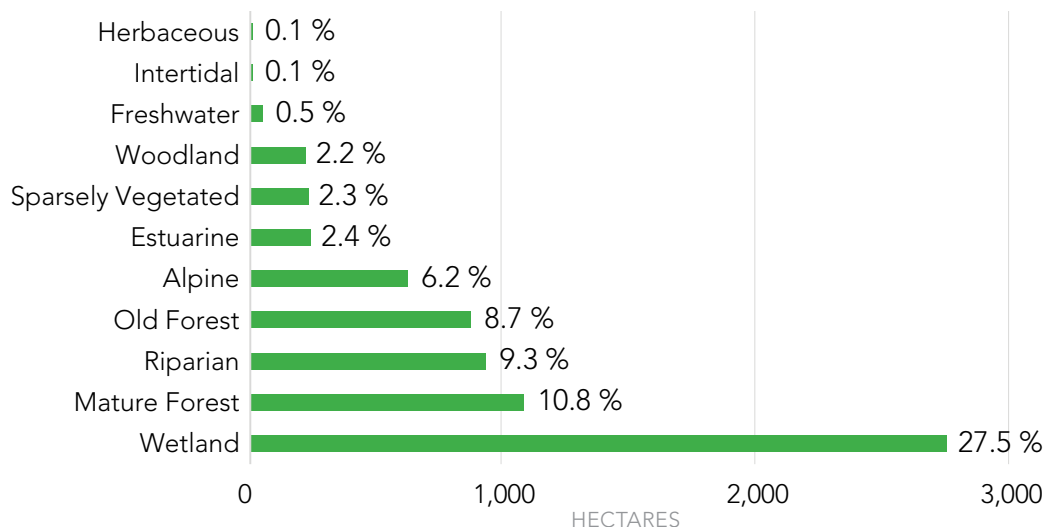
22 Regional Parks

5 Regional Greenways

3 Regional Park Reserves

2 Ecological Conservancy Areas

Regional Parks Ecosystems



CHECK OUT THIS VIDEO ABOUT REGIONAL PARKS' ROLE IN
PROTECTING THE REGION'S IMPORTANT NATURAL AREAS ([VIMEO.COM/281537784](https://vimeo.com/281537784))

Natural Resource Management

Regional Parks staff work throughout the year to protect and conserve ecosystem health. The Natural Resource Management Framework guides planning and day-to-day work.

2018 Natural Resource Management Accomplishments:

- Burns Bog Ecological Conservancy Area fire recovery monitoring and carbon sequestration research
- Brae Island and Pacific Spirit regional parks bioengineering projects
- Brae Island Regional Park campground replanting
- Widgeon Marsh Regional Park Reserve water bird study
- Minnekhada Regional Park bear study
- Deas Island Regional Park bat study
- Aldergrove Regional Park wetland creation
- Iona Beach Regional Park sand dune restoration
- Pacific Spirit and Aldergrove regional parks reforestation
- System-wide invasive plant management





BIOENGINEERING PROJECT,
BRAE ISLAND REGIONAL PARK



TAKE A HIKE PARTICIPANTS AT THORNVALE PONDS,
KANAKA CREEK REGIONAL PARK

Project Spotlight

Thornvale Creek Enhancement, Kanaka Creek Regional Park

Thornvale Creek is one of the main tributaries to Kanaka Creek and in some years has returns of more than 200 spawning coho. When completed, the project will provide access to 800 cubic metres of off-channel, overwintering pond habitat for coho juveniles and other aquatic species. Last fall, students from the Take a Hike program braved some cold and wet weather to plant 800 native plants around the ponds, providing shade for the fish and habitat for wildlife. This project is supported by the Pacific Parklands Foundation, which obtained a grant from the Pacific Salmon Foundation.



CHECK OUT THESE VIDEOS ABOUT RESTORING A SALMON-BEARING CREEK ([VIMEO.COM/252604844](https://vimeo.com/252604844))
AND A TURTLE RECOVERY PROJECT ([VIMEO.COM/274597159](https://vimeo.com/274597159)).

Safe Regional Parks and Visitor Experiences

All staff play an important role in protecting natural park resources and assisting in public safety initiatives. Metro Vancouver aims to fairly and consistently educate members of the public on park rules and expectations and to offer a positive visitor experience through good park design, education and, as a last resort, enforcement.

This includes:

- Coordinating patrols and response from emergency response agencies.
- Investigating, removing and assisting in restoring areas of the park damaged by dumping or encroachments.
- Transitioning homeless from parks to permanent or semi-permanent housing.



WATCH THIS VIDEO ABOUT FLOOD PREPARATIONS
([VIMEO.COM/274985527](https://vimeo.com/274985527))



STORM CLEANUP,
ALDERGROVE REGIONAL PARK



FRESHET,
DERBY REACH REGIONAL PARK



SAFETY MANAGEMENT,
LYNN HEADWATERS REGIONAL PARK



PATROL,
DERBY REACH REGIONAL PARK

Managing Parks Today and into the Future

Metro Vancouver's staff develop plans and policies to guide the management of regional parks and greenways, today and into the future. Policies help guide current park use while park management plans establish a long-term vision for a park and guide resource management, park development, operations and programming.



DEVELOPED AND BOARD-APPROVED IN 2018

2018 Accomplishments

- Grouse Mountain Regional Park Management Plan 2018 **NEW**
- Regional Parks Land Acquisition 2050 **NEW**
- Commenced Widgeon Marsh Regional Park management planning process
- Initiated detailed designs for Belcarra South Picnic Area and Davies Orchard
- Film Policy **NEW**
- Revised Tree Management Policy
- Volunteer Framework **NEW**



Connecting People with Nature

Visits

11,738,000

Park Visits in 2018*

Record monthly
use in March, May
and November

7 Regional Parks & **3** Regional Greenways
Received Record Number of Visits

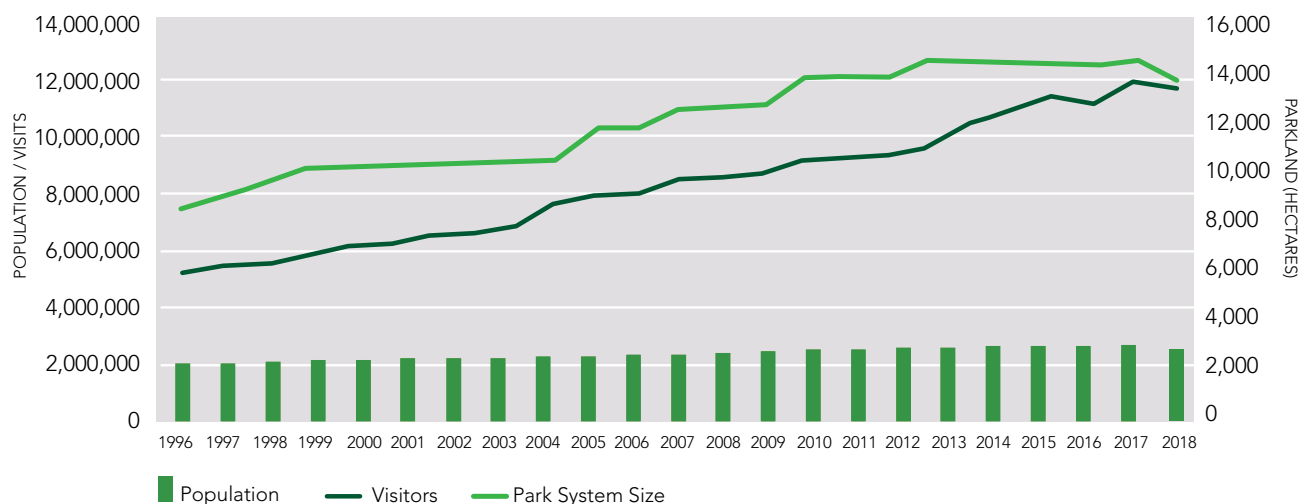
12% rise in Spring use from 2017

Visitation was **3.2%**
above the 5-year average

*1.3% overall decrease from 2017; 1% increase when parks that were transferred to Fraser Valley Regional District and City of Abbotsford are excluded.

A number of factors may have impacted summer 2018 visitor use, including the unprecedented 22 days of air quality advisories primarily due to wildfire smoke, bear activity in Belcarra Regional Park resulting in a 5-day closure of White Pine Beach and food restrictions at Belcarra Picnic Area, as well as the July transfer of parks to the Fraser Valley Regional District and City of Abbotsford.

Annual Trends



Visits by Location

LOCATION	2018 VISITS	CHANGE FROM 2017
Aldergrove Regional Park	407,000	3.8%
Barnston Island Regional Park	11,000	-17.0%
Belcarra Regional Park	738,000	-2.6%
Boundary Bay Regional Park	920,000	3.4%
Brae Island Regional Park	284,000	-1.8%
Brunette-Fraser Regional Greenway	207,000 ★	3.0%
Burnaby Lake Regional Park	399,000 ★	1.8%
Campbell Valley Regional Park	614,000	4.1%
Capilano River Regional Park	834,000	-11.1%
Colony Farm Regional Park	263,000 ★	0.5%
Crippen Regional Park	290,000 ★	4.5%
Deas Island Regional Park	313,000	2.1%
Delta-South Surrey Regional Greenway	75,000	0.7%
Derby Reach Regional Park	810,000	-0.8%
Glen Valley Regional Park	87,000	-22.1%
Grouse Mountain Regional Park	560,000	24.0%
Iona Beach Regional Park	303,000	-5.8%
Kanaka Creek Regional Park	446,000 ★	1.2%
Lynn Headwaters Regional Park	344,000	-2.3%
Matsqui Trail Regional Park	277,000	-47.3%
Minnekhada Regional Park	143,000	5.0%
Pacific Spirit Regional Park	2,619,000 ★	1.0%
Pitt River Regional Greenway	162,000 ★	4.9%
Seymour River Regional Greenway	27,000 ★	12.5%
Surrey Bend Regional Park	104,000 ★	6.3%
Tynehead Regional Park	502,000 ★	2.8%
TOTAL USE	11,738,000	-1.3%

★ Record annual visitation

Visits by Month

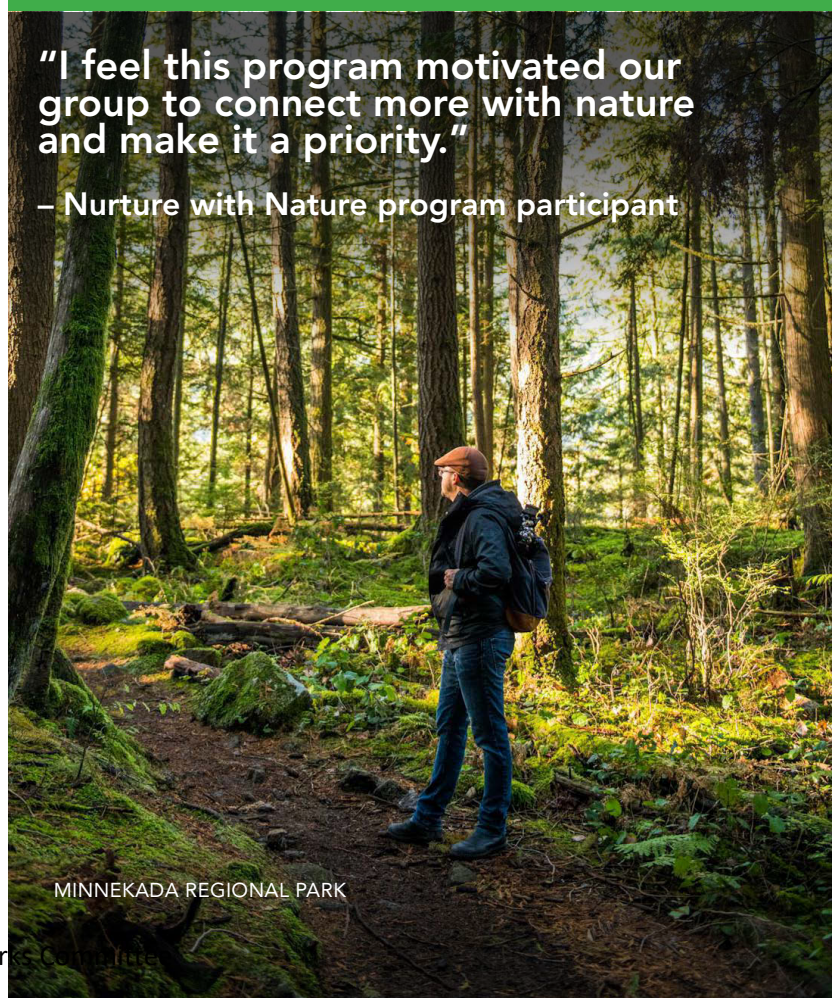
MONTH	2018 TOTAL	2017 TOTAL
January	593,000	545,000
February	655,000	570,000
March	945,000 ★	709,000
April	977,000	1,000,000
May	1,445,000 ★	1,300,000
June	1,262,000	1,300,000
July	1,569,000	1,600,000
August	1,240,000	1,400,000
September	959,000	1,200,000
October	916,000	1,000,000
November	647,000 ★	633,000
December	532,000	596,000
TOTAL USE	11,738,000	11,900,000

★ Record visitation

Note: Data counters installed at park entrances (roads and trails) are used to produce annual and monthly visitation estimates for each park.

"I feel this program motivated our group to connect more with nature and make it a priority."

– Nurture with Nature program participant



MINNEKHADA REGIONAL PARK

Programs and Events



60,619
Total Participants



1,057
Total Programs

Metro Vancouver Programs

In 2018, staff continued to provide interpretive programs and events that deepen understanding and appreciation of nature in regional parks.

49,857 Participants

905 Programs

Group Programs

13,023 Participants

784 Field Trips & Workshops

Public Programs

4,214 Participants

78 Programs, including roving sessions

Events

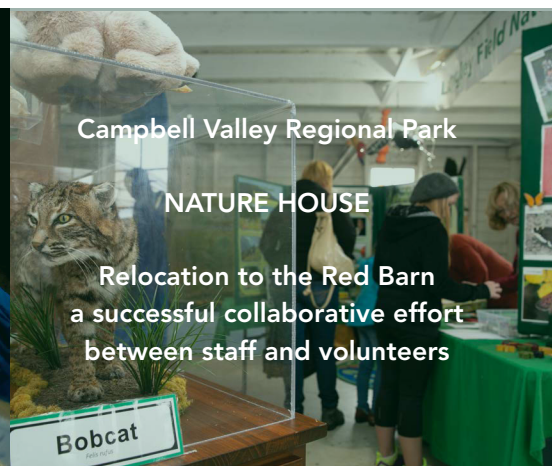
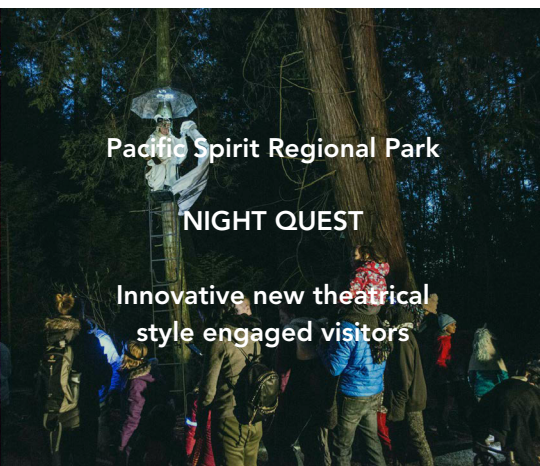
22,226 Participants

43 Interpretive, Park Partner and Community Outreach Events

Nature Houses

10,394 Contacts at Campbell Valley Nature House, Burnaby Lake Nature House, BC Mills House

2018 Highlights



WATCH THIS VIDEO ABOUT NIGHT QUEST ([VIMEO.COM/264143586](https://vimeo.com/264143586))



CEDAR WAXWING,
COLONY FARM REGIONAL PARK

Park Association Programs

In 2018, park associations continued to support Regional Parks by providing educational programs and events that protect and connect people to nature.

10,762 Participants

152 Programs

2018 Highlights

- Guided nature walk series introduced new visitors and diverse groups to nature and regional parks (Derby Reach/Brae Island Parks Association)
- Shared birding and photography expertise in vital bird habitat at Birds in Focus event (Boundary Bay Park Association)
- Record high attendance at monthly watershed stewardship centre open houses (Kanaka Education and Environmental Partnership Society)
- Introduced beginners to birding and migratory lazuli buntings at birding walks (Colony Farm Park Association)
- Acadia Forest habitat restoration, funded by the George Ross Legacy Stewardship Program (Pacific Spirit Park Society)

Facility Bookings



1,163 groups
with 125,631 guests enjoyed
bookable day-use facilities

Short-term rental of buildings,
structures and open space includes:

472 groups
with 34,831 guests used
picnic shelters located in
8 regional parks



481 groups
with 13,883 guests enjoyed
group camping facilities

Rustic outdoor or indoor
camping for groups,
located in 7 regional parks

255 groups
with 9,170 guests visited
buildings located in 5 regional parks



128,322 guests
enjoyed individual camping facilities

Outdoor camping for individuals and
families in campgrounds or on a special
permit basis, located in 3 regional parks

"We've been coming here
for 40 plus years. They do a
great job of running it here.
It's really organized, nice and
clean. We love it here."

– Edgewater Bar Campers,
Derby Reach Regional Park



Volunteering



25,938
Total Volunteer
Hours



7,392
Total Volunteer
Instances

Volunteers contribute to the delivery of a range of programs and activities in regional parks. Metro Vancouver is committed to engaging community partners and volunteers in supporting, sustaining and protecting regional parks through three programs:

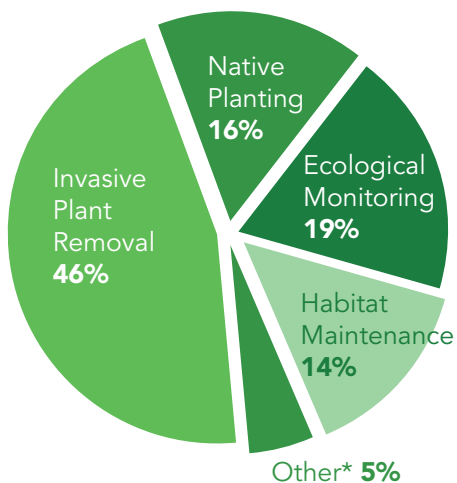
Stewardship Volunteering • Park Association Volunteering • Public Program Volunteering

Stewardship Volunteering

Regional parks provide critical wildlife habitat and ecosystem services such as cleaning the air and helping to control temperatures. Each year, staff, partners and volunteers invest time and effort to restore the health and beauty of these special places.

Stewardship

The most popular of Metro Vancouver's volunteer activities

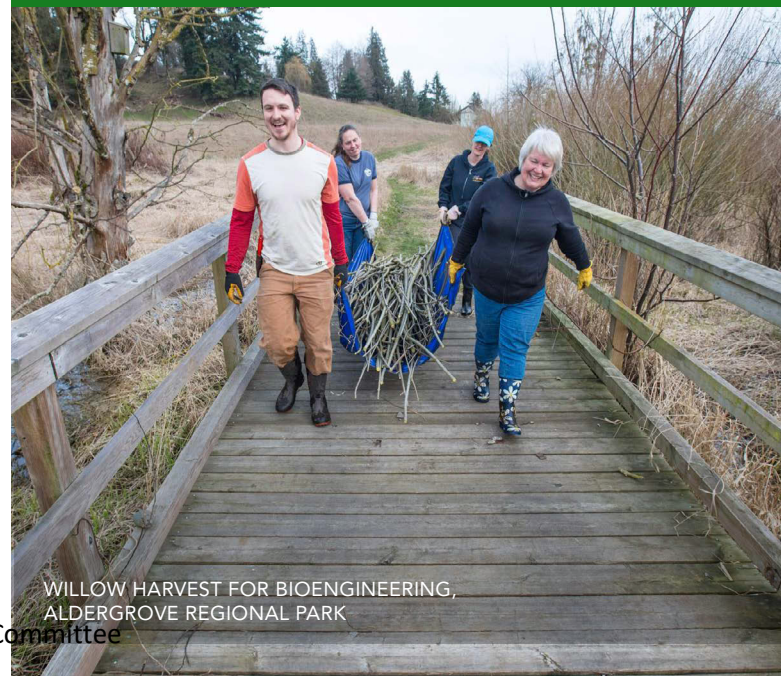


*Mapping, Student Projects, Bird/Bat/Owl Boxes, Construction Projects, Bioengineering Activities



ECOBILTZ EVENT,
CAMPBELL VALLEY REGIONAL PARK

A volunteer instance is when one person volunteers once at an event or program.



WILLOW HARVEST FOR BIOENGINEERING,
ALDERGROVE REGIONAL PARK



Stewardship Activities

349

Work Parties

5,934

Volunteer Instances

18,794

Volunteer Hours

12%

5 year average growth of
stewardship volunteer hours

\$281,910

estimated value of volunteer hours

(multiplied by \$15/hr rate – commonly used for
volunteer labour)

28

 tons of

invasive species removed

8,580

native plants added to parks

176

of the work parties
benefitted from
Park Association involvement



CAMPBELL VALLEY REGIONAL PARK

Stewardship Trends

The Regional Parks ecological restoration program has grown since it began 5 years ago. To meet the rising demand, the program continues to innovate and expand the range of stewardship volunteer opportunities to include wildlife monitoring, mapping and research.



VOLUNTEERS MONITORING WATER LEVEL AT CAMOSUN BOG, PACIFIC SPIRIT REGIONAL PARK

Park Association Volunteering

11,922 Volunteer Hours

3,380 Volunteer Instances

Metro Vancouver's park partnership program includes seven Park Associations and a broad range of park partner groups. Park partnership program volunteers facilitate stewardship, citizen science, education activities and events in regional parks.



Public Program Volunteering

3,102 Volunteer Hours

562 Volunteer Instances

Includes nature houses, events, interpretive programs and Belcarra Beachkeepers.

Partnering with Communities

As a part of Metro Vancouver Regional Parks' commitment to partnering with our communities, funding is provided annually to:

Pacific Parklands Foundation – The registered charity dedicated to the conservation and enhancement of Metro Vancouver's regional parks.

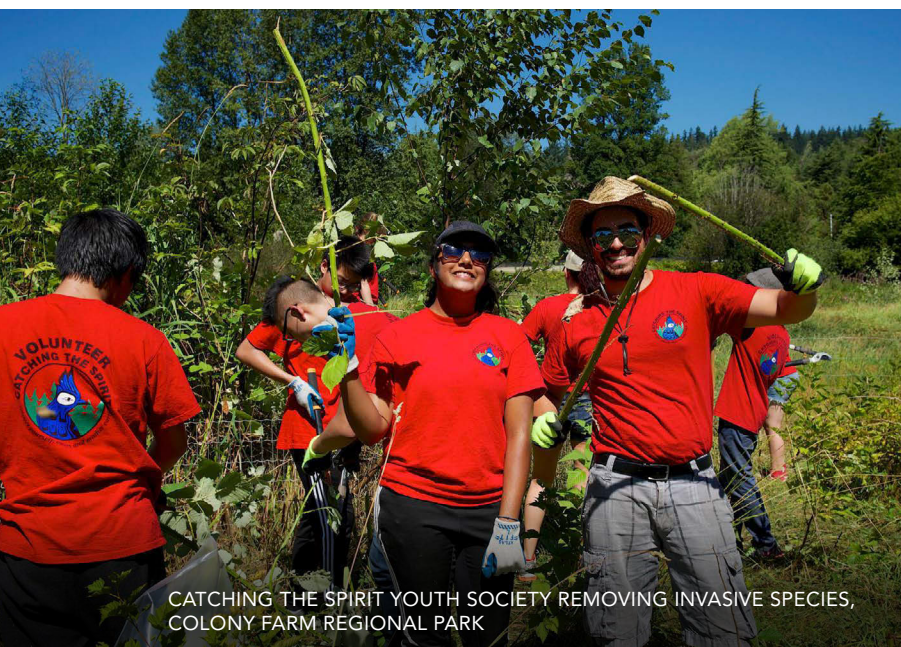
Catching the Spirit Youth Society - A non-profit organization dedicated to developing leadership and social responsibility in youth through environmental awareness, stewardship and outdoor recreation.

7 Park Associations - Non-profit groups that work with Regional Parks staff on projects and activities ranging from habitat restoration to nature education.

- Boundary Bay Park Association
- Burnaby Lake Park Association
- Colony Farm Park Association
- Derby Reach / Brae Island Parks Association
- Kanaka Education and Environmental Partnership Society
- Minnekhada Park Association
- Pacific Spirit Park Society

"I feel like [teaching kids about their local creek] is something I was put here to do, to watch over and take care of it."

– Ross Davies, Kanaka Education and Environmental Partnership Society



CATCHING THE SPIRIT YOUTH SOCIETY REMOVING INVASIVE SPECIES, COLONY FARM REGIONAL PARK



BURNABY LAKE PARK ASSOCIATION VOLUNTEERS, BURNABY LAKE REGIONAL PARK

In 2018, Metro Vancouver Regional Parks

Protected **13,557** hectares of natural areas and

Connected nearly **12** million visitors with nature



MINNEKHADA REGIONAL PARK



metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

Regional Parks Committee

To: Regional Parks Committee

From: Mike Redpath, Director, Regional Parks

Date: May 8, 2019

Meeting Date: May 15, 2019

Subject: **Manager's Report – Regional Parks**

RECOMMENDATION

That the Regional Parks Committee receive for information the report dated May 8, 2019, titled "Manager's Report – Regional Parks".

REGIONAL PARKS COMMITTEE 2019 WORK PLAN

Attachment 1 to this report sets out the Regional Parks Committee Work Plan for 2019. The status of work program elements is indicated as pending, in progress, or complete. The listing is updated as needed to include new issues that arise, items requested by the Committee and changes in the schedule.

METRO VANCOUVER NUISANCE MOSQUITO CONTROL PROGRAM

Metro Vancouver Regional Parks offers a comprehensive Nuisance Mosquito Control Program for participating municipalities of the Regional District and for all applicable Metro Vancouver owned or managed lands. The objective of the mosquito control program is to reduce the adult mosquito annoyance for residents, visitors, business owners and participants in outdoor recreational activities. It is recognized that mosquito populations cannot be eliminated but can be suppressed to tolerable levels. The selection of scientifically sound suppression methods is based on a consideration of what is ecologically and economically in the long-term interest of all in the region. The program is guided by *MVRD Bylaw No. 1034, 2005* – to establish the service of mosquito control administration and coordination.

Metro Vancouver's contracted service provider, Morrow BioScience, conducts a regular mosquito sampling program to identify what mosquito species are present and in what numbers, and establishes a set of action thresholds to determine type and timing of management tactics. If control is needed, Morrow BioScience determines the best combination of tactics to suppress the mosquito population while minimizing environmental impacts.

The Nuisance Mosquito Control Program service areas include:

- monitoring and treatment for mosquitoes on public municipal lands in the City of Surrey, City of Pitt Meadows, City of Maple Ridge, and the City of Coquitlam; as well as both public municipal lands and private lands in the Township of Langley;
- monitoring and treatment for mosquitoes in all applicable Metro Vancouver regional parks;
- Responding to requests for mosquito control services in all participating municipalities as identified through previous programs, citizen requests, identified as high priority, or requested by municipal staff.

29290261

Morrow BioScience performs a number of tasks to achieve the objectives of the program including:

- Monitoring of River Levels and other Environmental Factors
- Adult Mosquito Monitoring
- Larval Mosquito Monitoring
- Larval Mosquito Treatment Operations
- Public Education

Morrow BioScience maintains a 'hotline' during mosquito season allowing residents a number to call to ask questions or get more information about the program or mosquitos in general.

Larval treatments will commence in late April / early May under the authority of Metro Vancouver's Province of British Columbia, Ministry of the Environment approved [Pest Management Plan](#) for Mosquito Control.

Widgeon Marsh Regional Park Reserve – Kayak Access Stewardship Project



Widgeon March Regional Park – Widgeon Creek

In 2018 Metro Vancouver acquired a small parcel of land on Widgeon Creek, the last property within the Widgeon Marsh Regional Park Reserve boundaries not previously under our management. This site is currently used by recreational paddlers as it is the only landing site that remains easily accessible and dry during high tides on route to the Widgeon Creek Provincial Campground.

Previous use of the land has left small derelict buildings and infestations of non-native invasive plant species. Immediate plans include the removal of the buildings and gradual elimination of the invasive species prior to restoring the site and establishing an enhanced staging area for recreational paddlers.

As with many of our park sites, we would like to engage interested volunteers in the restoration of these ecologically compromised areas; however, getting volunteers to this water access only site is challenging.

In April the first volunteer stewardship event took place at the site in partnership with the Sea Kayak Association of British Columbia. Volunteers paddled from Grant Narrows to meet with park staff on site and removed 60 kilograms of Himalayan blackberry. Future events are planned to utilize this unique, new partnership to undertake stewardship activities relating to improving ecosystem health at regional park sites difficult to access on foot or by vehicle.



Widgeon Marsh Regional Park

REGIONAL PARKS EVENT UPDATES

Aldergrove Regional Park – Enchanted Forest Family Event, March 21



Aldergrove Regional Park

A record 900 plus participants attended Aldergrove Regional Park's Enchanted Forest event. Visitors got a sneak peek into the park's new Nature Discovery Area and nature-inspired play feature at the old lake site. Participants also explored the wonders of the forest while on a magical quest to discover: different bird songs, smells of the forest, and animal tracks.

Metro Vancouver partnered with Langley Environmental Partners Society, Coastal Painted Turtle Project, Northern Spotted Owl Breeding Program, and the Fraser Valley Regional Library to deliver an engaging and informative program about Aldergrove's local flora and fauna.

Pacific Spirit Regional Park – Night Quest, March 23

A record breaking 4,000 visitors attended Night Quest, held in partnership with the Pacific Spirit Park Society in Pacific Spirit Regional Park.

Visitors explored lantern-lit trails where Metro Vancouver Staff shared information about nocturnal animals. Other activities included storytelling, face painting, and roasting marshmallows at the campfire. Guest exhibitors including members of the Musqueam Indian Band, Stanley Park Ecology Society, Nature Vancouver, UBC Astronomy Club, and others.



Pacific Spirit Regional Park

Attachment (29414137)

Regional Parks Committee 2019 Work Plan

29290261

Report Date: May 8, 2019

Priorities

1st Quarter	Status
Campbell Valley Regional Park – Public Engagement and Management Plan Update	Complete
George Ross Legacy three-year Agreement (Pacific Parklands Foundation)	Complete
Land Acquisition Annual Update	Complete
Minnekhada Regional Park – Evaluating Human and Bear Conflicts Update	Complete
Natural Resource Management Program Update	Complete
Pacific Parklands Foundation Update	Complete
Regional Parks Asset Management Policy	Complete
Regional Parks Overview	Complete
South Cultural Landscape – Belcarra Regional Park	Complete
Sustainable Corporate Building Policy Update	Complete
Volunteer Framework Update	Complete
2nd Quarter	
Burns Bog Ecological Conservancy Area History	Complete
External Agency Reporting – Delta Heritage Air Park & Pacific Parklands Foundation	In Progress
Protect Campaign – 2019 Update	In Progress
Public Engagement for new Widgeon Marsh Regional Park Management Plan	Complete
Regional Parks Annual Report for 2018	Complete
Regional Parks 30 year Financial Plan Scenarios	Pending
Regional Parks Naming Policy	Pending
3rd Quarter	
Burnaby Lake Regional Park – Agreement with the City of Burnaby	Pending
Capilano Regional Park - Replace Capilano Service Yard Update	Pending
Catching the Spirit Society Update	Pending
Delta Nature Reserve (At Burns Bog)	In Progress
Regional Greenways Recreational Network Strategy Framework	Pending
Regional Parks Committee Tour of Regional Parks	Pending
Review/Renew Park Association Contribution Agreements	Pending
Regional Parks 30 year Financial Plan Scenarios	Pending
Regional Parks Buildings Asset Management Update	Pending
Widgeon Marsh Regional Park Management Plan Final Approval	Pending
4th Quarter	
Aldergrove Regional Park (East) – Agreement with City of Abbotsford	Pending
Crippen Regional Park Davis Orchard - Capital Project Update	Pending
External Agency Reporting – Delta Heritage Air Park & Pacific Parklands Foundation	Pending
Natural Resource Management Framework	Pending
Pacific Parklands Foundation Agreement	Pending
Pacific Spirit Regional Parks Service Yard	Pending
Public Programing & Interpretation Strategy	Pending
Regional Parks Annual Budget and 5-year Financial Plan	Pending
Regional Parks Regulations & Amending Bylaw	Pending
Regional Parks Visitor Satisfaction Survey Results	Pending
Regional Parks Building Management Program	In Progress



To: Regional Parks Committee

Date: April 24, 2019

Meeting Date: May 15, 2019

Subject: **Metro 2040 Land Use Designation Amendment Request from the City of Delta – MK Delta Lands**

The attached report titled “Metro 2040 Land Use Designation Amendment Request from the City of Delta – MK Delta Lands” was considered by the Regional Planning Committee at its April 5, 2019 meeting, and is being presented to the Parks Committee for its information at the request of the applicant – the City of Delta.

Attachment

“Metro 2040 Land Use Designation Amendment Request from the City of Delta – MK Delta Lands”, dated March 15, 2019 (*orbit doc # 28905446*)

To: Regional Planning Committee

From: James Stiver, Division Manager, Growth Management and Transportation
Gord Tycho, Senior Planner, Regional Planning

Date: March 15, 2019 Meeting Date: April 5, 2019

Subject: **Metro 2040 Land Use Designation Amendment Request from the City of Delta – MK Delta Lands**

RECOMMENDATION

That the MVRD Board:

- a) initiate the regional growth strategy amendment process for the City of Delta's proposed regional growth strategy amendment for the property located at 7969 Highway 91 Connector;
- b) give first and second readings to "Metro Vancouver Regional District Regional Growth Strategy Amending Bylaw No. 1283, 2019";
- c) direct staff to notify affected governments as per *Metro Vancouver 2040: Shaping Our Future* Section 6.4.2; and,
- d) direct staff to request additional information from City of Delta staff as laid out in the report dated March 15, 2019, entitled "Metro 2040 Land Use Designation Amendment Request from the City of Delta – MK Delta Lands".

PURPOSE

To provide, for Regional Planning Committee and MVRD Board consideration, Metro Vancouver staff's analysis and recommendations regarding the City of Delta's proposed Type 3 Land Use Designation amendment to *Metro Vancouver 2040: Shaping our Future (Metro 2040)*, the regional growth strategy, for the MK Delta Lands (Attachment 1).

BACKGROUND

On February 12, 2019, the City of Delta submitted a proposed *Metro 2040* amendment to Metro Vancouver for the property located at 7969 Highway 91 Connector (Attachment 2). The proposed amendment is to change the regional land use designation of the subject property from "Agricultural" to "Industrial", and to include the lands within the Urban Containment Boundary.

On June 10, 2016, Delta Council gave 1st reading to Official Community Plan Amendment Bylaw No. 7505, and 2nd reading was given on July 5, 2016. A local public hearing was held on July 26, 2016 and the Bylaw was subsequently given 3rd reading. The application was then referred to the Agricultural Land Commission, seeking exclusion of the subject property from the Agricultural Land Reserve (ALR), complemented by a proposal to add a second parcel to the ALR. In September of 2018, the Agricultural Land Commission conditionally approved the exclusion of the subject property and inclusion of the second parcel.

SITE DESCRIPTION

The subject property is a 62.7 ha (155 ac) undeveloped site located at 7969 Highway 91 Connector, just south of Highway 17 (South Fraser Perimeter Road) and adjacent to the Burns Bog Ecological Conservancy Area (BBECA) (Figure 1). The subject property is owned by MK Delta Lands Group. It is located in the ALR, but the owner is currently satisfying exclusion conditions with the Agricultural Land Commission. To the east are privately-owned undeveloped lands located in the ALR, a provincial highway maintenance area and Highway 91. Industrial uses are located to the north and east in the Sunbury industrial business area across the Highway 91 Connector and Highway 17 along Nordel Way and River Road. To the south are Lots A, B, and C (also owned by MK Delta Lands Group), and the BBECA to the south and west.

Figure 1: Subject Property Map



In addition to the proposed regional land use redesignation of Lot 4, the three additional parcels noted are part of the overall proposal. The property owner has committed to transfer Lots A, B, and C to the City of Delta for protection from future development, and include Lot B in the ALR. Lots A, B, and C are located adjacent to the BBECA and Lots B and C are wooded.

Burns Bog Ecological Conservancy Area

Burns Bog is a raised bog ecosystem covering approximately 3,000 ha (7,413 ac) of the Fraser River delta between the south arm of the Fraser River and Boundary Bay. The largest undeveloped urban landmass in North America, Burns Bog is globally unique because of its chemistry, form, flora and size. The BBECA consists of approximately 2,000 ha (5,000 ac) of land that was purchased in 2004 in an agreement between senior levels of government, Metro Vancouver and the City of Delta. As part of this agreement, a conservation covenant was registered on title of these lands that ensures the ecological integrity of the lands is protected. The BBECA is jointly operated by Metro Vancouver and the City of Delta.

Table 1: Subject Property (Lot 4) - Summary

Parcel Location	7969 Highway 91 Connector, City of Delta	
Parcel Size	62.7 ha (155 ac)	
Proposed Development	Development of a 9-lot industrial subdivision over a developable area of 43.79 ha (108.2 ac). Remainder of area to occupied by internal roads and utilities, future highway access, and protection (buffer) / enhancement areas.	
	Current	Proposed
Urban Containment Boundary (UCB)	Outside of the UCB	Include the parcel within the UCB
Metro 2040 Designation	Agricultural	Industrial
City of Delta OCP Designation	Agricultural (A)	Industrial (I)
Municipal Zoning	I3 Extraction Industrial*	CD Comprehensive Development (site-specific)**
ALR	Exclusion granted by ALC subject to conditions (agriculture / environment buffers). History of peat extraction.	
* Extraction activities are subject to non-farm use approval by ALC.		
** Proposed CD Zone allows light industrial uses on the majority of the site with environmental buffers along the perimeter. Allowable light industrial uses include warehousing, wholesaling and distribution, transportation, communication, equipment sales, repair and servicing, etc., but restrict container storage and uses with higher potential for emissions of air contaminants and spills of hazardous materials.		

APPLICATION HISTORY

The subject property owner (MK Delta Lands Group) owns approximately 202 hectares (500 acres) of land in or near Burns Bog. In 2015, the owner submitted applications to the City of Delta to amend the City's Official Community Plan (OCP), the zoning bylaw, the sanitary sewer area, and for a development permit, to allow for the development of an industrial business park on the subject property.

The application also included requests to:

- exclude the subject property (Lot 4) from the ALR;
- amend the regional land use designation of Lot 4 in *Metro 2040* from Agricultural to Industrial, and include the lands within the Urban Containment Boundary;
- amend the Fraser Sewerage Area to include the subject property;
- include Lot B (one of three other lots owned by MK Delta Lands Group to the south) into the ALR (Figure 1); and
- transfer three other parcels of land owned by the property owner (i.e. Lots A, B and C) into public ownership.

In July 2016, City of Delta Council gave the OCP Amendment Bylaw 3rd reading, and referred the application to the Agricultural Land Commission for consideration to exclude the subject property from the ALR and to include Lot B into the ALR. In August 2017, the Agricultural Land Commission conditionally approved the application. In September 2018, the Agricultural Land Commission Executive Committee upheld the South Coast Panel's August 2017 decision.

Metro 2040 sets out that an ALR exclusion must be granted before Metro Vancouver can consider an application for amendment from the *Metro 2040*'s Agricultural designation (Section 2.3.4). The City of Delta and the owner are working with Agricultural Land Commission staff to finalize the conditions of approval.

Proposed *Metro 2040* Amendment

As per Section 6.3.4(f) of *Metro 2040*, for sites that are contiguous with the Urban Containment Boundary and are not within the ALR, a land use amendment from Agricultural to Industrial, and the associated Urban Containment Boundary adjustment, requires a Type 3 minor amendment to *Metro 2040* (i.e. an amendment bylaw passed by a majority weighted vote and no regional public hearing).

The proposed *Metro 2040* amendment also triggers the need for a revised Regional Context Statement from the City of Delta so that the mapping in the City's OCP, the RCS and *Metro 2040* will be consistent. The City's amended RCS request will be forwarded to the MVRD Board for consideration should direction be given to initiate the regional growth strategy amendment, consistent with *Regional Growth Strategy Implementation Guideline #1: Regional Context Statements*.

ANALYSIS OF ALIGNMENT WITH *METRO 2040*

Metro 2040 provides a framework for assessing the proposed amendments. Consideration has been given to each of the five *Metro 2040* goals and applicable strategies, which are summarized below.

GOAL 1 – CREATE A COMPACT URBAN AREA

Strategy 1.1: Contain Urban Development within the Urban Containment Boundary

Given the location and site context of the subject property, an extension of the Urban Containment Boundary will likely not lead to a proliferation of applications. It is noted that there is one large property to the east that is currently in the ALR. If the redesignation application for the subject

property is successful, this large remaining parcel will be additionally isolated, and one can anticipate an increased likelihood of a future application for a *Metro 2040* amendment for that property.

GOAL 2 – SUPPORT A SUSTAINABLE ECONOMY

Strategy 2.2: Protect the supply of Industrial land

The addition of the subject property to the regional industrial lands inventory would provide an additional 43.8 ha (108.2 ac) of industrial land, which would be of local and regional benefit from an industrial-activity, goods movement, and employment generating perspective. Locally, the subject property is in an area contiguous with other industrial lands along the Fraser River, and is in close proximity to Sunbury, Tilbury, and other River Road industrial activities. Regionally, the subject property has direct access to the South Fraser Perimeter Road, a key transportation connector for moving people and goods in and through the region.

It is beyond the scope of the assessment of the proposed regional land use redesignation to consider the type and tenure of industrial activity planned for the subject property. That said, the specifics associated with type and tenure of activity do have regional implications. For example, if the site is developed as a strata development, having a large number of owners on site likely increases the impact risk to the adjacent Burns Bog. Conversely, with a shortage of large, flat, accessible distribution-oriented parcels available in the regional industrial land inventory, this site would serve well for a trade-enabling supportive use given its proximity to the Port and goods movement network.

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

The subject property has a regional Agricultural land use designation as it was within the ALR at the time *Metro 2040* was adopted. As part of the application process, the owner sought to have the subject property excluded from the ALR. It had never been farmed. The Agricultural Land Commission has granted conditional approval to the exclusion subject to the addition of a buffer to the adjacent property to the east to support agriculture. In addition, \$6 million will be put toward drainage and irrigation improvements for Westham Island and East Delta, and, Lot B (approximately 78 ha) has been included in the ALR. There is a resulting net gain of approximately 15 ha (37 ac) of agricultural land in the proposal, and the Agricultural Land Commission states that Lot B is more agriculturally viable than Lot 4.

GOAL 3 – PROTECT THE ENVIRONMENT AND RESPOND TO CLIMATE CHANGE IMPACTS

Strategy 3.1: Protect Conservation and Recreation lands

The owner is proposing to transfer its remaining holdings in the area to the City of Delta, which has committed to manage these lands consistent in the BBECA. Lots A, B, and C, total 132.7 ha in size. All three parcels currently have a regional Conservation and Recreation land use designation, however these privately-owned lands are currently zoned Extraction-industrial (I3) in the City's zoning bylaw. This zoning permits a range of industrial extraction activities for sand, gravel, and peat, as well as related processing, such as crushing, screening, and stockpiling. The City of Delta application states that the transfer of these lands into public ownership protects additional bog lands from future development and resolves the remaining MK Delta Lands Group holdings adjacent to the bog.

An Environmental Effects Assessment for the subject property was prepared by Environmental Dynamics as part of the proposal. The study concludes that the proposed industrial development, in conjunction with the transfer of approximately 132 ha (326 ac) of Lots A, B, and C to public ownership results in a net gain in ecologically-sensitive lands, vegetation, and wildlife habitat protection. The study also finds a net gain for all broad ecosystem types, save for herb dominated habitat. Metro Vancouver staff note that Lots 4, A, B, and C are entirely comprised of sensitive ecosystems in the Metro Vancouver Sensitive Ecosystem Inventory. Lots 4, A, and B are wetland bog, and exhibit evidence of past peat harvesting, but recovery is in progress for all three sites. Lot 4 is in moderately better condition than Lot B, and Lot C is a mix of wetland bog and wetland swamp.

Strategy 3.2: Protect and enhance natural features and their connectivity

Looking at the overall trade-offs for the environment given the four properties at play is one aspect to consider, but the potential impacts for the subject property of the amendment from Agricultural to Industrial and the potential impacts on the adjacent bog is of critical importance to consider. To mitigate and monitor the proposal, environmental buffers are proposed around the perimeter of the development area, with the objective of separating bog waters and any run-off from the proposed industrial development. The proposed protection and enhancement areas on the subject property total approximately 12 ha (30 ac). Water quality and water level monitoring will be undertaken as part of stormwater management activities before, during, and after construction to ensure effective protection of adjacent bog lands. The owner has committed to 50 m buffers along the southern and western property border at the request of the Burns Bog Ecological Conservancy Area Scientific Advisory Panel.

The proposed development of the subject property will require up to 6 m (20 ft) of fill to raise the elevation and offset an anticipated 3 m of ground settlement. Potential impacts to the bog from surcharge loading and other construction activities are being addressed through water quality and water level monitoring. The introduction of fill to the site and the resulting sub-surface effects could have wide-ranging impacts including peat damage / fissures, a lowered water table, the intrusion of nutrient water, and an increased risk of fire and invasive species on the bog.

Metro Vancouver staff recommend that further information be sought from the City of Delta about the potential impacts and planned mitigation efforts for the addition of fill. Staff also recommend that the City of Delta consult with the Burns Bog Scientific Advisory Panel on these potential impacts.

GOAL 5 – SUPPORT SUSTAINABLE TRANSPORTATION CHOICES

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

The subject property is well positioned to support regional goods movement due to its proximity to the U.S. border, Roberts Bank Container terminal, and other industrial docks and facilities along the Fraser River (i.e. Sunbury, River Road, Tilbury). Immediate adjacency to Hwy 17 allows direct access to an important regional goods movement corridor, thereby minimizing impact on residential areas and improving safety.

REQUEST FOR ADDITIONAL INFORMATION

As part of the review of the proposed amendment submission, Metro Vancouver staff identified a number of areas that would benefit from further information from the City of Delta. Two of these areas deal with the width of the proposed environmental buffers for the subject property and clarity on the potential impacts of site surcharge loading. In addition, Water and Liquid Waste staff are also seeking further information.

Delta's application noted that environmental buffers will be provided and that water quality and water level monitoring will be undertaken as part of stormwater management activities before, during, and after construction to ensure effective protection of adjacent bog lands. In June 2016, the Burns Bog Scientific Advisory Panel recommended increasing the environmental buffers from 30 to 50 metres along both the west and south sides of the subject property. City of Delta staff have confirmed that, in response to the Scientific Advisory Panel's June 2016 comments, the property owner committed to increase the west perimeter buffer on the subject property from 30 m to 50 m.

City staff also stated that the plans, reports and detailed engineering servicing drawings will be revised to reflect the adjusted buffers should this application receive approval from Metro Vancouver. It has also been confirmed with the City of Delta the intent to have the Burns Bog Scientific Advisory Panel comment on any mitigation, maintenance and monitoring plans to be prepared for the environmental buffer as this application progresses.

Should the MVRD Board initiate the proposed amendment, staff will follow up with City staff regarding the following:

- 1) the rationale for maintaining the southern perimeter buffer width at 30 m and not 50 m.
- 2) Clarity on the information regarding the potential impacts of site surcharge loading, both over the short and long term and a rationale as to why the proposed surcharge loading of fill on Lot 4 is not expected to have an impact on the Bog's integrity.
- 3) Additional information on the anticipated impacts of the proposed amendment on the City's estimated water purchases from Metro Vancouver as a result of the proposed industrial development.
- 4) A request that, for consideration of the requested extension of the Fraser Sewerage Area, general design features be provided for the proposed sanitary system including projected flows.

Staff will provide any new information related to responses obtained to the above questions at the time it receives the comments from affected local governments and the MVRD Board considers subsequent readings of the amendment bylaw.

REGIONAL PLANNING ADVISORY COMMITTEE REVIEW

As per *Regional Growth Strategy Procedures Bylaw No. 1148, 2011* (amended in 2014) and *Regional Growth Strategy Implementation Guideline #2 Amendments to the Regional Growth Strategy*, the City of Delta application for the MK Delta Lands and staff assessment presented in this report was presented to the Regional Planning Advisory Committee at its meeting on March 15, 2019. No comments were made.

NEXT STEPS

Should the process for considering the *Metro 2040* amendment be initiated by the MVRD Board and the draft bylaw be given 1st and 2nd readings, staff will notify affected governments as per *Metro 2040* Section 6.4.2., and provide a comment period of approximately 45 days. The proposed amendment also triggers the need for a revised Regional Context Statement from the City of Delta so that mapping in the City's OCP, RCS and *Metro 2040* will be consistent. The City of Delta will forward its Regional Context Statement to Metro Vancouver for consideration by the MVRD Board.

Should the initial readings of the amendment bylaw be given, staff anticipate reporting back to the MVRD Board at its July 2019 meeting with a summary of comments on the proposed amendment, the updated Regional Context Statement, and the draft amendment bylaw for consideration of 3rd and final reading. If approval is given, consideration of the City's requested extension of the Fraser Sewerage Area could then be considered by the Liquid Waste Committee and Greater Vancouver Sewerage & Drainage District Board.

ALTERNATIVES

1. That the MVRD Board:
 - a) initiate the regional growth strategy amendment process for the City of Delta's proposed regional growth strategy amendment for the property located at 7969 Highway 91 Connector;
 - b) give first and second readings to "Metro Vancouver Regional District Regional Growth Strategy Amending Bylaw No. 1283, 2019";
 - c) direct staff to notify affected governments as per *Metro Vancouver 2040: Shaping Our Future* Section 6.4.2; and,
 - d) direct staff to request additional information from City of Delta staff as laid out in the report dated March 15, 2019, entitled "Metro 2040 Land Use Designation Amendment Request from the City of Delta – MK Delta Lands".
2. That the MVRD Board decline the proposed amendment for the MK Delta Lands and notify the City of Delta of the decision.

FINANCIAL IMPLICATIONS

If the MVRD Board chooses Alternative 1, notification will be given to all affected local governments as laid out in the *Local Government Act* and *Regional Growth Strategy Implementation Guideline #2: Amendments to the Regional Growth Strategy*.

If the MVRD Board chooses Alternative 2, the City of Delta will be notified of the Board's decision. A dispute resolution process may take place as described in the *Local Government Act*. The cost of this

dispute resolution is prescribed based on the proportion of assessed land values. Metro Vancouver would be responsible for most of the associated costs.

SUMMARY / CONCLUSION

On February 12, 2019, the City of Delta submitted a request to Metro Vancouver to amend the regional land use designation for a property located at 7969 Highway 91 Connector in Delta. The City is requesting an amendment to the regional land use designation for the subject property from Agricultural to Industrial, and to include the subject property within the Urban Containment Boundary.

Should the amendment be approved, the property owner has committed to transfer three other lots that it owns, totalling 132 ha (328 ac), that are located adjacent to the Burns Bog Ecological Conservancy Area, to the City of Delta for protection from future development. In addition, one of those properties will also be included in the ALR, and funds will be provided by the owner to improve drainage and irrigation on agricultural lands elsewhere in the municipality.

Staff conclude that the proposed amendment will result in a net benefit to the municipality and region by: increasing the supply of industrial lands in the region; increasing land in the ALR and providing funds to improve the productivity of other agricultural lands; and increasing the protection of ecologically important lands contiguous with Burns Bog by eliminating the potential for permitted industrial extraction activities on three additional parcels by transferring them to public ownership.

Staff note a concern with the mitigation measures proposed for the industrial development on lands to be redesignated (Lot 4). There is likely a significant environmental impact to converting these lands to industrial uses, and an increased risk to the BBECA. Given that the parcel to the east of Lot 4 would be further isolated as a result of the proposal, the likelihood of a future application for its redesignation also increases.

As a result of the complete analysis, staff recommend Alternative 1, to initiate the proposed amendment and request further information from the City of Delta regarding proposed environmental mitigation measures for the subject property.

Attachments:

1. Metro Vancouver Regional District Regional Growth Strategy Amending Bylaw No. 1283, 2019.
2. City of Delta Referral to Metro Vancouver for the MK Delta Lands Group Industrial Development Application at 7969 Highway 91 Connector, Delta (569244 BC Ltd.) (*orbit doc #28905443*)

28905446

METRO VANCOUVE REGIONAL DISTRICT
REGIONAL GROWTH STRATEGY AMENDMENT BYLAW NO. 1283, 2019
A Bylaw to Amend "Greater Vancouver Regional District Regional Growth Strategy
Bylaw Number 1136, 2010"

WHEREAS the Metro Vancouver Regional District (the "MVRD") Board (the "Board") has adopted the "Greater Vancouver Regional District Regional Growth Strategy Bylaw Number 1136, 2010" on July 29, 2011;

WHEREAS the Metro Vancouver Regional District wishes to amend "Greater Vancouver Regional District Regional Growth Strategy Bylaw Number 1136, 2010";

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

1. "Greater Vancouver Regional District Regional Growth Strategy Bylaw Number 1136, 2010" is hereby amended as follows:
 - a) Re-designating the subject property at 7969 Highway 91 Connector (Lot 4 Plan NWP1180 District Lot 437 Land District 2 Land District 36 Except Plan EPP375) from Agricultural to Industrial, as shown in the maps contained in Schedule "A" attached to and forming part of this Bylaw;
 - b) Extending the Urban Containment Boundary to encompass the subject property at 7969 Highway 91 Connector (Lot 4 Plan NWP1180 District Lot 437 Land District 2 Land District 36 Except Plan EPP375), as shown in the maps contained in Schedule "A" attached to and forming part of this Bylaw; and
 - c) Maps 2, 3, 4, 6, 7, 11, and 12, contained in Greater Vancouver Regional District Regional Growth Strategy Bylaw Number 1136, 2010 are deleted and replaced with Maps 2, 3, 4, 6, 7, 11, and 12 as contained in Schedule "B" attached to and forming part of this Bylaw.
2. This bylaw shall be cited as "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1283, 2019". This bylaw may be cited as "Regional Growth Strategy Amendment Bylaw No. 1283, 2019".

READ A FIRST TIME this _____ day of _____, 2019.

READ A SECOND TIME this _____ day of _____, 2019.

READ A THIRD TIME this _____ day of _____, 2019.

PASSED AND FINALLY ADOPTED this _____ day of _____, 2019.

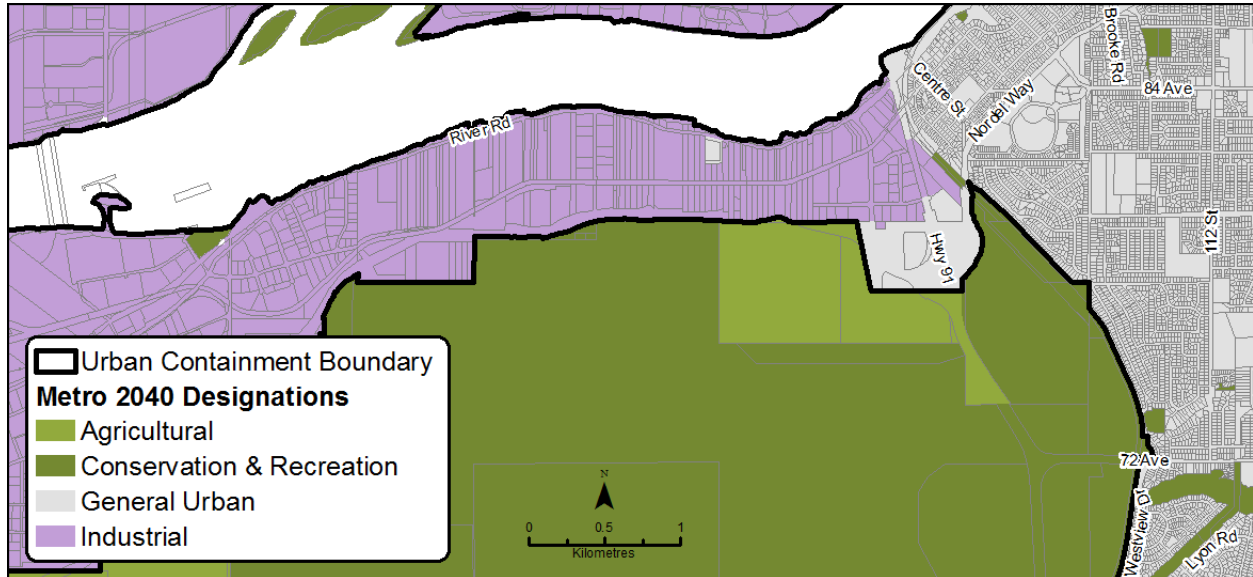
Sav Dhaliwal, Chair

Chris Plagnol, Corporate Officer

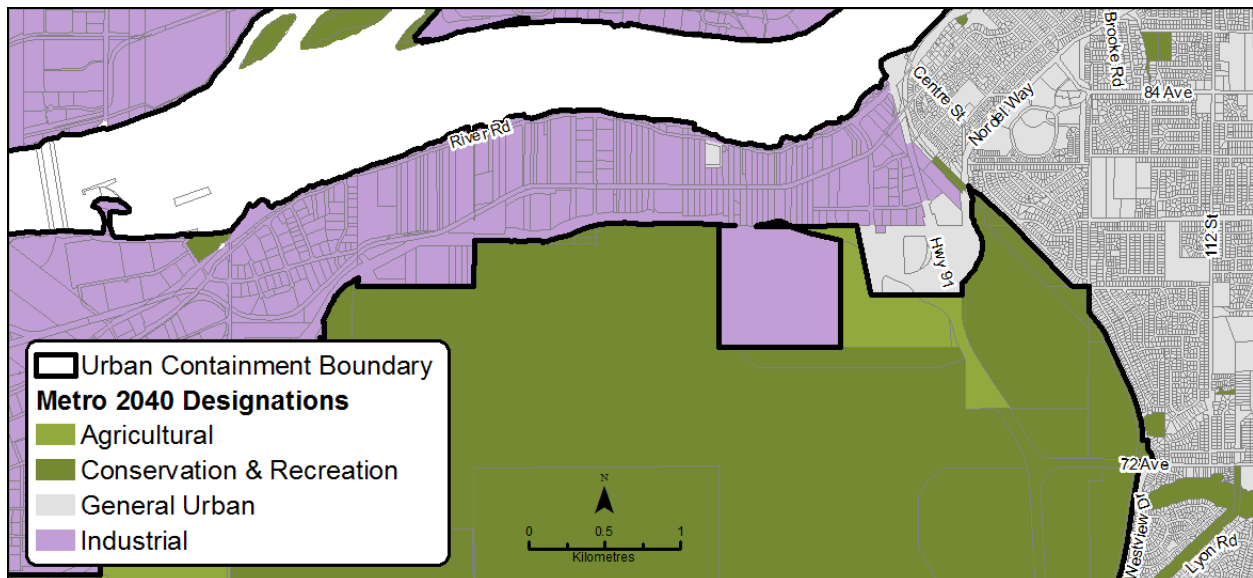
SCHEDULE A

The subject property at 7969 Highway 91 Connector includes lands redesignated from Agricultural to Industrial.

PRIOR TO AMENDMENT

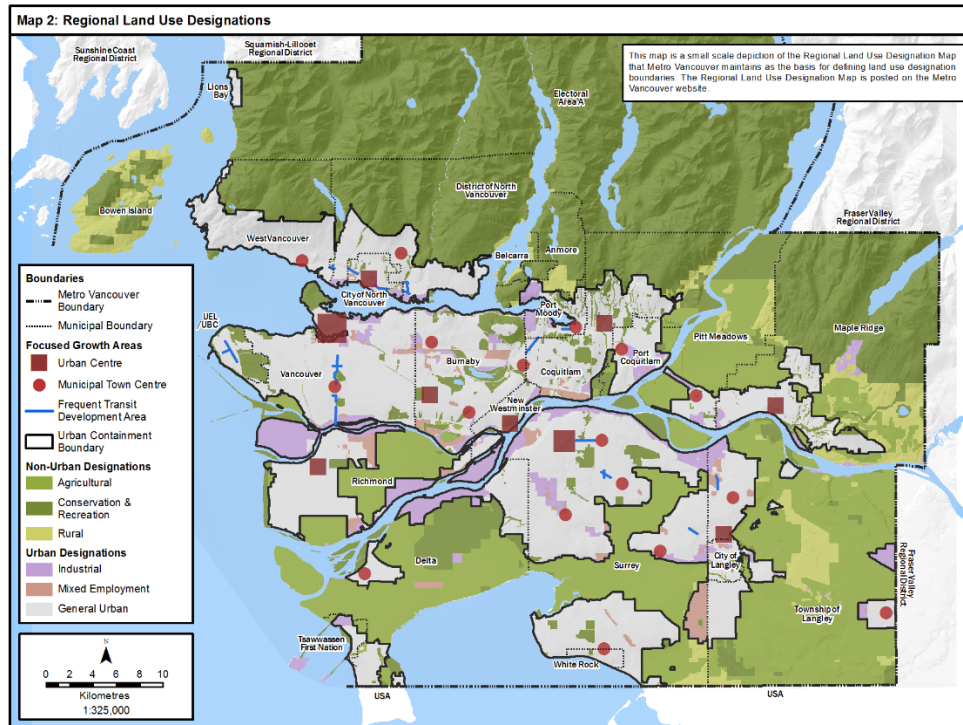


POST AMENDMENT

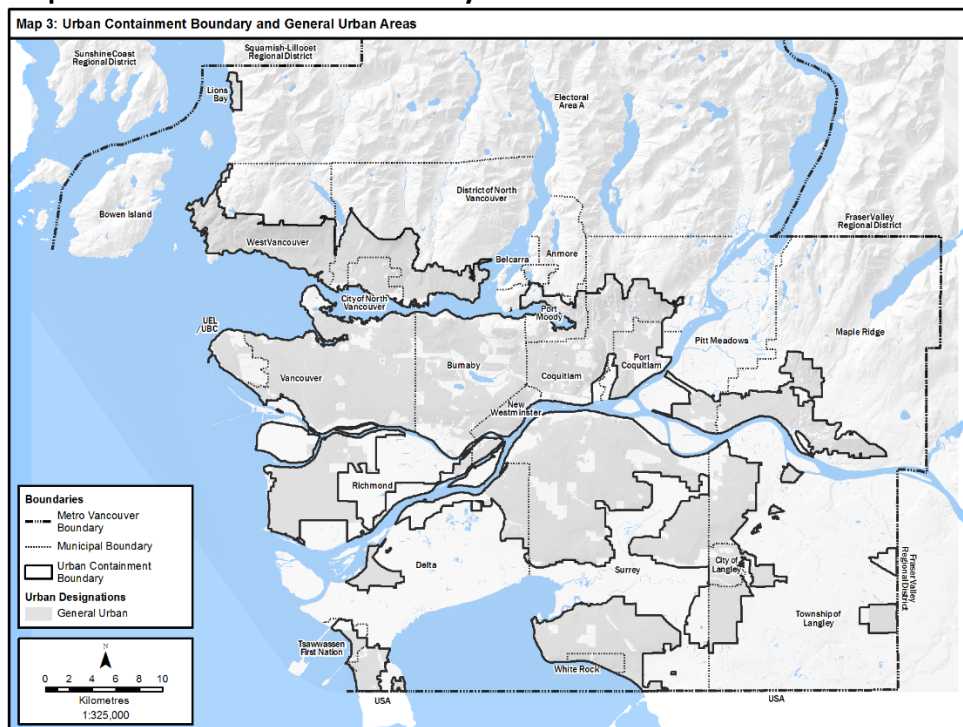


SCHEDULE B

Map 2 Regional Land Use Designations

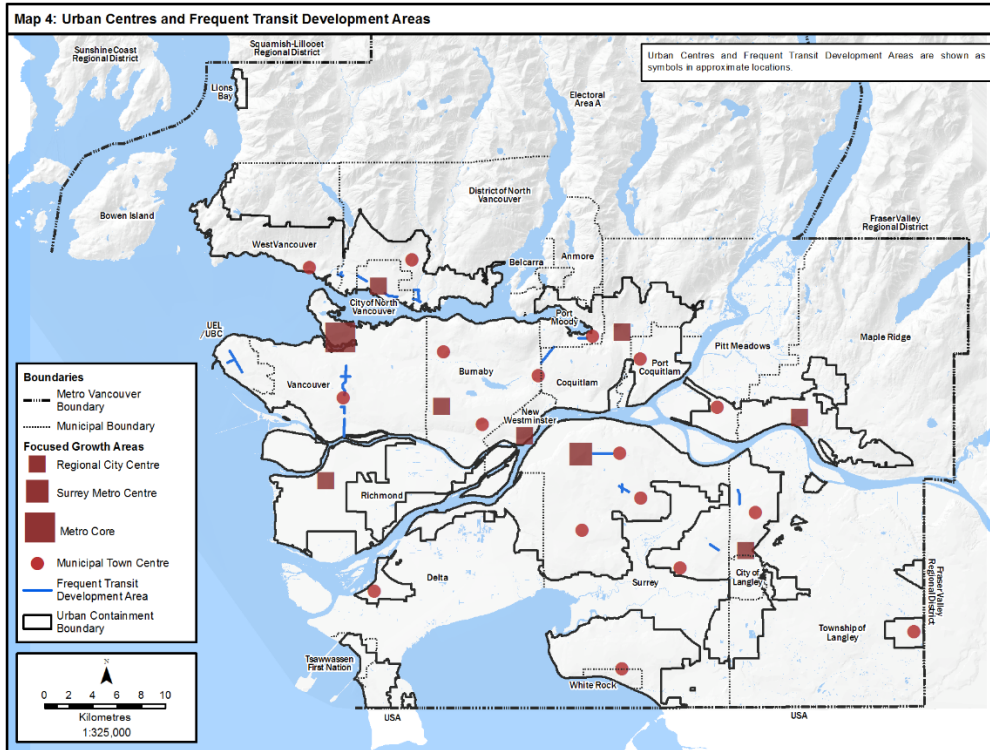


Map 3 Urban Containment Boundary and General Urban Areas

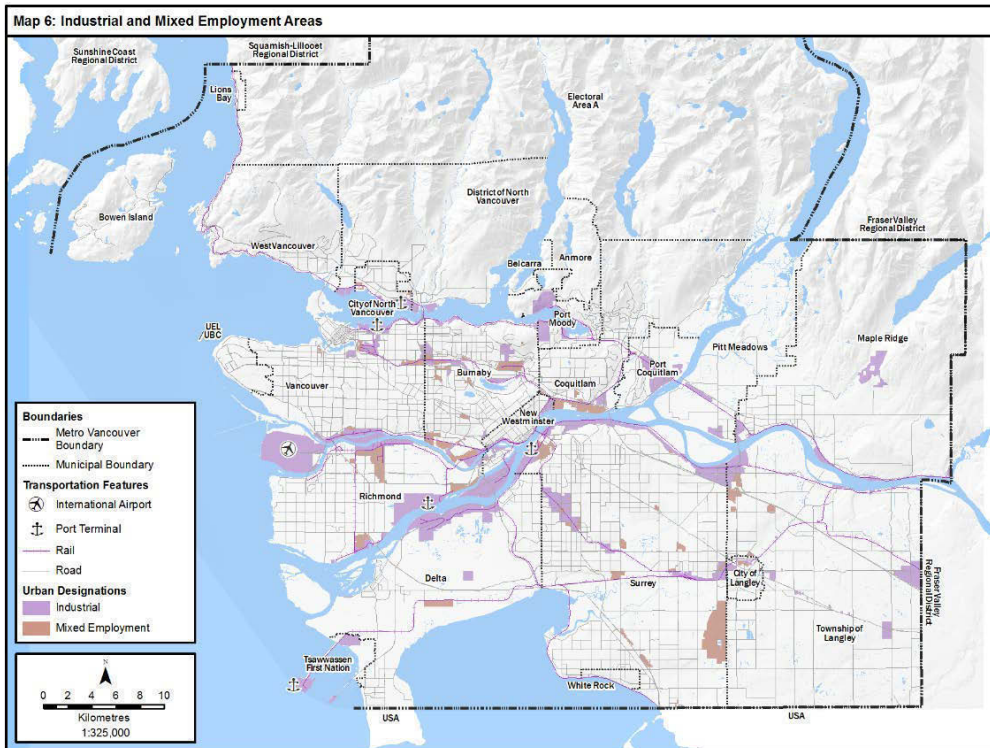


SCHEDULE B (continued)

Map 4 Urban Centres and Frequent Transit Development Areas

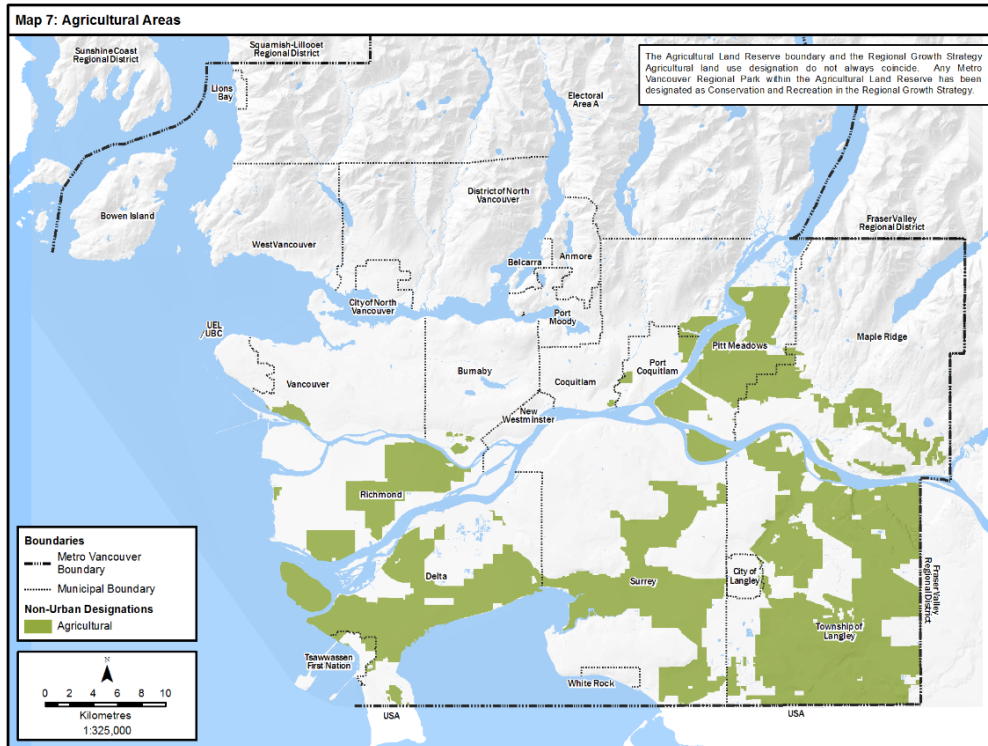


Map 6 Industrial and Mixed Employment Areas

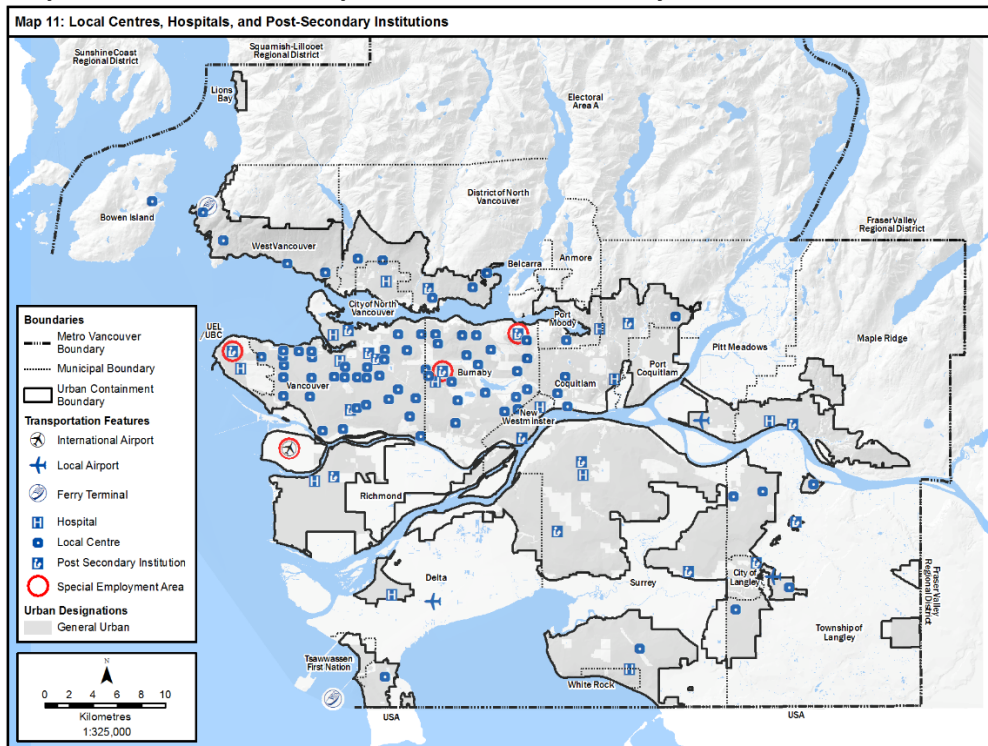


SCHEDULE B (continued)

Map 7 Agricultural Areas

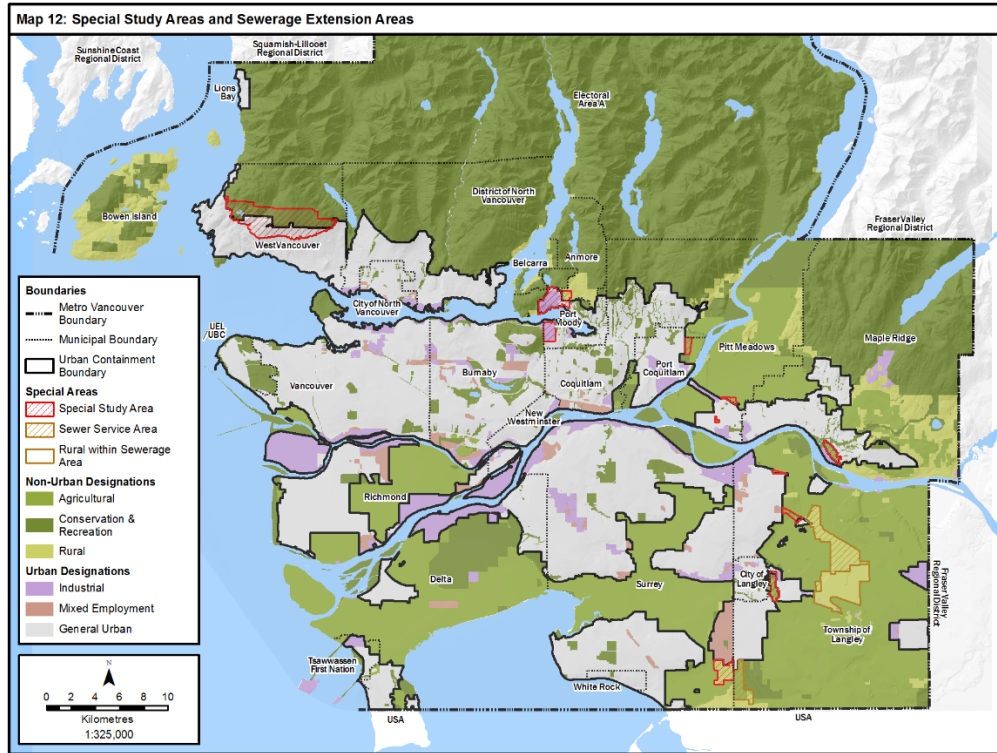


Map 11 Local Centres, Hospitals and Post-Secondary Institutions



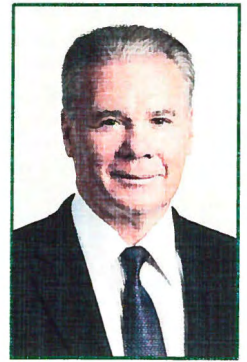
SCHEDULE B (continued)

Map 12 Special Study Areas and Sewerage Extension Areas





CITY OF DELTA
Office of The Mayor, George V. Harvie



February 19, 2019

Sav Dhaliwal, Chair
 Metro Vancouver Board of Directors
 4730 Kingsway, Metro Tower III
 Burnaby, BC V5H 0C6

Dear Chair Dhaliwal,

Re: Referral to Metro Vancouver for the MK Delta Lands Group Industrial Development Application at 7969 Highway 91 Connector, Delta (569244 BC Ltd.)

The purpose of this letter is to refer the industrial development application for the MK Delta Lands Group to Metro Vancouver, and to seek approval of amendments to the Regional Growth Strategy and Fraser Sewerage Area.

Proposal

The MK Delta Lands Group application involves a master-planned industrial subdivision with environmental and agricultural buffers on the 62.7 ha (155 ac) site at 7969 Highway 91 Connector as shown on the Location Map on the following page. The site is located just south of Highway 17 (South Fraser Perimeter Road) and the existing Sunbury industrial business area and it is adjacent to the Burns Bog Ecological Conservancy Area (BBECA). The subject property is located within the Agricultural Land Reserve (ALR), but has received conditional approval for exclusion. The subject property is currently designated Agricultural (A) in Delta's Official Community Plan and zoned Extraction Industrial (I3) in Delta's Zoning Bylaw. The following is a summary of the proposed land use components which are illustrated on the development concept plan in Attachment A:

Proposed Land Use	Area
Industrial (developable area)	43.79 ha (108.2 ac)
Internal Roads and Utilities	3.38 ha (8.4 ac)
Future Highway Access	3.08 ha (7.6 ac)
Protection/Enhancement Areas:	
West and South Perimeter Buffer, Fill Slope and Maintenance Access	5.92 ha (14.6 ac)
North Undisturbed Area and Fill Slope	6.23 ha (15.4 ac)
East Perimeter Ditch and Fill Slope	0.3 ha (0.74 ac)
Total:	62.7 ha (155 ac)

Location Map



© Current Development\LU FILES\LU007\LU007445\Drawings\LU007445_exclusion_inclusion.dwg, 1/24/2019 2:28:11 PM, sandhu

Environmental and Agricultural Benefits and Community Amenities

Given the location of the site, the applicant is proposing buffers around the perimeter of the development area to protect the adjacent BBECA by keeping development run-off and bog waters separate (refer to the BBECA mitigation buffer in Attachment A). The buffer areas to the west and south would be owned and managed by Delta; however, the applicant would be responsible for the installation of the berm and fill slope and interim maintenance and monitoring prior to Delta assuming responsibility for the buffer area. The north and east buffers would be on privately owned lands. Water quality and water level monitoring would be done before, during and after construction to ensure effective protection of the BBECA.

Access to the site is proposed from an improved connection to the Highway 91 Connector. The existing Highway 17 (SFPR) and Highway 91 Connector junction is a signalized at-grade intersection and is currently operating at capacity during the peak periods. To support the continual traffic growth on the SFPR and the Highway 91 Connector, the Province is undertaking improvements to the Sunbury Interchange involving grade separation of the intersection of Highway 91 Connector and SFPR, upgrade of the Highway 91 and Nordel Way interchange, and access improvements at River Road and SFPR. The proposed industrial development on the subject property would be contingent upon or phased to coincide with the completion of the Sunbury Interchange project.

Should the industrial development application be approved, the applicant has committed to providing land dedication and \$11 million towards the following:

- Transferring the following lands to Delta:
 - 132.7 ha (328 ac) of land (Lots A, B and C) as shown on the Location Map. This would place additional bog lands in public ownership. These privately owned lands are currently located outside of the ALR and the BBECA. As part of this application, Lot B (7007 Highway 91) would be included in the ALR. Lots A, B and C are zoned Extraction Industrial (I3) which permits a range of industrial extraction activities including peat extraction. Dedication to Delta would protect these lands from future development or disturbance.
 - 5.92 ha (14.6 ac) as shown as the BBECA mitigation buffer on Attachment A. This lot would contain an environmental buffer area along the west and south property lines and maintenance access.
- \$6 million towards agricultural drainage and irrigation improvements. The applicant commissioned a study to identify opportunities to improve agricultural capability and suitability on Westham Island that found that unless sufficient suitable irrigation water and improved drainage can be supplied to Westham Island, crop production is anticipated to decrease and the effects of salinity on soils may increase. Improving components of Delta's existing irrigation and drainage system would increase the availability of non-saline irrigation water to Westham Island. Part of the financial contribution would also be set aside for East Delta drainage and irrigation improvements.
- \$5 million towards transportation improvements and community amenities as determined by Council.

Process

The proposal requires amendments to Delta's Official Community Plan and Zoning Bylaw, a sanitary sewer area extension and a development permit in order to allow for an industrial subdivision. The application also included a request to exclude the subject property from the ALR, a request to amend the Metro Vancouver Regional Growth Strategy to permit industrial uses on the subject property, and a request to include Lot B (7007 Highway 91) into the ALR. The

Provincial Agricultural Land Commission (ALC) has conditionally approved the exclusion and inclusion applications (refer to the ALC Decision section below).

This application has been under consideration since April 2015. Delta has, throughout that period, undertaken extensive analysis of the project and has consulted with the community. The consultation process included:

- Public Information Meeting hosted by the MK Delta Lands Group on February 25, 2016
- Public Information Meeting hosted by Delta on May 25, 2016
- Public Hearing on July 26, 2016

Throughout the application process, a number of technical studies have been completed. The application analysis is provided in the staff report dated June 10, 2016 which was considered by Council at their June 20, 2016 Regular Meeting. The studies and other documents are available through Delta's website at www.delta.ca/mkindustrial.

On June 20, 2016, Council gave first and second readings to Bylaws No. 7505, 7506 and 7507, and first, second and third readings to Bylaw No. 7508. On July 11, 2016, Council rescinded second reading of Bylaw No. 7505, and gave second reading to an amended bylaw that corrected an error in the regional land use designation. These bylaws would:

- amend the regional land use designation in the Regional Context Statement in Schedule A of the Official Community Plan from Agriculture to Industrial and extend the Urban Containment Boundary to include the subject property (Bylaw No. 7505);
- amend the land use designation for the subject property in the Future Land Use Plan in Schedule A of the Official Community Plan from Agricultural (A) to Industrial (I) (Bylaw No. 7506);
- rezone from I3 Extraction Industrial to Comprehensive Development Zone No. 474 (C.D. 474) to permit industrial uses on a majority of the site with environmental buffers along the perimeter (Bylaw No. 7507); and
- extend the Sewer Area boundary to include the subject property in Delta's Sewer Area and Metro Vancouver's Fraser Sewerage Area (Bylaw No. 7508).

On June 20, 2016, Council also received Development Permit LU007445 which would address environmental setbacks within the Streamside Protection and Enhancement (SPEA) Development Permit Area.

Bylaws No. 7505, 7506 and 7507 and Development Permit LU007445 were referred to the July 26, 2016 Public Hearing. At the Public Hearing there were:

- 25 speakers: 11 in support, 10 in objection, 3 with concerns, and 1 comment;
- 89 letters: 36 in support, 45 in objection and 8 with concerns; and

- 5 petitions in objection with a total of 1,416 hard copy signatures and 944 online.

At the Meeting Following the Public Hearing on July 26, 2016, Council gave third reading to Bylaws No. 7505, 7506 and 7507. On July 24, 2017, Council extended third reading of Bylaws No. 7505, 7506, 7507 and 7508 to December 31, 2018.

On July 26, 2016, Council also endorsed the following motions:

- THAT the Metro Vancouver Board be requested to amend “Greater Vancouver Regional Growth Strategy Bylaw No. 1136, 2010” by changing the regional land use designation of the property at 7969 Highway 91 Connector from Agriculture to Industrial and to include the subject property in the Urban Containment Boundary; and
- THAT the Metro Vancouver Board be required to approve “Delta Sewer Area Extension and Enlargement (MK Delta Lands Group – LU007445) Bylaw No. 7508, 2016” to extend the sewer area to include the property at 7969 Highway 91 Connector.

Referrals for the amendments to the Regional Growth Strategy and the Fraser Sewerage Area are now being undertaken following the ALC’s recent conditional approvals (see below).

Provincial Agricultural Land Commission Decision

The applications to exclude the 62.7 ha (155 ac) property at 7969 Highway 91 Connector from the ALR and to include the 78.1 ha (193 ac) property at 7007 Highway 91 (Lot B) into the ALR were conditionally approved by the ALC on September 11, 2018. The majority of the ALC Executive Committee upheld an August 2017 conditional approval decision of the South Coast Panel. The key points of the decision include:

1. The proposed industrial property at 7969 Highway 91 Connector (subject property) has a history of peat extraction and has been disturbed to a greater extent than the property proposed for inclusion at 7007 Highway 91 (Lot B). The Panel found that both properties exhibit a bog ecosystem and that a cranberry operation would be the most suitable agricultural use; however, establishing a cranberry operation on the subject property would be unreasonably difficult due to the degree of disturbance exhibited. As such, the property at 7969 Highway 91 Connector is suitable for exclusion from the ALR.
2. Due to the lesser degree of disturbance and the greater probability of future agricultural remediation, 7007 Highway 91 (Lot B) is suitable for inclusion into the ALR.
3. A covenant that restricts agricultural uses on 7007 Highway 91 (Lot B) is not appropriate for a parcel within the ALR as it would preclude any future remediation and use of the property for agriculture. The Panel is opposed to a restrictive covenant or any future Official Community Plan and rezoning amendment that would prohibit agricultural uses on Lot B.

The ALR exclusion and inclusion approval are subject to the following conditions:

- Submission of a vegetative buffering plan, prepared by a qualified professional, for all boundaries of 7969 Highway 91 Connector that abut ALR lands consistent with section 3.8b in the Ministry of Agriculture and Lands' Guide to Edge Planning. The plan must be reviewed and approved by the ALC;
- Installation of the required vegetative buffering plan;
- Agriculture cannot be restricted on 7007 Highway 91 (Lot B) by covenant or otherwise; and
- Any future Official Community Plan or rezoning amendments for 7007 Highway 91 (Lot B) Connector must include agricultural uses and be subject to ALC review and approval.

ALC staff have advised that the exclusion conditions would be satisfied by the submission and approval of the vegetative buffering plan, registration of a covenant on the property at 7969 Highway 91 Connector between the applicant, Delta and the ALC for the installation and maintenance of the agricultural buffer and provision of a letter of credit for the cost of agricultural buffer to be held by the ALC. The applicant prepared a vegetative buffering plan that was accepted by ALC staff on January 24, 2019. Delta staff are in the process of preparing the terms of the covenant for the three parties to sign. Prior to registration of the covenant, the applicant would deposit the letter of credit, based on an accepted cost estimate, with the ALC. Delta staff will update Metro Vancouver on the status of the exclusion process when final confirmation is received from the ALC.

With respect to the ALC's conditions for 7007 Highway 91 (Lot B), Delta agreed to not restrict agriculture on the property by covenant or otherwise, and to include agricultural uses in any future Official Community Plan or zoning amendments for the property subject to ALC's review and approval. Having satisfied the conditions for inclusion, ALC staff advised in December 2018 that the property at 7007 Highway 91 (Lot B) would be added to the ALR.

Local and Regional Context

The Regional Growth Strategy Amendments Map provided in Attachment B illustrates the proposed regional land use designation amendment from Agriculture to Industrial and amendment to the Urban Containment Boundary to include the subject property. Metro Vancouver staff provided comments on the MK Delta Lands Group application on May 27, 2016. The comments identified regional factors, which should be considered should Council submit a request for a Regional Growth Strategy amendment and sanitary sewer area extension. Further discussion on the regional factors and technical information identified by Metro Vancouver and Delta staff response are provided in Attachments C and D to this letter, and were also included in the staff report dated June 10, 2016 to Council. Also attached is a certified copy of Bylaw No. 7508 to extend the sanitary sewer area (Attachment E).

In Delta's view, some of the significant regional benefits that would be generated by this proposal include the following:

- Dedication to Delta of 132.7 ha (328 ac) of land adjacent to the BBECA would protect these lands from future development and would place additional bog lands in public ownership.
- Environmental and agricultural buffer areas are proposed on the subject property around the perimeter of the development. The buffers would protect the adjacent BBECA by keeping development run-off and bog waters separate, and would mitigate potential conflicts between industrial and agricultural uses should the adjacent lands to the east within the ALR be farmed.
- This proposal would create an additional 43.79 ha (108.2 ac) of industrial lands for development which would contribute to Delta's and the region's supply of industrial lands.
- The loss of ALR lands is proposed to be offset by:
 - The inclusion of a 78.1 ha (193 ac) parcel (7007 Highway 91) with similar agricultural capability into the ALR.
 - The applicant's proposal to contribute a minimum \$6 million for irrigation and drainage improvements for Westham Island and East Delta would assist in increasing the agricultural productivity of valuable cultivated lands in Delta.


Conclusion

In forwarding this application to Metro Vancouver, we have prepared a comprehensive package that contains all of the information noted in Attachment F, including staff reports, minutes of Council meetings and the Public Hearing, applicable technical reports and the vegetative buffering plan for 7969 Highway 91 Connector.

Delta's request for an amendment to the Regional Context Statement will be forwarded to Metro Vancouver for consideration should the amendments to the Regional Growth Strategy and Fraser Sewerage Area be approved.

Should you require any further information, please contact Marcy Sangret, Director of Community Planning & Development, by phone at 604.946.3219 or email at msangret@delta.ca.

Yours truly,

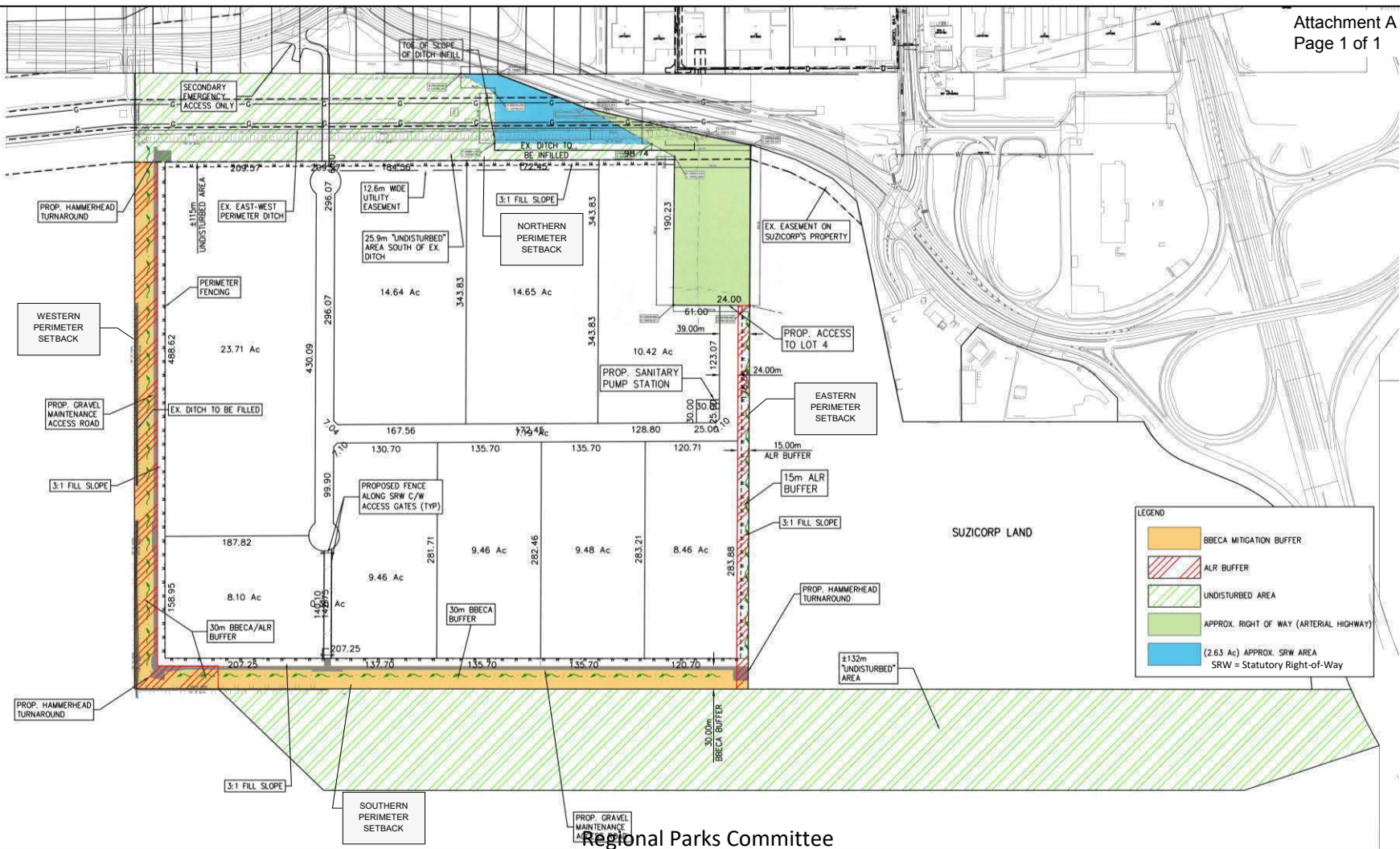


George V. Harvie
Mayor

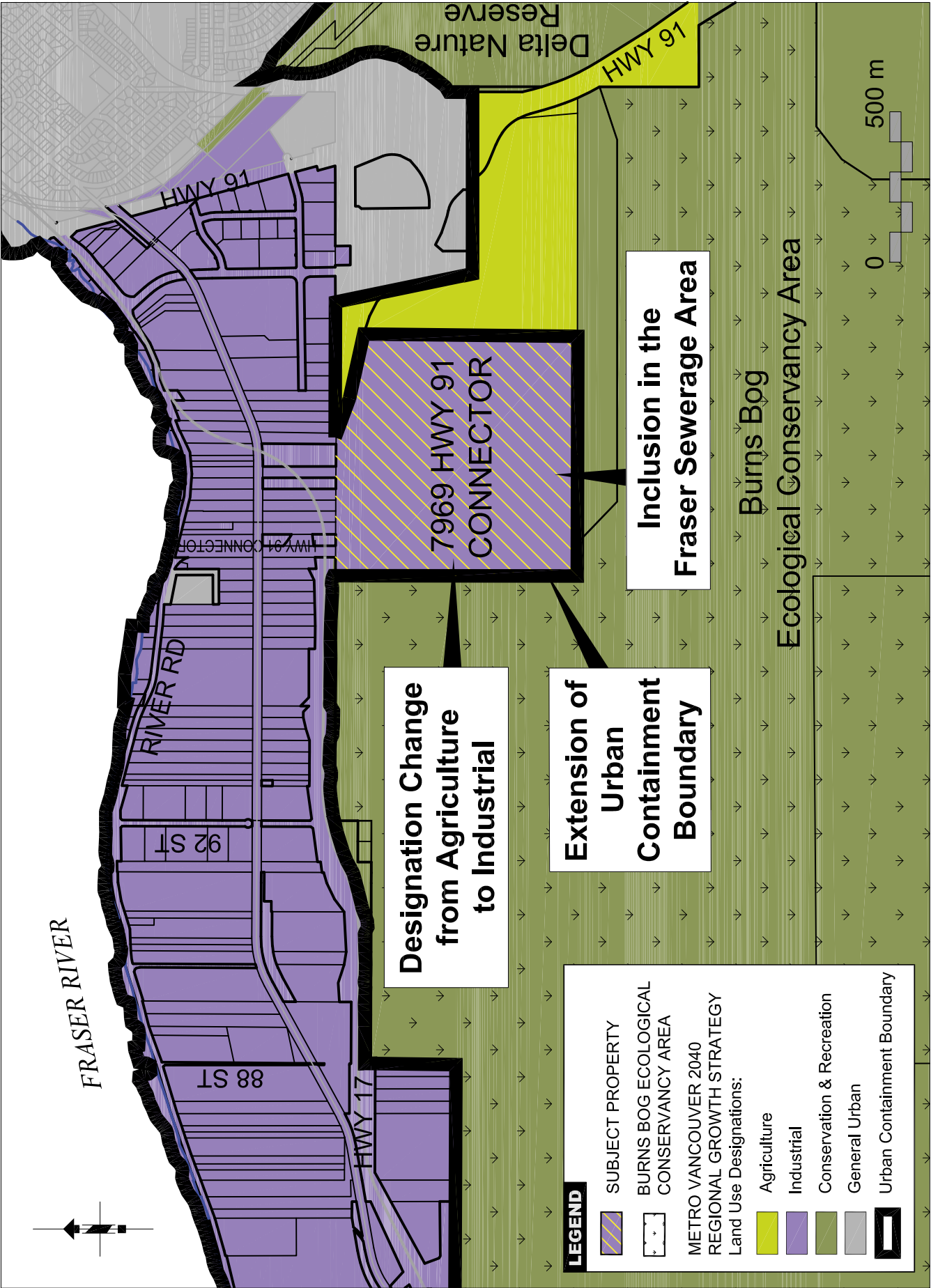
Enclosures:

- A. Development Concept Plan
- B. Proposed Regional Growth Strategy Amendments Map
- C. Regional Factors to Consider for the Proposed Regional Growth Strategy Amendments
- D. Sewer Area Extension Evaluation Summary and Sanitary Sewer Area Map
- E. Sanitary Sewer Area Extension Bylaw No. 7508 Certified Correct
- F. List of Information Included in Referral Package to Metro Vancouver

cc: Delta Council
Metro Vancouver Board of Directors
Carol Mason, Commissioner/Chief Administrative Office, Metro Vancouver
Heather McNell, Director of Regional Planning & Electoral Area Services, Metro Vancouver
Mark Wellman, Senior Project Engineer, Liquid Waste Services, Metro Vancouver
Sean McGill, City Manager, City of Delta
Steven Lan, Director of Engineering, City of Delta
Marcy Sangret, Director of Community Planning & Development, City of Delta



Amendments Requiring Metro Vancouver Approval



Regional Factors to Consider for the Proposed Regional Growth Strategy Amendments for the MK Delta Lands Group Application

The subject property at 7969 Highway 91 Connector is currently designated Agriculture in the Metro Vancouver Regional Growth Strategy, and is located outside of the regional Urban Containment Boundary. The following section responds to comments received by Metro Vancouver based on the preliminary application circulation for the proposed industrial business park application which would require amendments to the Regional Growth Strategy to change the regional land use designation of the subject property to Industrial and to include the property within the Urban Containment Boundary.

1) Support a Sustainable Economy (Goal 2)

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

The property is situated directly south of the Sunbury industrial business park area and is located in close proximity to both Highway 17 and Highway 91. The proposed industrial development would create an employment area that is located in close proximity to the North Delta community.

2.2 Protect the supply of industrial land.

Metro Vancouver studies show the demand for industrial land is increasing and the region will face a shortage in the next 10 to 15 years. The applicant has provided an Industrial Development, Market and Impact Study prepared by Site Economics Ltd., dated November 2015, which also provides an analysis of the industrial land supply with similar conclusions. This proposal would create an additional 43.79 ha (108.2 ac) of developable industrial lands which would contribute to Delta's and the region's supply of industrial lands.

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

The property has a regional Agriculture land use designation and is located with the Agricultural Land Reserve; however, the Provincial Agricultural Land Commission has conditionally approved the subject property for exclusion. The applicant has provided an Agricultural Capability Assessment for the subject property prepared by PGL Environmental Consultants, dated March 2016. The assessment found that drainage improvements would be required to improve the agricultural capability of the lands to organic Class 4 soils with excess water. Given the property's proximity to the much larger Burns Bog Ecological Conservancy Area, surface drainage for any crops other than cranberries would be a significant undertaking.

The applicant proposes to offset the requested Agricultural Land Reserve exclusion for the subject property by:

- providing Delta with a \$6 million contribution towards drainage and irrigation improvements for Westham Island and East Delta. This proposal is based on the conclusions of the Agricultural Benefit for Westham Island Salinity Analysis by PGL Environmental Consultants, dated March 2016, that identified opportunities to improve agricultural capability and suitability on Westham Island. The study found that unless sufficient suitable irrigation water can be supplied to Westham Island, crop production is anticipated to decrease and the effects of salinity on soils may increase. Improving components of Delta's existing irrigation system would increase the availability of non-saline irrigation water to Westham Island. Part of the contribution would also be set aside for East Delta drainage. Improvement options in the vicinity of Lorne Ditch would be reviewed. The applicant's proposal to contribute \$6 million for irrigation and drainage improvements for Westham Island and East Delta would assist in increasing the agricultural productivity of valuable cultivated lands in Delta; and
- including the property at 7007 Highway 91 (Lot B) as shown on the Location Map below, totaling 78.1 ha (193 ac) into the Agricultural Land Reserve.

Location Map



Inclusion of this property was not part of the original application as Lot B has considerable ecological values. However, it is recognized that there are existing environmentally sensitive lands located within the Burns Bog Ecological Conservancy Area that are also located within the Agricultural Land Reserve. The Provincial Agricultural Land Commission has approved inclusion of Lot B into the Agricultural Land Reserve. Should the industrial business park application be approved and the land transferred, Delta would manage Lot B consistent with the Burns Bog Ecological Conservancy Area and apply a conservation covenant.

2) Protect the Environment and Respond to Climate Change (Goal 3)

3.1 Protect Conservation and Recreation lands.

The applicant is proposing to transfer to Delta a total of 132.7 ha (328 ac) of land (Lots A, B and C). These lands have a regional land use designation of Conservation & Recreation. These privately-owned lands are currently located outside of the Burns Bog Ecological Conservancy Area. They are zoned Extraction Industrial (I3) which permits a range of industrial extraction activities including peat extraction. Dedication to Delta would protect these lands from future development and would place additional bog lands in public ownership.

3.2 Protect and enhance natural features and their connectivity.

The applicant submitted an Environmental Effects Assessment, dated April 2016, prepared by Environmental Dynamics Inc. that found that the proposed industrial development would realize a net gain in ecologically sensitive lands, vegetation and wildlife habitat protection with the proposed transfer of 132.7 ha (328 ac) of land (Lots A, B and C as shown on the Location Map) to Delta for protection from development. Other than the change in habitat for the subject site, development impacts can be minimized through the implementation of mitigation measures for fish and fish habitat, wildlife and vegetation. A covenant would be registered on the subject property that would require implementation and monitoring of the proposed mitigation measures.

Environmental buffer areas are proposed around the perimeter of the development area on the subject property to protect the adjacent Burns Bog Ecological Conservancy Area by keeping development run-off and bog waters separate. In addition to the peat berm and perimeter ditches, the site would be surrounded by a fill slope that would transition from the development site down to the perimeter ditches. A fence would be placed at the top of the slope to prevent public access to the perimeter buffer areas and the adjacent Burns Bog Ecological Conservancy Area and to maintain continuity of the South Fraser Perimeter Road wildlife fence. The buffer areas to the west and south would be owned and managed by Delta; however, the applicant would be responsible for

the installation of the berm and fill slope and interim maintenance and monitoring prior to Delta assuming responsibility for the buffer area. The north buffer and the east perimeter ditch and fill slope would be on privately-owned lands. Water quality monitoring would be done before, during and after construction to ensure effective protection of the Burns Bog Ecological Conservancy Area.

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

The industrial development on the subject property would be contingent upon or phased to coincide with the completion of the Sunbury Interchange Project which would reduce congestion and the associated idling thereby improving local air quality and reducing greenhouse gas emissions from transportation.

The development itself would have a 3 m (10 ft) wide multi-use pathway to encourage walking and connectivity to public transit. Links to the local and regional cycling network would provide options for employees to seek alternative modes of transportation and thereby reducing greenhouse gas emissions.

The proposed design guidelines encourage the implementation of sustainable, energy-efficient design standards in building and site design. It is noted that energy-efficient design standards utilizing natural lighting, promoting renewable energy use and adhering to LEED standards would be implemented wherever applicable. Opportunities to incorporate renewable energy systems into buildings would also be pursued.

3.4 Encourage land use and transportation infrastructure that improve the ability to withstand climate change impacts and natural hazard risks.

The development site would be elevated significantly above existing site grades to about 5.3 m geodetic with mineral fill. This is in excess of the design flood proofing grade and current height of the Fraser River dike.

Stormwater infrastructure proposed includes increased pumping capacity with a new pump station at the Silda outfall which would provide drainage for the project site as well as improving drainage for the existing Nordel Industrial area. This would accommodate the more intense storm events predicted due to climate change.

3) Support Sustainable Transportation Choices (Goal 5)

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

The development would have 3 m (10 ft) wide multi-use pathways on both sides of the internal roads to encourage walking and cycling. Possible links to the local and regional cycling network such as Highway 17 would provide options for employees to seek alternative modes of transportation.

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

The proposed development is ideally positioned for supporting goods movement in the region due to its proximity to the US border, Roberts Bank Container Terminal, and other industrial docks and facilities along the Fraser River. As the site can be directly accessed from Highway 17, commercial truck traffic would be separated from residential areas thus improving community safety.

Sewer Area Extension Evaluation Summary and Sanitary Sewer Map

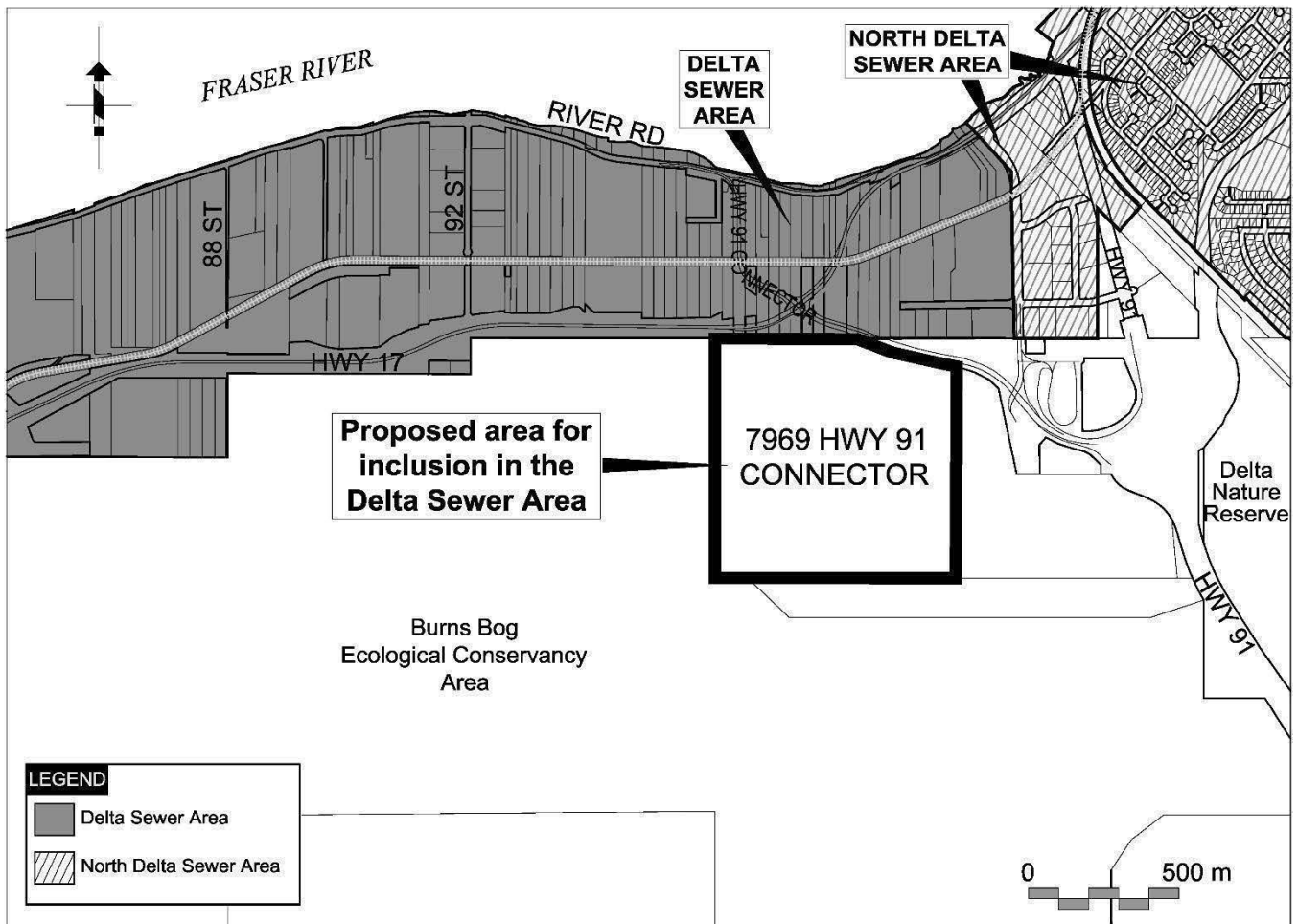
Applications to extend the Sewer Area are reviewed with consideration given to a number of factors including: consistency with local policy and land use designations; the technical, operation and financial impacts of the proposed extension; and the goals, objectives and land use designations of the Regional Growth Strategy.

An application is in process for the property at 7969 Highway 91 Connector to permit the property to be included in the Delta Sewer Area in order to allow for an industrial development with approximately 43.79 ha (108.2 ac) of net developable land into Delta's sanitary sewer system. The property is currently designated Agricultural in Delta's Official Community Plan and Agriculture in Metro Vancouver's Regional Growth Strategy and is outside of Metro Vancouver's Urban Containment Boundary. The property is also located within the Agricultural Land Reserve. The property is located adjacent to the Urban Containment Boundary and lands designated Industrial in Delta's Official Community Plan and Metro Vancouver's Regional Growth Strategy. The applicant has submitted applications to exclude the property from the Agricultural Land Reserve, which the Provincial Agricultural Land Commission has conditionally approved, and to amend the land use designations in Delta's Official Community Plan and Metro Vancouver's Regional Growth Strategy from Agricultural and Agriculture, respectively, to Industrial. The applicant is also requesting that the lands be included within Metro Vancouver's Urban Containment Boundary.

There is an existing 1,050 mm (41 in) diameter sanitary sewer forcemain located approximately 400 m (1,312 ft) north of the property. Sanitary flows from the property would be pumped to Delta's sanitary sewer forcemain from a proposed onsite sanitary sewer pump station. The average flow rate from the development is estimated at approximately 22 litres per second, and a peak discharge rate of 79 litres per second. This additional flow can be accommodated within Delta's collection system, and will enter into Metro Vancouver's South Surrey's Interceptor at the Tilbury Meter Chamber.

Metro Vancouver approval is required in order to extend the Sewer Area. The applicant is requesting consideration of their sewer area extension request in conjunction with the applications to amend the local and regional land use designations and to include the site in the Urban Containment Boundary. Sites within the Urban Containment Boundary which are designated Industrial would be eligible for sewerage services, subject to Greater Vancouver Sewerage and Drainage District technical considerations, provided that the proposed development complies with the applicable policies under the General Urban designation. In the absence of specific criteria, Delta staff have evaluated the proposal in the same manner as has been done for previous sewer area extensions. A summary of the areas evaluated is presented in the table below.

Financial	The proposed sewer extension would be paid for by the owner at the time of connection. There would be no capital cost to Delta or Metro Vancouver. If connected, the land owner would be charged regular sewer charges offsetting financial impacts of operating Delta's overall sewer system.
Land Use Compliance	The proposed industrial use requires an amendment to Delta's Official Community Plan and Metro Vancouver's Regional Growth Strategy.
Service Levels	The applicant has indicated that the anticipated average flow rate from the proposed industrial development is 22 litres per second, and a peak flow rate of 79 litres per second.
Technical/Operational	This incremental increase in flow can be accommodated within Delta's existing sanitary sewer collection system.
Local Community	The proposed industrial use would be compatible with the adjacent industrial uses along Nordel Way and River Way.
Regional Concepts	The applicant is requesting that the property be included in the Urban Containment Boundary in Metro Vancouver's Regional Growth Strategy



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THE CORPORATION OF DELTA

BYLAW NO. 7508

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

WHEREAS the Council of The Corporation of Delta has adopted a bylaw entitled "Delta Sewer Area Merger Bylaw No. 2551, 1976" which outlined 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 Municipal Council of The Corporation 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 (MK Delta Lands Group– LU007445) Bylaw No. 7508, 2016"**.
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 by this bylaw.

- 2 -

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 property described as "Proposed Sewer Area Extension" as shown outlined in bold on the plan attached hereto and identified as Schedule "A".

READ A FIRST time the **20th** day of **June,** **2016.**

READ A SECOND time the **20th** day of **June,** **2016.**

READ A THIRD time the **20th** day of **June,** **2016.**

THIRD READING EXTENSION APPROVED the **24th** day of **July,** **2017.**

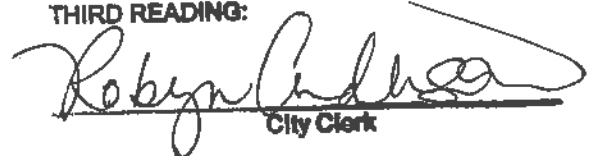
APPROVED BY the Greater Vancouver Sewer & Drainage District
the day of 201 .

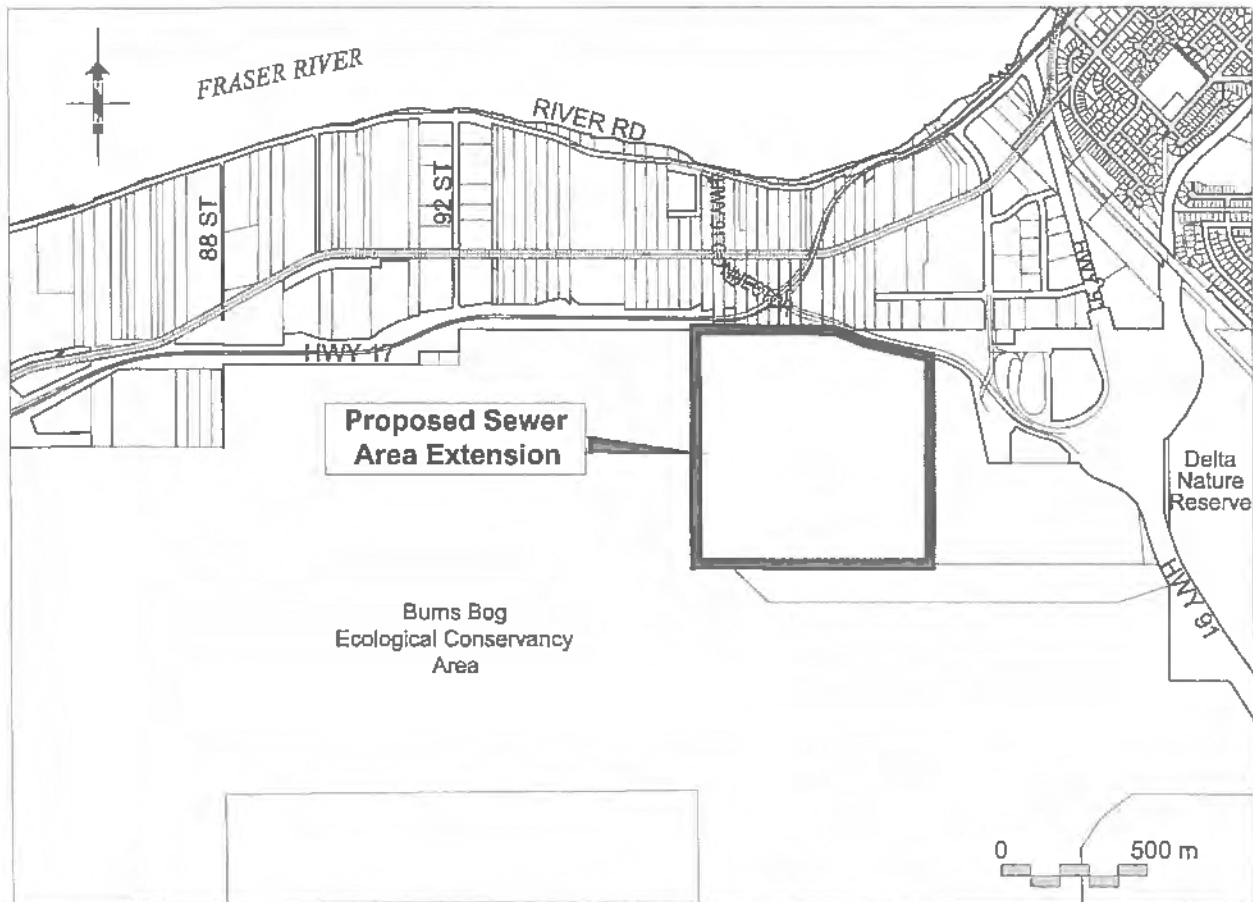
FINALLY CONSIDERED AND ADOPTED the day of , 20 .

Lois E. Jackson
Mayor

Robyn Anderson
Municipal Clerk

**CERTIFIED CORRECT AS AT
THIRD READING:**


City Clerk



This is Schedule "A" to
"Delta Sewer Area Extension and Enlargement
(MK Delta Lands Group – LU007445) Bylaw
No. 7508, 2016"

Legal:
P.I.D. 000-915-025
Lot 4 District Lot 437 Group 2
New Westminster District Plan 1180 Except Plan EPP375

List of Information Included in Referral Package to Metro Vancouver

1. Cover Letter to Metro Vancouver Board Chair with attachments:
 - a. Development Concept Plan
 - b. Proposed Regional Growth Strategy Amendments Map
 - c. Regional Factors to Consider for the Proposed Regional Growth Strategy Amendments
 - d. Sewer Area Extension Evaluation Summary and Sanitary Sewer Area Map
 - e. Sanitary Sewer Area Extension Bylaw No. 7508 Certified Correct
2. Staff Reports Dated:
 - a. June 10, 2016
 - b. July 5, 2016
 - c. January 29, 2019
3. Council Meeting Minutes:
 - a. Regular Council Meeting on June 20, 2016
 - b. Regular Council Meeting on July 11, 2016
 - c. Public Hearing on July 26, 2016
 - d. Meeting Following the Public Hearing on July 26, 2016
 - e. Regular Council Meeting on February 11, 2019
4. Provincial Agricultural Land Commission Decision dated September 11, 2018
5. Technical Reports:
 - a. Servicing Master Plan Design Brief dated May 6, 2016
 - b. Traffic Impact Study – Draft Report (Revision 3) dated April 14, 2016
 - c. Industrial Development, Market and Impact Study dated November 2015
 - d. Environmental Effects Assessment (Revision 3) dated April 2016
 - e. Agricultural Capability Assessment dated March 2016
 - f. Agricultural Benefit for Westham Island Salinity Analysis dated March 2016
6. Agricultural Buffer:
 - a. Vegetative Buffering Plan dated December 2018

Note: Additional information and documents relating to the MK Delta Lands industrial development application, including copies of presentations, can be found on Delta's website at www.delta.ca/mkindustrial.



To: Regional Parks Committee

From: Regional Planning Committee

Date: May 8, 2019

Meeting Date: May 15, 2019

Subject: **Metro 2040 Environment Policy Review – Scope and Process**

The attached report titled “Metro 2040 Environment Policy Review – Scope and Process” was considered by the Regional Planning Committee at its meeting of April 5, 2019, and is presented here to the Regional Parks committee for its information.

Attachment

“Metro 2040 Environment Policy Review – Scope and Process”, dated March 22, 2019 (29290764)

To: Regional Planning Committee

From: Laurie Bates-Frymel, Senior Planner, Regional Planning

Date: March 22, 2019 Meeting Date: April 5, 2019

Subject: **Metro 2040 Environment Policy Review – Scope and Process**

RECOMMENDATION

That the MVRD Board receive for information the report dated March 22, 2019, titled “Metro 2040 Environment Policy Review – Scope and Process”.

PURPOSE

To provide the Regional Planning Committee and MVRD Board with an overview of the proposed scope and process for the *Metro 2040* Environment Policy Review.

BACKGROUND

In preparation for an update to *Metro 2040*, the regional growth strategy, staff are conducting several policy reviews. The output of these reviews will inform the upcoming update to the regional growth strategy. As key implementers of the regional growth strategy, member jurisdictions will be involved throughout these policy reviews, through the Regional Planning Advisory Committee (RPAC), appropriate RPAC Subcommittees, Regional Planning Committee and MVRD Board.

The RPAC received this report for information during its regular meeting on March 15, 2019. This report is provided for information and to seek committee comments on the proposed scope and process.

EXISTING POLICY CONTEXT

Adopted in July 2011, *Metro 2040* created the region’s “Conservation and Recreation” land use designation, which is intended to “*protect significant ecological and recreation assets, including: drinking watersheds, conservation areas, wildlife management areas and ecological reserves, forests, wetlands, riparian corridors, major parks and recreation areas, ski hills and other tourist recreation areas*”. *Metro 2040 Goal 3: Protect the Environment and Respond to Climate Change Impacts* (Attachment) also established the following strategies:

- Strategy 3.1 Protect Conservation and Recreation lands
- Strategy 3.2 Protect and enhance natural features and their connectivity
- Strategy 3.3 Encourage land use and transportation infrastructure that reduce energy consumption and greenhouse gas emissions, and improve air quality
- Strategy 3.4 Encourage land use and transportation infrastructure that improve the ability to withstand climate change impacts and natural hazard risks

Each strategy identifies policy actions for Metro Vancouver and member municipalities, and requests actions of other governments.

POLICY REVIEW SCOPE AND PROCESS

Scope

The *Metro 2040* Environment Policy Review seeks to determine if, and to what extent, policies in the regional growth strategy can be adjusted to better support the region's shared environmental goals. The scope of the policy review will focus on Strategy 3.1 Protect Conservation and Recreation lands, and Strategy 3.2 Protect and enhance natural features and their connectivity, including related maps. Strategies 3.3 and 3.4 are focused on minimizing air emissions from land use and transportation, and adapting to climate change. Staff will also be conducting a separate Metro 2040 Climate Policy Review.

The objectives of the *Metro 2040* Environment Policy Review are to:

1. Evaluate *Metro 2040* Strategies 3.1 and 3.2;
2. Ensure that member jurisdictions participate in the review process; and
3. Develop a set of policy options to inform an update to the regional growth strategy.

Process

The policy review will consist of three main phases: 1) background research, 2) a policy forum, and 3) policy option exploration, as described below. Staff will involve RPAC, the RPAC-Environment Subcommittee, and the Regional Planning Committee throughout the process and will report on the outcomes at each stage.

Phase 1: Evaluation and research (Spring 2019)

Staff will evaluate the existing policies under Strategy 3.1 and 3.2 by:

- Reviewing past policy reports and regional growth strategies;
- Conducting a scan of the regional context statements of member municipalities;
- Comparing Conservation and Recreation designated lands to the Sensitive Ecosystem Inventory;
- Assessing existing greenways, ecological connectivity, and green infrastructure policies; and
- Exploring regional growth strategy policies related to green space within urban areas.

A consultant will be retained to investigate how environmentally sensitive areas are designated in regional growth strategies from other areas, and how they incorporate connectivity language, maps, regional green infrastructure planning, urban green spaces, and ecosystem services. This consultant will also investigate and report on a range of tools and mechanisms and governance structures that have been used to deliver tangible outcomes.

Phase 2: Policy forum (Summer 2019)

Staff will host a policy forum with key stakeholders (including RPAC members, RPAC-Environment Subcommittee members, provincial staff, academics, and other Metro Vancouver staff) to obtain additional feedback about existing policy gaps and implementation challenges.

Phase 3: Policy options exploration (Winter 2019 – Summer 2020)

During this phase, staff will build on the results from the background research and the policy forum to develop policy options and a set of evaluation criteria in collaboration with RPAC and the RPAC-Environment Subcommittee.

Staff are seeking input from Regional Planning Committee and MVRD Board members on the proposed scope of work.

ALTERNATIVES

As this is an information report, no alternatives are provided.

FINANCIAL IMPLICATIONS

There are no financial implications associated with receipt of this report for information. The project cost of \$15,000 is included in the 2019 Board-approved Regional Planning budget to engage a consultant to undertake research in phase 1 of the policy review.

SUMMARY / CONCLUSION

Adopted in July 2011, *Metro 2040* established policies to protect the region's Conservation and Recreation lands, natural features and their connectivity. The *Metro 2040* Environment Policy Review, consists of three phases:

1. evaluating the existing policies and researching good examples from other areas;
2. hosting a policy forum with key stakeholders to better understand environmental policy gaps and implementation challenges; and
3. exploring environmental policy options.

Metro Vancouver staff will involve the Regional Planning Advisory Committee, the RPAC-Environment Subcommittee, and the Regional Planning Committee throughout the process and will report on the outcomes at the end of each phase.

Attachment (*orbit doc # 28918552*)

Metro 2040 Goal 3 Protect the Environment and Respond to Climate Change Impacts - Including Maps 8-10

28918555



GOAL 3

Protect the Environment and Respond to Climate Change Impacts

Metro Vancouver has a spectacular natural environment. Many of Metro Vancouver's ecosystems have global significance and provide both internationally important fish habitat and key feeding and resting points for migratory birds along the Pacific Flyway. The region's forests, fields, coastal and intertidal areas, wetlands, and watercourses together are integral pieces of a habitat network for fish and wildlife.

The natural environment is important to livability and sustainability as well as our sense of place. The region's diverse open space in mountain, coastal and river areas offers recreation and healthy lifestyle opportunities for residents and visitors. The region's environment also provides essential ecosystem services such as clean drinking water. Protecting these natural features boosts the region's ecological health and resiliency in the face of climate change and natural hazard risks.

The Conservation and Recreation land use designation is intended to help protect the important environmental and recreation areas throughout the region. Strategies and actions recognize the importance of providing connectivity throughout the region linking important natural features, and emphasize the collaborative effort needed to protect and enhance natural assets.

A strategy in this section also addresses climate change, noting that to a large extent greenhouse gas reductions will be achieved by actions contained throughout the Regional Growth Strategy as well as by actions in other Metro Vancouver management plans. The most significant contributions of the Regional Growth Strategy to climate change mitigation will be made through a continued focus on urban containment and land use patterns that support sustainable transportation and reduce energy use. Policies on climate change adaptation, such as protection for at-risk coastal floodplain areas, are included. The strategy also addresses other natural hazards such as flooding, mudslides, interface fires, and earthquakes.

Strategies to achieve this goal are:

- 3.1 Protect Conservation and Recreation lands
- 3.2 Protect and enhance natural features and their connectivity
- 3.3 Encourage land use and transportation infrastructure that reduce energy consumption and greenhouse gas emissions, and improve air quality
- 3.4 Encourage land use and transportation infrastructure that improve the ability to withstand climate change impacts and natural hazard risks



STRATEGY 3.1

Protect Conservation and Recreation lands

Metro Vancouver's role is to:

3.1.1 Direct the Greater Vancouver Sewerage and Drainage District to not allow connections to regional sewerage services to lands with a Conservation and Recreation regional land use designation.

Notwithstanding this general rule, in the exceptional circumstances specified below, the GVRD Board will advise the GVS&DD Board that it may consider such a connection for existing development or for new development where, in the GVRD Board's opinion, that new development is consistent with the underlying Conservation and Recreation regional land use designation and where the GVRD Board determines either:

- a) that the connection to regional sewerage services the only reasonable means of preventing or alleviating a public health or environmental contamination risk; or
- b) that the connection to regional sewerage services would have no significant impact on the strategy to protect lands with a Conservation and Recreation regional land use designation.

3.1.2 Implement the Metro Vancouver Regional Parks and Greenways Plan in collaboration with municipalities, to identify, secure and enhance habitat and park lands and buffer, where feasible, park and conservation areas from activities in adjacent areas.

3.1.3 Accept Regional Context Statements that protect lands within the Conservation and Recreation areas and that meet or work towards Action 3.1.4.

The role of municipalities is to:

3.1.4 Adopt Regional Context Statements which:

- a) identify Conservation and Recreation areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);
- b) include land use policies to support the protection of Conservation and Recreation areas that are generally consistent with the following:
 - 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;
- c) include policies, where appropriate, that effectively buffer Conservation and Recreation areas from activities in adjacent areas.

Actions Requested of Other Governments and Agencies

3.1.5 That the province, utility companies and TransLink strive to avoid fragmentation of Conservation and Recreation areas when developing and operating utility and transportation infrastructure, but where unavoidable, consider mitigating the impacts, including possible enhancement to the areas.

3.1.6 That the province actively manage provincial park / environmental lands with the intent of enhancing natural assets and recreational opportunities.

3.1.7 That the federal government and the province and their agencies:

- a) recognize the Conservation and Recreation areas and ensure that activities within or adjacent to these areas are consistent with the intent of the Conservation and Recreation land use designation;
- b) strive to improve consultation and collaboration among all levels of government in the planning of Conservation and Recreation lands.



Map 8: Conservation and Recreation Areas





STRATEGY 3.2

Protect and enhance natural features and their connectivity

Metro Vancouver's role is to:

3.2.1 In collaboration with other agencies, develop and manage the Metro Vancouver Regional Recreation Greenway Network, as conceptually shown on the Regional Recreation Greenway Network map (Map 9).

3.2.2 Manage Metro Vancouver assets and collaborate with municipalities and other agencies to:

- a) protect, enhance and restore ecologically important systems, features and corridors and establish buffers along watercourses, coastlines, agricultural lands, and other ecologically important features, as conceptually shown on the Natural Features and Land Cover map (Map 10);
- b) incorporate into land use decision-making and land management practices planning tools, incentives, green technologies and infrastructure that support ecological innovation, minimize negative impacts on ecologically important features and maximize ecosystem function through restoration.

3.2.3 Accept Regional Context Statements that advance the protection and enhancement of a connected network of ecosystems, features and corridors throughout the region, and that meet or work towards Actions 3.2.4 to 3.2.7.

The role of municipalities is to:

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).

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.

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 ecogifting).

3.2.7 Consider watershed and ecosystem planning and/or Integrated Stormwater Management Plans in the development of municipal plans.

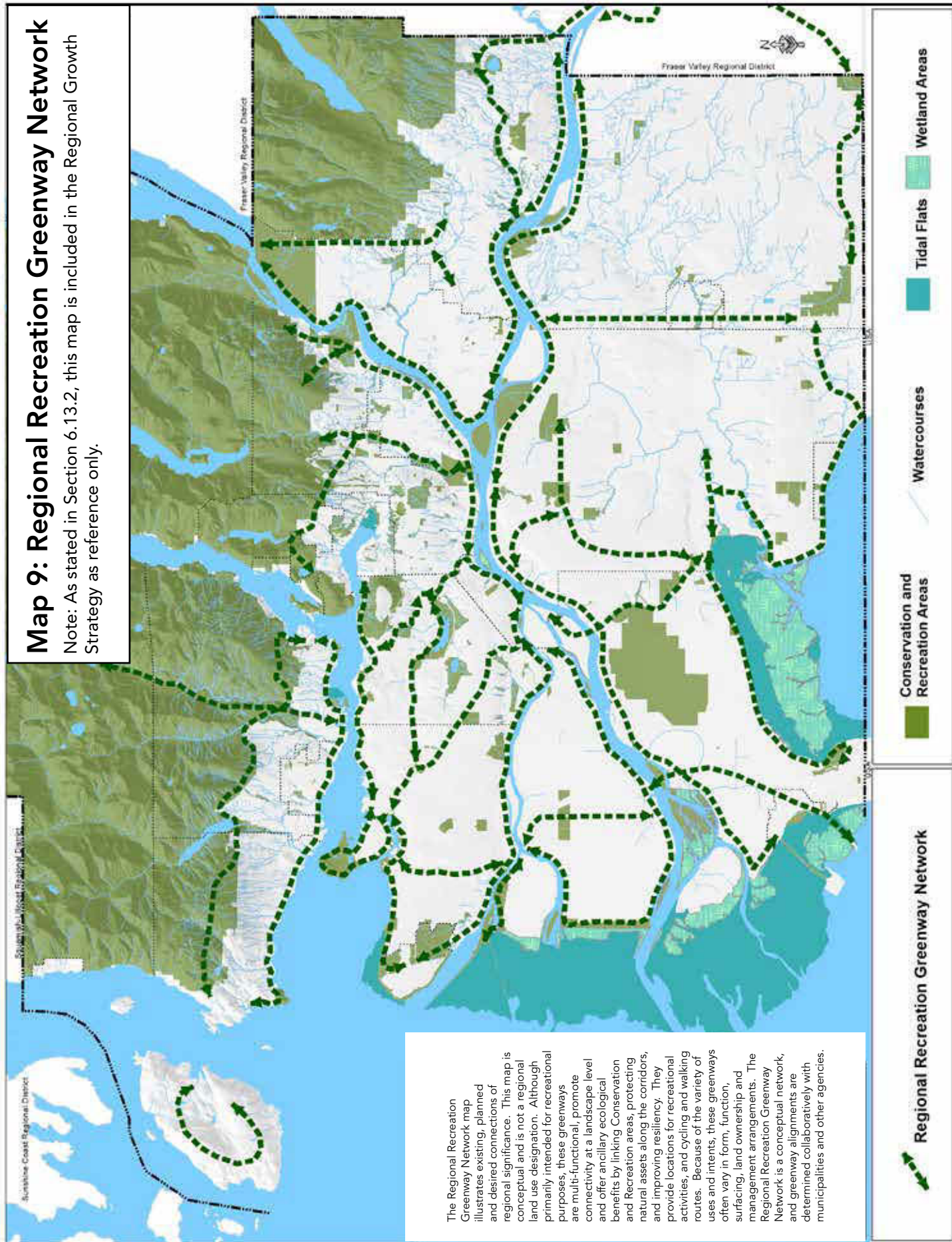
Actions Requested of Other Governments and Agencies

3.2.8 That TransLink coordinate the development of a regional cycling network with Metro Vancouver's Regional Recreation Greenway Network.

3.2.9 That the federal government and the province collaborate to enhance endangered species and ecosystem protection legislation that identifies, protects and restores habitats and biodiversity.

Map 9: Regional Recreation Greenway Network

Note: As stated in Section 6.13.2, this map is included in the Regional Growth Strategy as reference only.



Note: Map for reference only, see section 6.13.2.

Map 10: Natural Features and Land Cover

The Natural Features and Land Cover map illustrates the region's natural features and land cover. This map is conceptual and is not a regional land use designation. The region's natural assets are present within all regional land use designations and include globally significant mudflats and intertidal areas, a diversity of riparian corridors, wetlands, ravines, forests, soil and hedgerows in agricultural areas, and open space, backyards and street trees in urban settings. These features offer a variety of services such as habitat, biodiversity, stormwater management, flood protection, air and water cleansing, and recreation.



Note: Map for reference only, see section 6.13.2.



STRATEGY 3.3

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

Metro Vancouver's role is to:

3.3.1 Implement the strategies and actions of the Regional Growth Strategy which contribute to regional targets to reduce greenhouse gas emissions by 33 percent below 2007 levels by 2020 and 80 percent below 2007 levels by 2050. Figure 3 identifies examples of strategies and actions contained in the Regional Growth Strategy to address climate change.

3.3.2 Work with the federal government and the province, TransLink, municipalities, non-governmental organizations, and the private sector to:

- a) support the ongoing monitoring of energy consumption, greenhouse gas emissions, and air quality related to land use and transportation infrastructure;
- b) promote best practices and develop guidelines to support local government actions to reduce energy consumption and greenhouse gases, and improve air quality related to land use and transportation infrastructure (e.g. district heating systems and renewable energy opportunities).

3.3.3 Accept Regional Context Statements that encourage land use and transportation infrastructure that reduce energy consumption and greenhouse gas emissions, and improve air quality, and that meet or work towards Action 3.3.4.

The role of municipalities is to:

3.3.4 Adopt Regional Context Statements which:

- 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;
- 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:
 - existing 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 geexchange 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);
- c) focus infrastructure and amenity investments in Urban Centres and Frequent Transit Development Areas, and at appropriate locations along TransLink's Frequent Transit Network;
- d) implement land use policies and development control strategies which support integrated storm water management and water conservation objectives.

Actions Requested of Other Governments and Agencies

3.3.5 That TransLink, in collaboration with Metro Vancouver and municipalities, establish criteria for defining major development proposals, which are referenced in the *South Coast British Columbia Transportation Authority Act*, in order to help meet the objective of concentrating major trip-generating uses in areas well served by transit.

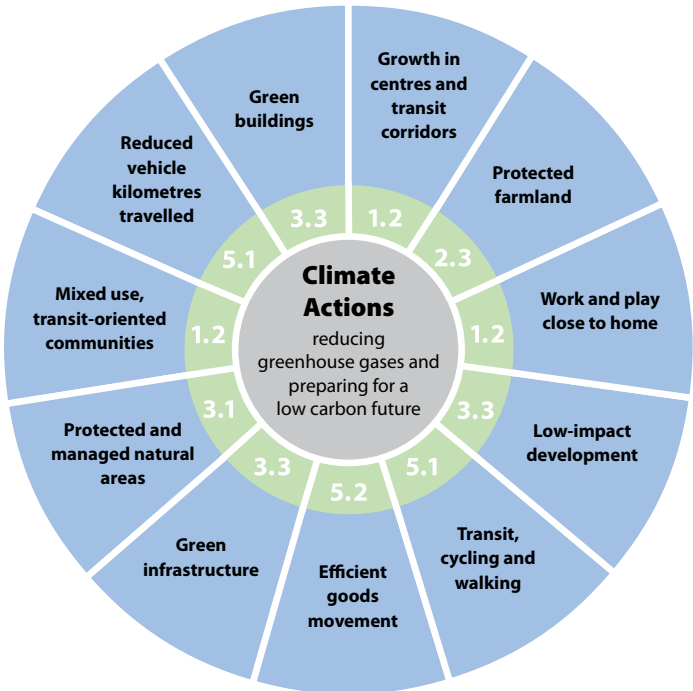
3.3.6 That TransLink pursue reductions of common air contaminants and greenhouse gas emissions from on-road transportation sources in support of regional air quality objectives and greenhouse gas reduction targets.

3.3.7 That TransLink manage its transit fleet and operations with the goal of increasing fuel efficiency and reducing common air contaminants and greenhouse gas emissions over time, in support of the Regional Growth Strategy and Air Quality Management Plan.

3.3.8 That the federal government and the province and their agencies establish further legislative and fiscal actions to help the public and private sectors to maximize reductions in energy consumption and greenhouse gas emissions, and improve air quality, such as:

- a) in the building sector,
 - accelerate the modernization of the BC Building Code
 - increase incentives for residential and commercial building retrofits
 - support, where feasible and appropriate, energy recovery, renewable energy generation and district energy systems and related transmission needs
- b) in the transportation sector,
 - enable the implementation of regional transportation demand management measures such as transportation user-based pricing
 - increase funding for sustainable transportation infrastructure
 - continue to advance stringent standards for on-road vehicle emissions and fuel carbon content.

FIGURE 3
How Land Use and Transportation Actions Address Climate Change



Note: Figure for reference only, see section 6.13.2
The numbers relate to the applicable strategy in the Regional Growth Strategy



STRATEGY 3.4

Encourage land use and transportation infrastructure that improve the ability to withstand climate change impacts and natural hazard risks

Metro Vancouver's role is to:

3.4.1 Incorporate climate change and natural hazard risk assessments into the planning and location of Metro Vancouver utilities, assets and operations.

3.4.2 Work with the federal government and the province, TransLink and municipalities to:

- a) consider climate change impacts (e.g. sea level rise) and natural hazard risks (e.g. earthquake, flooding, erosion, subsidence, mudslides, interface fires) when extending utilities and transportation infrastructure that encourages land use development;
- b) research and promote best practices in adaptation to climate change as it relates to land use planning.

3.4.3 Accept Regional Context Statements that encourage land use, transportation and utility infrastructure which improve the ability to withstand climate change impacts and natural hazard risks and that meet or work towards Actions 3.4.4 and 3.4.5.

The role of municipalities is to:

3.4.4 Adopt Regional Context Statements that include policies to encourage settlement patterns that minimize risks associated with climate change and natural hazards (e.g. earthquake, flooding, erosion, subsidence, mudslides, interface fires).

3.4.5 Consider incorporating climate change and natural hazard risk assessments into the planning and location of municipal utilities, assets and operations.

Actions Requested of Other Governments and Agencies

3.4.6 That the Integrated Partnership for Regional Emergency Management, in collaboration with the federal government and the province, and other agencies:

- a) identify areas that are vulnerable from climate change and natural hazard risks, such as those listed in Actions 3.4.2 and 3.4.4;
- b) coordinate priority actions to address the vulnerabilities identified, including implementation and funding strategies.

3.4.7 That the federal government and the province, in collaboration with the Integrated Partnership for Regional Emergency Management and other agencies:

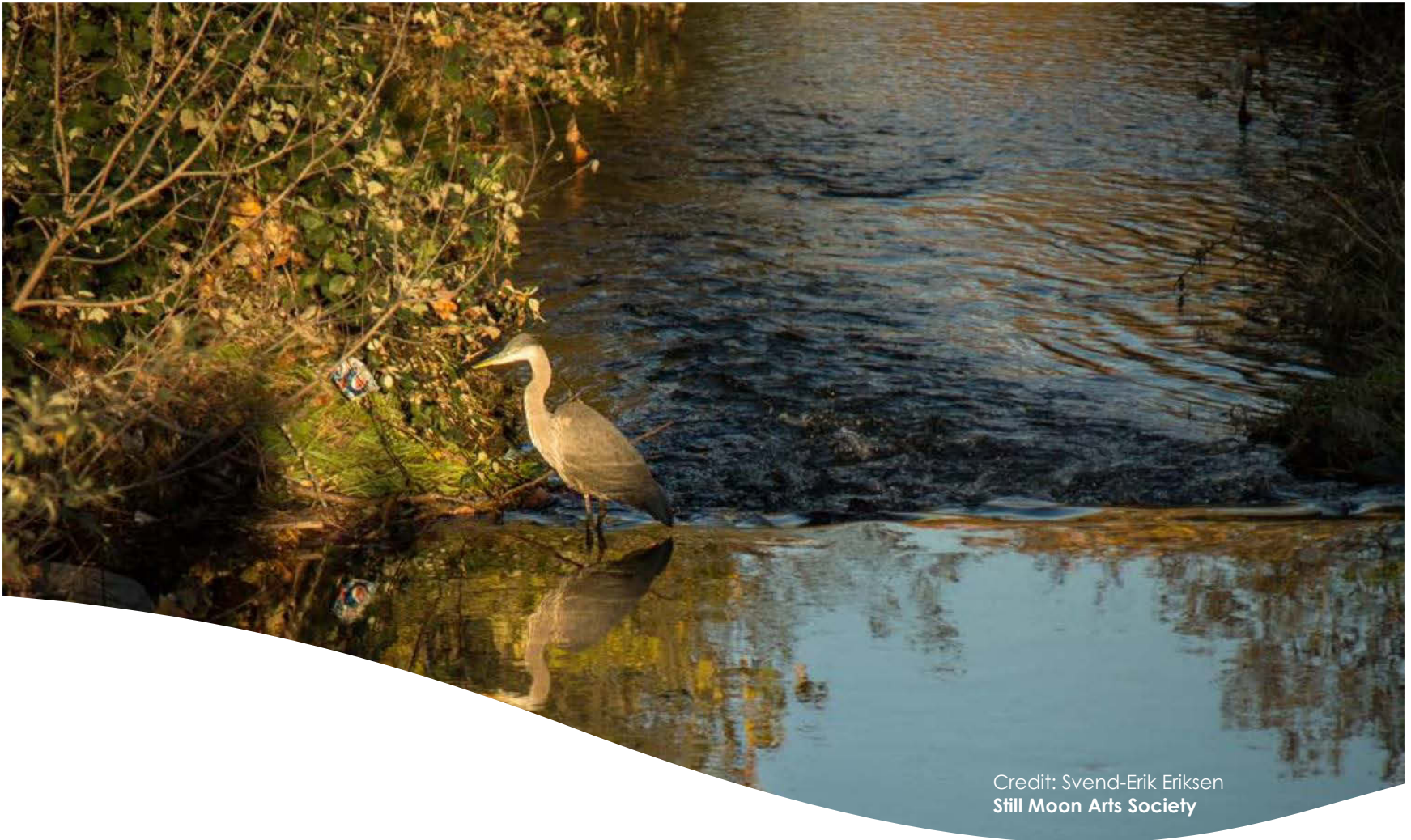
- a) provide financial assistance and timely data and information, such as flood hazard mapping, shoreline mapping, hydrological and hydraulic studies, to better enable local governments to fulfill their flood hazard management roles and responsibilities;
- b) provide a coordination role to address flood hazard issues and management decisions;
- c) implement appropriate preparatory actions to address the implications of long-term sea level rise on infrastructure planning, construction, and operations;
- d) review and improve the effectiveness of existing provincial legislation and guidelines regarding flood hazard management by municipalities.

METRO VANCOUVER REGIONAL PARKS
Summary of Events
June 2019

DATE	UPCOMING EVENTS
June 1, 2019	Lazuli Bunting Walk COLONY FARM REGIONAL PARK
June 2, 2019	Coho Bon Voyage CRIPPEN REGIONAL PARKS
June 4, 2019	Seashore Sleuths (NEW) PACIFIC SPIRIT REGIONAL PARK
June 9, 2019	Environment Week: Wild About Burnaby Lake BURNABY LAKE REGIONAL PARK
	The Birds & the Bees KANAKA CREEK REGIONAL PARK
June 12, 2019	Casual Birding Walk BOUNDARY BAY REGIONAL PARK
June 13, 2019	Norvan Falls Hike LYNN HEADWATERS REGIONAL PARK
June 26, 2019	Spineless Wonders of Water & Land (NEW) CAMPBELL VALLEY REGIONAL PARK

**Note: For more information on Regional Parks Programs & Events, please visit <http://www.metrovanancouver.org/events/calendar>*

28307021



Credit: Svend-Erik Eriksen
Still Moon Arts Society

CENTRAL VALLEY BLUEWAY

CONNECTING FALSE CREEK TO THE FRASER RIVER; NEW WESTMINSTER, BURNABY & VANCOUVER

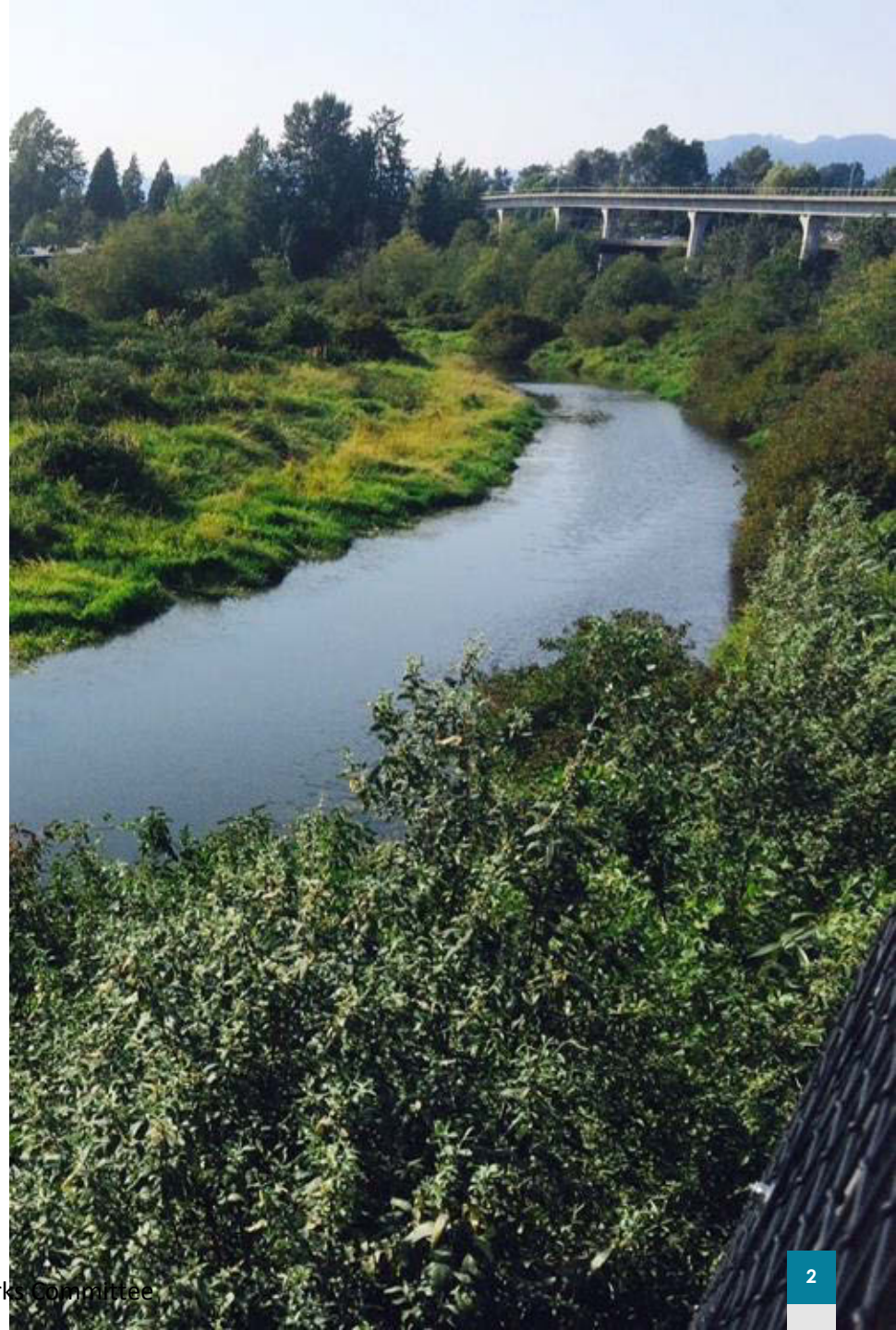
WHAT'S A BLUEWAY?

Ecosystem-based urban infrastructure

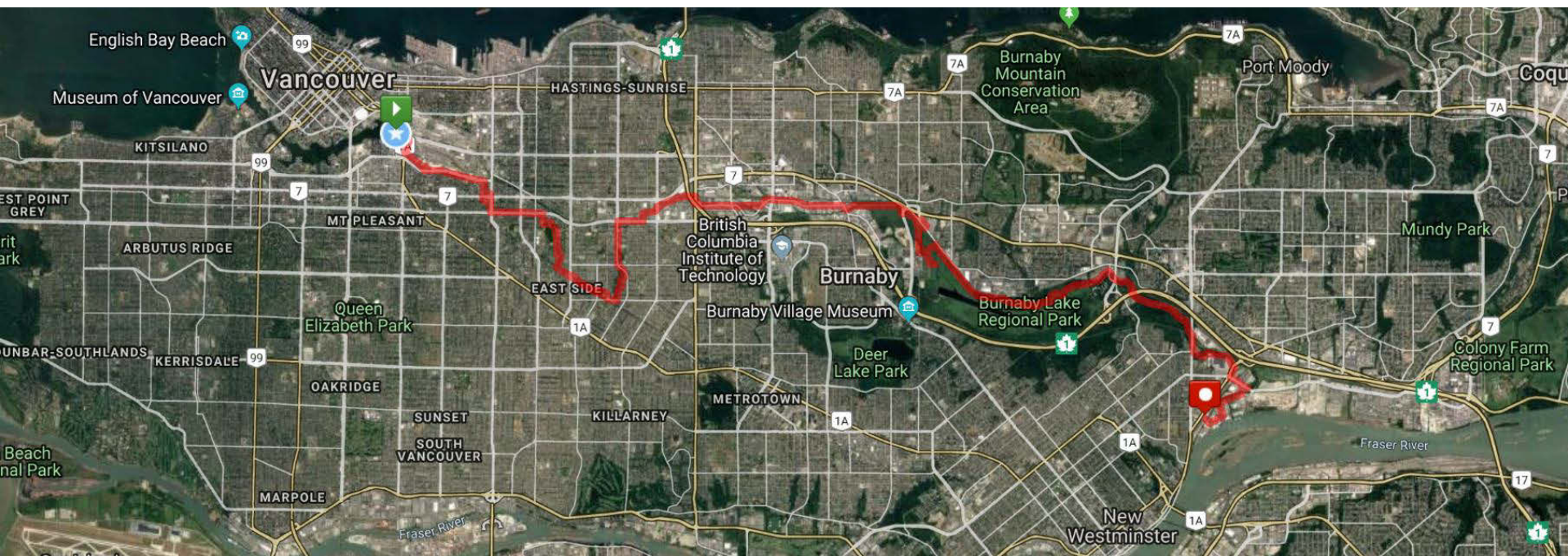
A blueway is a network of rivers, creeks, lakes, and aquifers that can protect us against an uncertain and changing future.

A blueway revives and protects ecosystems within our urban communities. Healthy ecosystems can help cities deal with the impacts of climate change. They provide many benefits including absorbing carbon and heavy rainfall, buffering floods, protecting and expanding urban forests, increasing biodiversity and wildlife habitats, and improving air and water quality. Healthy ecosystems are emerging as priorities in many cities across the region as the negative impacts of climate change accelerate.

By incorporating trails and bike paths, blueways can also connect us to each other and nature, and provide active ways of moving around the region while reducing carbon emissions.



Goal: Three Cities, One Blueway

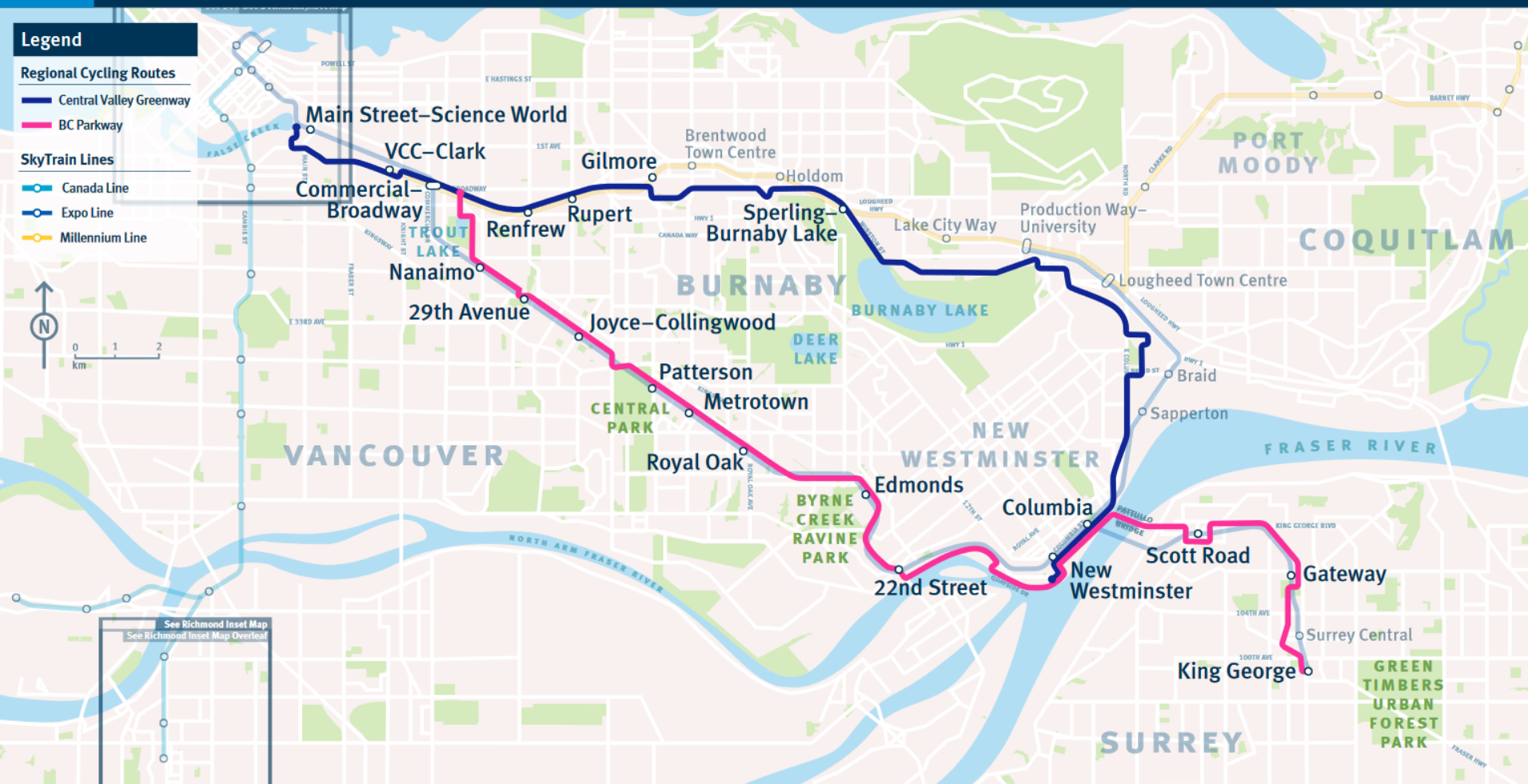


A Continuous Blueway through Vancouver, Burnaby, and New Westminster

The Goal is to have a continuous blueway run from Vancouver to New Westminster. Currently, a disconnected creek network exists that runs from False Creek to Trout Lake by way of China Creek, then Trout Lake to Renfrew Ravine by way of an unnamed creek, then Renfrew Ravine to Burnaby Lake by way of Still Creek, and lastly Burnaby Lake to the Fraser River by way of Brunette Creek.

Much of the creek network runs alongside the existing Central Valley Greenway and BC Parkway and is within close proximity to public transit at all points. Connecting and formalizing this blueway would increase access to water for local residents across three of BC's largest communities.

T BC Parkway and Central Valley Greenway Map



Roadmap for Success

Significant work has already been done to create the Central Valley Greenway and BC Parkway through a collaborative effort by Translink, Metro Vancouver, and the cities of Vancouver, Burnaby, and New Westminster. The Blueway transformation will enhance, restore and connect ecologically important systems along these paths.

Regional Parks Committee

Three Creeks, One Ecosystem



China Creek

Historically False Creek was the largest watershed in Vancouver; with China Creek being its largest tributary. This lost stream historically had a total length of 16 km and flowed through Trout Lake. It is currently fully culverted but is flowing strong underground.

Still Creek

Still Creek flows from central Burnaby to Vancouver and into Burnaby Lake. Following recent initiatives of rewilding and conservation, chum salmon returned in 2012 for the first time in nearly 80 years; they have continued their annual return ever since.

Brunette Creek

Flowing southeast from Burnaby Lake to the Fraser River, Brunette Creek provides a critical ecological linkage for many of the highest value riparian systems in Metro Vancouver. New Westminister has undertaken important work to preserve and protect this natural resource moving forward.

China Creek Daylighting Opportunities

Legend:

False Creek Waterway
stormwater line

Historical creek locations

China Creek is currently buried in the False Creek flats but is protected by easement on titles of all the properties it runs through. The False Creek Flats are expected to see significant redevelopment in the coming years which could potentially start the daylighting of China Creek.

Culverted creeks also run through a number of Vancouver's Parks which provides great potential for ecosystem revival. Establishing blueways would further the Vancouver Parks and Recreation Services Master Plan goal to "create a green network that will connect our parks, waterfront and recreation areas."

False Creek Flats

China Crk. Park North

China Crk. Park South

John Hendry
Park

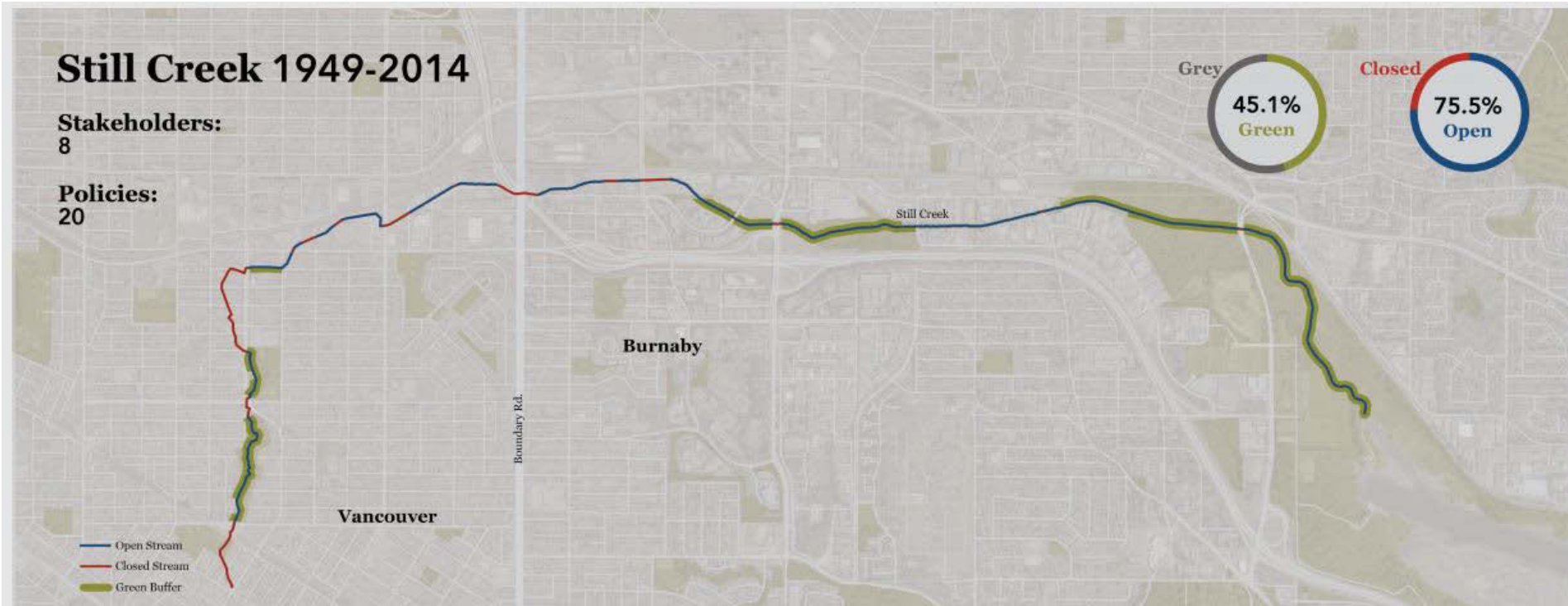
Clark Park

Trout Lake

Still Creek 1949-2014

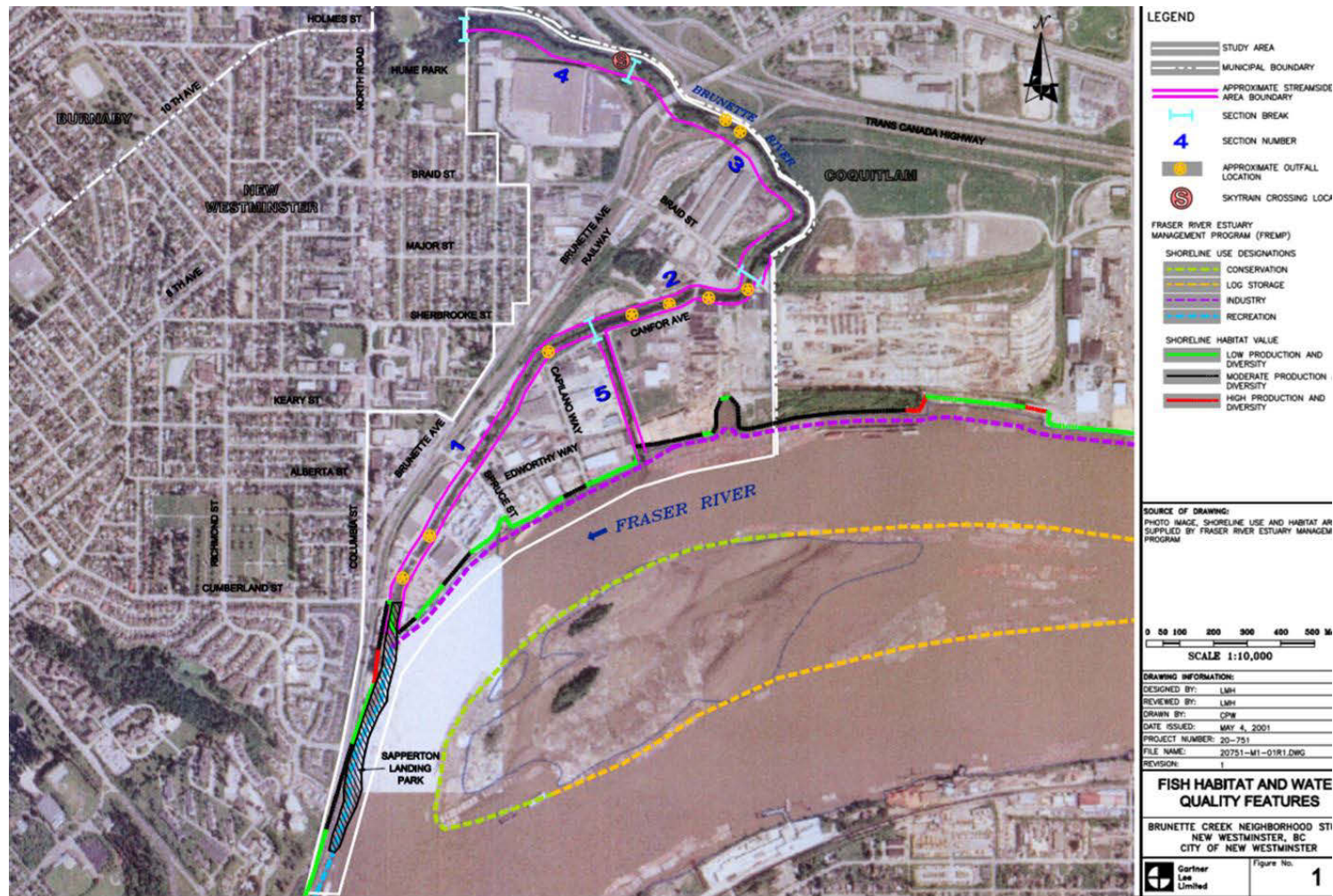
Stakeholders:
8

Policies:
20



Still Creek Success

Still Creek illustrates successful collaboration on ecosystem restoration between the cities of Vancouver and Burnaby in Metro Vancouver. Partnership, creative governance, community engagement, and innovative funding approaches were all essential components to the restoration of Still Creek, one of only two daylight streams in the City of Vancouver. This collaboration led to many benefits, including the return of spawning salmon after decades of pollution and neglect. The investment in ecosystem health by these two cities has brought incredible results but there is still a lot of work to do.



Brunette Creek Improvement Opportunities

New Westminister city staff have been working with the Brunette Creek Study Advisory group and other experts to ensure this heavy industrial use area for last 130 years can coexist with a salmon bearing fresh creek.

The work that remains on Brunette Creek includes addressing soil contamination, improving fish habitat and water quality, providing flood plain management, and increasing access to water for local residents. There is also an opportunity to connect the blueway to New Westminister Quay with a floating bridge.



Credit: Fernando Lessa / Urban Salmon

Intermunicipal Success

Over the past 30 years, Burnaby and New Westminster have demonstrated strong leadership in creek restoration, natural asset protection, and ecosystem rehabilitation along this blueway. Intermunicipal work in the rehabilitation of Still Creek helped chum salmon return to the Vancouver section of Still Creek in 2012 for the first time in nearly 80 years. With the renewal of the Burnaby Lake lease there is an opportunity for Metro Vancouver to create a Regional Blueway and support this effort.

Regional Parks Committee

Benefits



Credit: Fernando Lessa / **Urban Salmon**

Connection

Connecting people to nature, nature to cities, and cities to each other. The accessibility will lead to a deeper connection with nature for all and could connect over 1,000,000 people to salmon bearing creeks. We hope to work with and learn from Local First Nation's historical connections to waterways in our region.

Education

The Vancouver School Board's Environmental Sustainability Plan aims to promote outdoor learning, access to nature, and active transportation. Multiple schools will have connections to outdoor learning on the blueway, with Nootka Elementary having the potential to enhance a portion of the creek on VSB land.

Conservation

Municipal conservation and restoration of urban ecosystems can be integral to climate change adaptation strategies. This greenway will not only provide a haven for wildlife and indigenous species but will play a part in mitigating the effects of climate change.

The Path Forward



Building on the success of our neighbours

Burnaby and New Westminster have shown strong leadership with regards to daylighting streams and expanding natural habitats along the Central Valley Blueway.

The majority of work that remains lies in daylighting China Creek in Vancouver, expanding natural ecosystems and habitats along the entire blueway, and connecting it to other Green spaces along the way.

The first step is developing a blueway transition plan to ensure the retention and protection of Vancouver's existing natural assets and real property along the route. The plan will aim to daylight creeks, expand biodiversity, create amenities and public spaces, and develop subtrails connecting it to other natural assets such as Trout Lake and Renfrew Ravine.

OPPORTUNITIES

- There are many opportunities for different stakeholders, cities, regions, and nonprofits to join in a collaborative effort to realize a complete Blueway from False Creek to the Fraser River.
- We thank the numerous grassroots organizations, cities, and staff for ensuring that this possibility still exists. It is now our job to ensure the next generation has the chance to witness the majesty of blueways in the midst of a global climate emergency and in these times of reconciliation.
- There are shovel-ready projects along the Central Valley Blueway, including the phase 2 of Renfrew Ravine, that can be executed if we can find the political will and the support of the region.
- For any individuals or organizations that could support this work moving forward and would like to be involved please email michael.wiebe@vancouver.ca

Looking forward to this journey together



THANK YOU

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