

**METRO VANCOUVER REGIONAL DISTRICT  
REGIONAL PLANNING COMMITTEE**

**REGULAR MEETING**

**October 8, 2021**

**9:00 AM**

**28<sup>th</sup> Floor Boardroom, 4730 Kingsway, Burnaby, British Columbia**

**REVISED AGENDA<sup>1</sup>**

**1. ADOPTION OF THE AGENDA**

**1.1 October 8, 2021 Regular Meeting Agenda**

That the Regional Planning Committee adopt the agenda for its regular meeting scheduled for October 8, 2021, as circulated.

**2. ADOPTION OF THE MINUTES**

**2.1 June 9, 2021 Regular Meeting Minutes**

That the Regional Planning Committee adopt the minutes of its regular meeting held June 9, 2021, as circulated.

**3. DELEGATIONS**

**3.1 Anita Huberman, Chief Executive Officer, Surrey Board of Trade**

Subject: Proposed *Metro 2040* Amendment for South Campbell Heights

**3.2 Dr. S.K Stepney, Family Physician, Langley**

Subject: Proposed *Metro 2040* Amendment for South Campbell Heights

**REVISED**

**3.3 Barry Smith**

Subject: Proposed *Metro 2040* Amendment for South Campbell Heights

**3.4 David Riley, President, Little Campbell Watershed Society**

Subject: Proposed *Metro 2040* Amendment for South Campbell Heights

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<sup>1</sup> Note: Recommendation is shown under each item, where applicable.

- 3.5 Deb Jack, President, Surrey Environmental Partners**  
Subject: Proposed *Metro 2040* Amendment for South Campbell Heights
- 3.6 Christy Juteau**  
Subject: Proposed *Metro 2040* Amendment for South Campbell Heights
- 3.7 Brent Tedford, Senior Development Manager, Isle of Mann Property Group**  
Subject: Proposed Amendment at 228 175A Street, Surrey
- 3.8 Sofi Hindmarch, Wildlife Biologist**  
Subject: Proposed *Metro 2040* Amendment for South Campbell Heights
- 3.9 Sarah Rush, Chair, Friends of Hazelmere, Campbell Valley**  
Subject: Proposed *Metro 2040* Amendment for South Campbell Heights
- 3.10 Myles Lamont, Principal Wildlife Biologist, TerraFauna Wildlife Consulting and Hancock Wildlife Foundation**  
Subject: Proposed *Metro 2040* Amendment for South Campbell Heights
- 3.11 Chris MacCauley, Senior President, Personal Real Estate Corporate**  
Subject: Proposed *Metro 2040* Amendment for South Campbell Heights
- 3.12 Todd Yuen, President, Industrial Development, Beedie**  
Subject: Proposed *Metro 2040* Amendment for South Campbell Heights

<b>REVISED</b>	<b>3.13 Raj Hundal</b> Subject: Proposed <i>Metro 2040</i> Amendment for South Campbell Heights
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<b>REVISED</b>	<b>3.14 Tegan Smith, Principal, Channel Consulting</b> Subject: Proposed <i>Metro 2040</i> Amendment for South Campbell Heights
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#### **4 INVITED PRESENTATIONS**

- 4.1 Preet Heer, Manager, Community Planning, and Yonatan Yohannes, Manager, Utilities, City of Surrey**  
Subject: Proposed *Metro 2040* Amendment for South Campbell Heights, Surrey

**4.2 Shawn Low, Manager, Area Planning and Development (South), City of Surrey**

Subject: Proposed Metro 2040 Amendment at 228 175A Street, Surrey

**4.3 Christa Brown, Planner, City of Surrey**

Subject: Proposed Metro 2040 Amendment for the Cloverdale Hospital Site, Surrey

**5 REPORTS FROM COMMITTEE OR STAFF**

**5.1 2022 – 2026 Financial Plan Overview**

*Verbal Update*

Designated Speakers:

Jerry W. Dobrovolny, Chief Administrative Officer and Dean Rear, General Manager of Financial Services/Chief Financial Officer

**5.2 2022 – 2026 Financial Plan – Regional Planning**

That the Regional Planning Committee endorse the 2022 - 2026 Financial Plan for Regional Planning as presented in the report dated October 1, 2021, titled “2022 - 2026 Financial Plan – Regional Planning”, and forward it to the Metro Vancouver Board Budget Workshop on October 20, 2021 for consideration.

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

That the MVRD Board:

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

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

That the MVRD Board:

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

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

That the MVRD Board:

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

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

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

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

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

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

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

**5.9 Metro 2050 Q2 / Q3 2021 Status Update**

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

**5.10 Manager's Report**

That the Regional Planning Committee receive for information the report dated September 21, 2021, titled "Manager's Report".

**6 INFORMATION ITEMS**

**7 OTHER BUSINESS**

**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 Planning Committee adjourn/conclude its regular meeting of October 8, 2021.

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Membership:

Coté, Jonathan (C) - New Westminster  
Froese, Jack (VC) - Langley Township  
Copeland, Dan - Delta  
Dueck, Judy - Maple Ridge  
Gamboli, Nora - West Vancouver

Guerra, Laurie - Surrey  
Hurley, Mike - Burnaby  
Kirby-Yung, Sarah - Vancouver  
McEwen, John - Anmore  
Muri, Lisa - North Vancouver District

Steves, Harold - Richmond  
Vagramov, Rob - Port Moody  
van den Broek, Val - Langley City  
West, Brad - Port Coquitlam

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**METRO VANCOUVER REGIONAL DISTRICT  
REGIONAL PLANNING COMMITTEE**

Minutes of the Regular Meeting of the Metro Vancouver Regional District (MVRD) Regional Planning Committee held at 9:00 a.m. on Wednesday, June 9, 2021 in the 28<sup>th</sup> Floor Boardroom, 4730 Kingsway, Burnaby, British Columbia.

**MEMBERS PRESENT:**

Chair, Mayor Jonathan Coté\*, New Westminster  
 Vice Chair, Mayor Jack Froese\*, Langley Township  
 Councillor Dan Copeland\*, Delta  
 Councillor Judy Dueck\*, Maple Ridge  
 Councillor Nora Gambioli\*, West Vancouver  
 Councillor Laurie Guerra\*, Surrey  
 Mayor Mike Hurley\*, Burnaby (arrived at 9:28 a.m.)  
 Councillor Sarah Kirby-Yung\*, Vancouver (arrived at 9:02 a.m.)  
 Mayor John McEwen\*, Anmore  
 Councillor Lisa Muri\*, North Vancouver District  
 Councillor Harold Steves\*, Richmond  
 Mayor Rob Vagramov\*, Port Moody  
 Mayor Val van den Broek\*, Langley City  
 Mayor Brad West\*, Port Coquitlam

**MEMBERS ABSENT:**

None.

**STAFF PRESENT:**

Heather McNell, General Manager, Regional Planning and Housing Services  
 Amelia White, Legislative Services Coordinator, Board and Information Services

**1. ADOPTION OF THE AGENDA**

**1.1 June 9, 2021 Regular Meeting Agenda**

**It was MOVED and SECONDED**

That the Regional Planning Committee adopt the agenda for its regular meeting scheduled for June 9, 2021, as circulated.

**CARRIED**

9:02 a.m. Councillor Kirby-Yung arrived at the meeting.

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

## 2. ADOPTION OF THE MINUTES

### 2.1 May 7, 2021, Regular Meeting Minutes

#### It was MOVED and SECONDED

That the Regional Planning Committee adopt the minutes of its regular meeting held May 7, 2021, as circulated.

CARRIED

## 3. DELEGATIONS

No items presented.

## 4. INVITED PRESENTATIONS

No items presented.

## 5. REPORTS FROM COMMITTEE OR STAFF

### 5.1 Draft *Metro 2050*: Referral for Comment

Report dated May 25, 2021, from Sean Galloway, Director, Regional Planning and Electoral Area Services and Erin Rennie, Senior Planner, Regional Planning and Housing Services providing the MVRD Board with the draft *Metro 2050* and recommending to refer the draft of *Metro 2050* out for comment.

Members were provided a presentation on the draft *Metro 2050* project timeline, the content development process and opportunities for engagement during the comment period.

Members provided comments on ways in which they would like to see the draft *Metro 2050* presented to member jurisdictions.

Presentation material titled “Draft *Metro 2050*: Review and Next Steps” is retained with the June 9, 2021 Regional Planning Committee agenda.

#### It was MOVED and SECONDED

That the MVRD Board refer the draft of *Metro 2050* attached to the report titled “Draft *Metro 2050*: Referral for Comment”, dated May 25, 2021, for comment including to the following:

- i. signatories to the regional growth strategy including: Mayors and Councils of Metro Vancouver member jurisdictions; the TransLink Board; the Squamish-Lillooet Regional District Board; the Fraser Valley Regional District Board; and
- ii. other members of the *Metro 2050* Intergovernmental Advisory Committee including: in region First Nations; the Province of BC; the Agricultural Land Commission; Vancouver Coastal Health; Fraser Health; BC Housing; BC Hydro; University Endowment Lands; Bowen Island; City of Abbotsford; City of Chilliwack; District of Mission; Integrated Partnership for Regional

Emergency Management; Simon Fraser University; Kwantlen Polytechnic University; University of British Columbia; Vancouver Fraser Port Authority; Transport Canada; Canada Mortgage and Housing Corporation; and Vancouver International Airport Authority.

**CARRIED**

## **5.2 2021 Agriculture Awareness Grant Recommendations**

Report dated May 11, 2021, from Carla Stewart, Senior Planner, Regional Planning and Housing Services, recommending that the MVRD Board award funding grants in the amount totaling \$50,000 to non-profit organizations from around the region that are leading public awareness activities about the importance of local agriculture and food and about educating residents on how to grow and cook food produced in the Metro Vancouver region.

### **It was MOVED and SECONDED**

That the MVRD Board award the annual Agriculture Awareness Grants to the following eleven non-profit organizations as described in the report dated May 11, 2021, titled “2021 Agriculture Awareness Grant Recommendations”:

- i. BC Agriculture in the Classroom Foundation, for the “Take a Bite of BC” project in the amount of \$6,000;
- ii. BC Chicken Growers’ Association, for the “Poultry in Motion Educational Mini Barn” project in the amount of \$6,000;
- iii. Delta Farmland and Wildlife Trust, for the “Agriculture and Conservation in the Fraser River Estuary Videos” in the amount of \$6,000;
- iv. FarmFolk CityFolk, for “BC Seed Gathering” in the amount of \$6,000;
- v. Growing Chefs Society, for “Metro Vancouver Edible Education” in the amount of \$3,500;
- vi. Grow Local Society, for the “Power of Produce Club”, in the amount of \$3,600;
- vii. Langley Environmental Partners Society, for the “Langley Eats Local” project in the amount of \$4,400;
- viii. Maple Ridge Pitt Meadows Agricultural Association, for the “Maple Ridge Pitt Meadows Country Fest” in the amount of \$1,500;
- ix. Open Science Network Society, for the “Digital Agriculture in Metro Vancouver” project in the amount of \$3,000;
- x. Pacific Immigrant Resources Society, for the “Needs Assessment & Educational Campaign on Food Literacy and Metro” project in the amount of \$6,000; and
- xi. The Sharing Farm, for the “Interpretive Signage at the Sharing Farm” in the amount of \$4,000.

**CARRIED**

## **5.3 Evaluation of Regional Ecosystem Connectivity Study**

Report dated May 19, 2021, from Marcin Pachcinski, Division Manager, Electoral Area and Environment, Regional Planning and Housing Services, presenting the

MVRD Board with the recently completed Evaluation of Regional Ecosystem Connectivity Study for information.

Members were provided a presentation on the ecosystem connectivity, focal species and maps for each member jurisdiction.

Presentation material titled “Evaluation of Regional Ecosystem Connectivity Study” is retained with the June 9, 2021 Regional Planning Committee agenda.

**It was MOVED and SECONDED**

That the MVRD Board receive for information the report dated May 19, 2021, titled “Evaluation of Regional Ecosystem Connectivity Study”.

**CARRIED**

**5.4 Metro Vancouver Tree Regulations Toolkit**

Report dated May 14, 2021, from Edward Nichol, Regional Planner, Regional Planning and Housing Services providing the MVRD Board with the completed Metro Vancouver Tree Regulations Toolkit for information.

Members were provided a presentation on the Metro Vancouver Tree Regulations Toolkit highlighting the rationale, purpose, structure, and next steps.

9:28 a.m. Mayor Hurley arrived at the meeting.

Members discussed a prior UBCM resolution seeking the ability for municipalities to increase fines for the illegal removal of trees.

**Request of Staff:**

Staff were requested to provide clarity on a recommendation that was passed at a previous UBCM convention seeking the authority for municipalities to increase fines for the illegal removal of trees, within their jurisdiction, and report back to the Regional Planning Committee with recommendations regarding further advocacy to the Province.

Presentation material titled “Metro Vancouver Tree Regulations Toolkit” is retained with the June 9, 2021 Regional Planning Committee agenda.

**It was MOVED and SECONDED**

That the MVRD Board receive for information the report dated May 14, 2021, titled “Metro Vancouver Tree Regulations Toolkit”.

**CARRIED**

**5.5 2021 American Planning Association National Conference**

Jonathan Coté, Mayor, New Westminster and Chair of the Metro Vancouver Regional Planning Committee, provided the Regional Planning Committee with an update on the 2021 American Planning Association National Conference

highlighting how the COVID-19 pandemic, diversity, equity and inclusion, systemic racism and mental health have affected how cities plan and build for the future.

**It was MOVED and SECONDED**

That the Regional Planning Committee receive for information the June 9, 2021 verbal update from Jonathan Coté, Mayor, New Westminster and Chair of the Metro Vancouver Regional Planning Committee regarding the “2021 American Planning Association National Conference”.

**CARRIED**

**5.6 Manager’s Report**

Report dated May 20, 2021, from Heather McNell, General Manager, Regional Planning and Housing Services, providing an update on the 2021 Regional Planning Committee 2021 Work Plan.

**It was MOVED and SECONDED**

That the Regional Planning Committee receive for information the report dated May 20, 2021, titled “Manager’s Report”.

**CARRIED**

**6. INFORMATION ITEMS**

No items presented.

**7. OTHER BUSINESS**

No items presented.

**8. BUSINESS ARISING FROM DELEGATIONS**

No items presented.

**9. RESOLUTION TO CLOSE MEETING**

No items presented.

**10. ADJOURNMENT/CONCLUSION**

**It was MOVED and SECONDED**

That the Regional Planning Committee conclude its regular meeting of June 9, 2021.

**CARRIED**

(Time: 10:11 a.m.)

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Amelia White,  
Legislative Services Coordinator

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Jonathan Coté, Chair

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

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

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

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

In the South Campbell Heights area, there are 14 farms comprising over 156 acres (registered with BC Assessment Authority) as well as homes on large and moderate acreages and a few small businesses. Changing these farms to "employment lands" would result in more roads and intersections as well as increased vehicle traffic. There are no nearby housing subdivisions from which workers could bike or walk. There is no plan for rapid transit anywhere nearby. Transit by bus in the South Langley/South Surrey area is poorly co-ordinated with other bus routes, forcing most residents to drive. In particular, the area under consideration south of 16<sup>th</sup> Avenue would be a very difficult area to provide with acceptable access as it is isolated at the bottom of the Hazelmore Valley.

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

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

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

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

The Madrone environmental report of 2015 characterizes the Brookwood Aquifer as precariously balanced between input and output. Water enters the aquifer through the surface directly as rainfall or by flowing across the surface, through vegetation, and ultimately through the porous, thin ground layer that protects the aquifer. The soil depth ranges from 0 to 15 cm in the SCH area which is fortunately still characterized by loose gravel that minimally restricts flow and filtration. The water is cleaned and filtered as it travels through the vegetation and gravel. There is a balance between the rainwater filtering into the aquifer and the water eventually flowing out of the aquifer into Semiahmoo Bay. Buildings, pavement and other solid surfaces interfere with water flow into the aquifer. The farms and homes that have already been established in the SCH area have reduced the flow into the aquifer by 12% since development began. According to the Madrone Report, increasing the amount of covered surface area by allowing further development would reduce the flow even further (5.9% if the original Official Community Plan of Surrey was followed).

If this development were to proceed, storm water runoff would have to be managed to reduce the risk of flooding and to prevent contaminated water from flowing into the aquifer. Storm water management would

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

### ***Motivation to Write:***

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

### ***Canada's Conservation Context:***

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

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

### ***Metro Vancouver Context***

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

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



### ***Avoid Recent Jurisdictional Failures:***

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

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

### ***Protect and Preserve SCH:***

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

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

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

### ***Avoid Future Failures:***

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

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

Respectfully submitted: Barry D Smith

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

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

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

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

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

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

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

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

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

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

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

## FINAL OUTLINE FOR OCT 8 DELEGATION Sept 28/21

:Since 2017, the Little Campbell Watershed Society (LCWS) has maintained that the City of Surrey has not done the appropriate environmental assessment for any development in the area they call South Campbell Heights. As we argued, in depth, in a four page letter on July 12, 2017, the Madrone Study of 2015 was virtually an INFORMATION GAP STUDY. It was put together over a brief period of time for the Special Study Area, aka Truck Park balloon, and was insufficient to inform us about total potential damage to the aquifer, fish and wildlife, forest canopy and endangered species. The study contained no bio-metrics and had not the slightest allusion to the concept of no net loss. Surrey has had 4 years to address this gap by doing a thorough follow-up study, but has not done so.

I only have time today to register some specific quotes from this study:

Quote: “these lands would be ideal for conservation “; quote: “the study area is particularly rich”; quote: “strong efforts should be made to protect the land of Hub O and areas around Hub O”, quote: “much of the study area is critical for groundwater recharge and baseflow contribution to local watercourses, particularly the upland areas, river riparian zones, and wetlands”; quote: “trees of this size are rare in the Lower Mainland”; quote: “only 1% of the Little Campbell River Management Area is protected. The lowest of all the management Areas identified in the City’s Biodiversity Study”.

When Campbell Heights Phase One was first presented to the public, the City’s own Environment Committee and local stewardship groups offered several ideas about maintaining some of the best habitat areas and building around them. All were rejected in favour of a tiny canal, a “compensation” scheme that not only failed to properly compensate for the habitat it destroyed but also has cost the City large expense and is not yet “finished”. The final losses of over-wintering habitat were such that the David Suzuki Institute called it’s build-out “the worst instance of habitat destruction it had ever witnessed”. This time it’s habitat far more critical to the survival of the river at stake, the best spawning habitat in the entire system. <https://davidsuzuki.org/wp-content/uploads/2019/02/high-and-dry-investigation-of-salmon-habitat-destruction-british-columbia.pdf> .

With regards to the aquifer, everybody knows that the Brookwood aquifer is deemed HIGHLY VULNERABLE by the Province but few people appreciate that the surface water and groundwater are interchanged at many locations, many of them currently undocumented. For years the Province has told the stewardship community that further development without first doing a SURFACE WATER-GROUNDWATER INTERACTION STUDY is high risk. In 2017 Kirah Corfe released a study < How Encroaching Infrastructure is Putting the Township of Langley’s Aquifers at risk>. And the Township of Langley has not taken as many risks with the aquifer as Surrey has. Will people just read these studies after damage occurs?

: SHARED WATERS ALLIANCE (SWA): In 1998, the Little Campbell Watershed Society innovated its own water quality testing program in the Little Campbell River in partnership with the Provincial government. Subsequently in the year 2000 we joined the Shared Waters Alliance. You have to keep in mind that from a water quality perspective the Nikomekl and Serpentine Rivers are in palliative care. The Little Campbell is the only Surrey river where both water quality and fish habitat have a tiny hope of greeting 2040 with the possibility of some improvement. And both Provincial and Federal have made agreements with our US counterparts meaning that the Little Campbell should be relieved of its current title: it is the biggest polluter of Semiahmoo Bay, the bay we share with the USA. This pollution is a major factor

in the SEMIAHMOO FIRST NATION not being able to harvest shellfish in their own front yard. Environmental assessments MUST address this problem because we've been struggling for 2 decades to correct problems caused by our past societal actions and need to slow down until we catch up with mitigations that should have been done long ago.

: Sad to say but the City of Surrey has the distinction of NOT doing what they say they are going to do. Mr. MacCallum promised to respect the Urban Containment Boundary before being elected. Now he has turned 180 degrees and is asking to move the very Boundary he promised to maintain. While Mayor almost 20 years ago, he designated more than 400 acres (the Highway 99 Local Area Plan) to be "employment lands". 103 acres of this was to be kept as an ecological reserve, but we are stopped at 75 because the City is converting the very lands that could make up the difference to residential zoning. There you have it. Surrey is telling Metro they do not have enough land banked for employment while they are meanwhile converting lands already designated employment to residential. There are no reliable environmental accountability mechanisms in the City of Surrey government. As per our letter in 2017, the failure to follow through in the Hwy 99 Corridor did not flow from a lack of bio-information or from an over-hasty planning exercise. The totality of information on which the compensation plan was engendered in the HWY 99 corridor was sufficient to specify a protection location/amount that, had it been honoured along with suggested enhancements, could potentially have offset natural capital losses. But that was not to be.

: The Little Campbell Watershed Society attempts to monitor major soil and gravel movement within the watershed. Let's take 19438 16Ave., close to the centre of the area under discussion. It was mined in 2017. By Surrey's own regulations, this property that started with decent topsoil, in an area that can be market gardened or hayed- A Rocha grows vegetables right across the road- it was supposed to be put back into ag-ready condition following aggregate removal. But now what you could visit is a property that has been left as a rubble field, with the original topsoil exported along with the aggregate and replaced with literally, development leftovers. So that's a microcosm of a trend that sometimes ends with people claiming they own something that cannot be farmed.

:REGIONAL PLANNING: LCWS works within 5 jurisdictions (Langley, Surrey, White Rock, Semiahmoo First Nation, and Whatcom County) so we have a unique perspective on how this application would impact all of its neighbours in the region. Conversion of this area would have a negative impact within all of these jurisdictions. Surface water quality would definitely be affected in 5 jurisdictions, and groundwater quality could be in 2 of them. As the Province has stated, this area desperately needs a surface water- groundwater interaction study done before any type of development is considered. This has not been done.

In <City Making in Paradise-Nine Decisions That Saved Vancouver>, a putative history of Metro's regional planning, we hear about the City in a Sea of Green, we hear about how Bob Williams was anxious to get river protection into the Land Commission Act, how Bob Bose wanted the Green Zones to protect watersheds and forests, how Harry Lash worried about the greatest danger facing the Livable Regional Plans being public skepticism in the face of expedience.

Thousands of volunteers would not have spent 100s of thousands of hours and an even greater number of their own dollars trying to save the biological integrity of the Little Campbell River if they did not believe that those with decision making power would wipe out the work they had done to

## DELEGATION EXECUTIVE SUMMARY

**Deb Jack, President Surrey Environmental Partners**

**The proposed amendment to the Urban Containment Boundary, Surrey's South Campbell Heights  
Local Area Plan**

**Regional Planning Committee**

**October 8, 2021**

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The primary question here is the highest and best use of the land in question. We are facing Climate Crisis, Biodiversity Loss Crisis, Species Extinction Crisis. The Madrone environmental assessment, incomplete and done over a short period of time, indicates this area is of high biodiversity value, as does Surrey's Biodiversity Conservation Strategy (2014). This area totally satisfies the criteria for a regional park: Surrey is the largest regional city geographically and soon of the greatest population. There is no regional park presence in South Surrey. Why Not? Who has said "No"? If not regional park, perhaps national urban park. Or a park established by two, three, or four government levels.

In any case, for the health and well-being of citizens, more natural area parks are required for the future. Metro Vancouver's New Regional Targets include: **Protect 50% of land for nature**, anticipating a population increase of one million people; this means we must be proactive. Natural areas and green spaces play a key role in assisting communities to adapt to climate change/crisis. "The health of our region's ecosystems is deteriorating and is vulnerable to further degradation especially with changing climate." We are running out of suitable lands.

Furthermore, the critical importance of biodiversity is increasingly recognized by economists and viewed as an asset. (Sir Partha Dasgupta, "The Economics of Biodiversity" UK, February 2021) Headline messages: We are part of Nature, not separate from it... Nature therefore an asset. Biodiversity enables Nature to be productive, resilient and adaptable. Simple truth: our economies are embedded within Nature, not external to it. Biodiversity is declining faster than at any time in human history. Unsustainable engagement with Nature is endangering the prosperity of current and future generations. It is less costly to conserve Nature than to restore it once damaged and degraded. Transformational change is possible – we and our descendants deserve nothing less. Nature is a blind spot in economics that we ignore at our peril.

Mark Carney: "As we awaken to the importance of natural capital, we need to place greater value on sustainability and biodiversity – the precondition to solving the twin crises of biodiversity and climate." Prof. Paul Ehrlich, "The destruction of biodiversity is a major existential threat to civilization. (Dasgupta) a review that should be studied by decision-makers around the world." Kristalina Georgieva, Managing Director, International Monetary Fund: (Dasgupta) "most compelling case for economists and policy makers to place our biosphere and biodiversity on equal footing with human and physical capital... a must read."

The natural world/biodiversity is our most important and essential asset.

Agriculture requires pollinators, which in turn, other than "domestic" bees, require natural habitat provided by meadows, forests and forest edges to produce at least 50% of our vegetable and fruit needs. Put up buildings, no habitat. Food availability is another worry. Another crisis? The Little

Campbell River/Tatalu, provides an aspect of the international fisheries food industry and requires maximum protection.

Apparently other municipalities want Surrey to have more of its lands used for industrial purposes while they create parks and residential areas. What is the quid pro quo for Surrey here? Once destroyed for buildings and infrastructure, the high biodiversity value is gone – the loss is absolute, there is no balance (that is a myth). What about reconsidering how industrial buildings are constructed – 2, 3, 4 stories, parking on roofs or underground, etc. What are practices elsewhere globally? Why the need for green fields for industrial buildings?

You cannot depend that Surrey will set aside as much natural, riverine, meadow, forested areas as described. Surrey usually allows developers to reduce/vary such plans' requirements drastically. It depending on the developers' use of the discredited Professional Reliance Model, and lacking professional in-service environmental Quality Assurance/Quality Control in development and planning.

Indeed, Surrey appears to be known for developing excellent policies and failing to implement them, such as the Sustainability Charter, especially where the living environment is concerned. Changing the Urban Containment Boundary at South Campbell Heights opposes Charter Desired Outcomes within categories for Infrastructure, Ecosystems, Economic Prosperity and Neighbourhoods, Education and Culture, and Built Environment. For example, ECO DO2: Surrey actively protects, enhances and restores its natural environment and habitats; DO12 Surrey protects ecosystem services. And such as: preserve environmental integrity; ecosystems are an essential part of the community's infrastructure system. The Biodiversity Conservation Strategy addresses this area's important aspects and emphasizes that the Hubs, Sites and Corridors as shown are minimum measures and should be expanded wherever significant sites are located along the shown routes.

Compensation does not really exist, there are finite numbers of high biodiversity value ecosystems, most especially, of any significant size (which this is at 600 hectares). So, to designate another area as "compensation" does not suffice as the total has been permanently reduced. We are not confident that "improvements" to another area is adequate compensation because there has been an absolute loss.

This area has distinctive regional values, not least of which is the issue of the Brookwood aquifer which requires extensive evaluation. Most certainly before anything other than leaving it in its present state, the most desirable, is considered.

A shift from previous models of thinking is now required, moving us genuinely into the second quarter of the 21st century, as we face circumstances unlike any of humanity before us, when we look to leaders to demonstrate vision, wisdom and leadership for the majority. Metro 2050 addresses environmental protection. To repeat: New goals for Metro Vancouver include: **Protect 50% of land for nature**. South Campbell Heights and the surrounding area is the place to start, complying with Metro 2050 stated Principles #2, Goals #3 Protect the Environment and Respond to Climate Change and Natural Hazards; and Strategies.

Deb Jack  
Surrey Environmental Partners

To: Metro Vancouver Reginal Planning Committee  
 From: Weave Seniors Housing

Date: October 8, 2021

RE: **Land Use Designation Amendment 228-175A Street, Surrey  
 City of Surrey Project Number 7916-0679-00**

## Project

- IOM Property Group is proud to be working towards the development of a much needed 'Seniors Campus of Care' in South Surrey.
- Statistics Canada reports that by 2036, more than 25% of our population will be over age 65.
- The ability to age in place is of great importance to many of our seniors, who appreciate the seamless transition to higher levels of care within the same community.
- We are seeking to create a care hub which embodies this concept and will generate significant job creation in a variety of areas.
- The proposed housing units will be in close proximity to the doctors' offices and other services geared to seniors.
- The Weave Seniors Project is expected to have over 365 residents and will provide a total of 298 units for all phases of senior living.
- The types of housing provided will include townhouses, independent living apartments, and a licensed residential care facility that incorporates both full care, and assisted living units.
- The facility will have 80 units dedicated for memory care to support seniors facing Alzheimer's disease and other forms of dementia.
- This will provide a unique opportunity for senior's housing within walking distance of a memory care facility, allowing family members to reside close to their loved one who is in memory care.
- The project also includes a building for doctors' and other professional offices & commercial spaces.
- It is our understanding that the intent of the Mixed Employment designation in the Regional Growth Strategy is to ensure job creation in the prescribed areas.
- The project will create approximately 136 quality jobs in Health Care, in addition to 100+ training positions for students from Kwantlen University's Faculty of Health Care.
- As noted in a City of Surrey Staff Report to Council, the project generates 22 jobs per acre which is closely comparable to the 23 jobs per acre of employment density found in the City developed Campbell Heights Business Park.
- We believe that we have demonstrated that this project can generate the quality jobs at a density similar to that of a Mixed Employment area, therefore meeting the intent of the Regional Growth Strategy.
- We look forward to Metro Vancouver's support to move this significant project forward, and respectfully request that the board amend the land use designation for 228-175A Street, Surrey from General Urban and Mixed Employment, to General Urban.

## Job Creation

Jobs generated by the project include but are not limited to:

Administrative & Shared Services	Restaurant & Pharmacy & Offices	Independent Living	Assisted Living	Memory Care
General Manager	Pharmacist	Lifestyle Coordinator	Professional Nurse (RN, LPN)	Professional Nurse (RN, LPN)
Hospitality Manager	Office Administrator	Recreation Therapist	Resident Care Attendant	Dementia Care Giver
Health & Wellness Manager	Restaurant Supervisor	Food Services	Recreation Therapist	Recreation Therapist
Payroll/Benefits Administrator	Line Cook	Laundry Services	Housekeeping/Dining Area	Occupational Therapist
Human Resources Coordinator	Server(s)	Bus Operator	Chef	Therapy Assistant
Office Administrator	Receptionist	Concierge	Dietician	Music Therapist
Building Maintenance				
Front Reception				

## Project statistics

- Townhouses – 39 Units
- Seniors Independent Living Building – 77 Units
- Care Building: Full Care – 96 Units + 86 Assisted Living Units = 182 Units
- Commercial & Office Building – 16,124 SF

## Contact & Designated Speaker

Brent Tedford  
 Senior Development Manager, IOM Property Group  
 Brent.Tedford@IOMPropertyGroup.com  
 604.535.1628 Ext. 113



# South Campbell Heights RGS Amendment

Information prepared by the Friends of Hazelmere- Campbell Valley, Fall 2021

## Does the South Campbell Heights plan align with Metro 2040 and 2050?

The City of Surrey is proposing to re-designate 600 acres of rural land, a sensitive river system and mature second growth forest to mixed employment, paving the way for urbanization of the Hazelmere Valley. We are asking Metro Vancouver Regional Planning Committee and MVRD Board to refuse Surrey's request to re-designate this area, as the plan does not align with the goals and strategies of Metro 2040 and 2050.



**1**

### COMPACT URBAN ENVIRONMENT

- Plan proposes urban sprawl into one of the last remaining rurally designated areas in Surrey
- Extending the Urban Containment Boundary (UCB) sets a dangerous precedent and the extension of services is costly and inefficient
- Under-utilized industrial lands should be protected, densified and redeveloped first
- Campbell Heights (to the north) is nearly 2,000 acres of sprawling employment lands, with remaining undeveloped land supply

**2**

### SUPPORT A SUSTAINABLE ECONOMY

- Potential of urbanizing the Hazelmere Valley is driving land speculation
- The current rural land designation and zoning present opportunities for employment that are of a scope and scale appropriate to the area
- Lands within the Valley are viable for agriculture. A Rocha operates a regenerative vegetable farm. Urbanization will put pressure on surrounding ALR lands and farming operations
- Employment lands in the Hwy 99 corridor should be utilized rather than converted to residential

**3**

### ENVIRONMENT & CLIMATE CHANGE

- Entire area has been designated as high ecological and conservation importance at the local and regional scale for its biodiversity
- Vital habitat for numerous species at risk (barn owls, western painted turtles, and western toads, to name a few) exists within the area
- Little Campbell River and Brookwood aquifer are at risk of destruction and contamination
- Intact forest and pasturelands are key carbon sinks, whereas development of this kind would have a significant carbon footprint

**4**

**5**

### COMPLETE COMMUNITIES & SUSTAINABLE TRANSPORTATION

- Plan proposes one type of use and one type of employment, and does nothing to contribute to a complete community
- Opportunities for employment should be generated closer to urban centres
- Area is unserved by transit and on roads that area already overwhelmed by traffic; 16th Ave is not a viable 'major transportation route'
- Development along the Hwy 99 corridor would be more efficient

# Buffers alone are not enough to protect the Tatalu.



## The Hazelmere Valley

The Hazelmere Valley is a rural and agricultural area of South Surrey, with high environmental and historic significance. The Tatalu (Little Campbell River) is a multi-jurisdictional waterway, that flows through this area, Semiamhoo First Nations lands and into Semiamhoo/Boundary Bay. The Tatalu is a Class A, salmon bearing river, containing five species of salmon and the salish sucker. This area is rich in biodiversity and provides important habitat for a number of species at risk. Habitat loss is one of the greatest threats facing these species.

Development of the kind proposed would result in acres of intact forest, agricultural land and pastureland being paved over, significantly reducing permeability and groundwater recharge. This poses a threat to the unconfined Brookwood aquifer, which underlies the area, and the flow of the Tatalu. Buffers alone along the river are not enough to mitigate these impacts. The permeable surface, species habitat and ecosystem services provided by the surrounding rural and agricultural lands are invaluable.

The extent of the environmental and social impacts of this proposal are not fully known and more information is needed. There is a wide body of evidence to show that this area is of regional conservation significance. The 2015 Madrone study demonstrated that “any development would have a critical negative impact on the watershed and aquifer recharge”. The Hazelmere Valley is not an ‘under-utilized wasteland waiting to be converted to employment lands’. It is a rich and valuable rural and agricultural area, which is best suited to remain designated Rural and outside of the Urban Containment Boundary.

**Who are we?**  
**Friends of Hazelmere - Campbell Valley** is a group of organizations and individuals committed to environmental stewardship and protection of the Hazelmere - Campbell Valley. Thousands of volunteer and staff hours have been devoted to stewardship and maintenance of the ecological integrity of the Little Campbell River and surrounding lands.



A Rocha Canada,  
Brooksedale  
Environmental Centre



The Little Campbell  
Watershed Society



Friends of Semiahmoo  
Bay Society and more!

## PLANNING CONCERNS

This revised plan ignores the recommendations, made by Metro Vancouver planning staff and the Board in 2018, to not develop south of 16th Ave and for Surrey to look at alternative uses within the Rural designation, to prevent property speculation. Since 2018 there has been insufficient planning done to validate or justify any new land use designation application.

The 2015 Madrone environmental study made key recommendations, but these recommendations, such



as “All trees on city land should be retained”, are being totally ignored.

Safe Surrey actually agreed with the MVRDB in 2018 and made not developing the area an election pledge. Mayor McCullum said “I support Metro Vancouver’s decision. In fact, our opposition to the development proposal was featured on our campaign website when it was first published and our position will not change”. (Oct 14th 2018).

September 28, 2021

Metro Vancouver  
Metrotower III  
4730 Kingsway  
Burnaby, BC V5H 0C6

**Attn: Board & Information Service**

Re: Application Submission Letter to Appear as a Delegate

Please accept this application for Chris MacCauley, Senior Vice President CBRE LTD - Industrial to appear as a delegate and speak at the Regional Planning Committee on October 8, 2021.

**PRESENTATION SUMMARY**

I am a member of NAOP and past president, collaborated with Metro Vancouver to create and update their industrial land inventory in 2005, 2010 and 2015 and represent numerous industrial businesses in the lower mainland.

The region is currently facing a diminishing supply and increasing demand for industrial/employment land, which is reflected in the low regional vacancy rate of 0.6% and escalating lease and land prices. It is anticipated that all remaining available industrial land (less than 20%) will be fully absorbed by 2030 as a result of an expanding economy and shifting consumer consumption patterns.

Approved in 2000, Campbell Heights North has been developed into a regional and local employment hub. Significant upgrades to the infrastructure and transportation networks in the area have been made by the City of Surrey, which makes SCH an ideal location for the expansion of employment uses.

In July 2021, Surrey City Council granted Third Reading to the proposed Official Community Plan amendments that would facilitate the CHS LAP; however, an amendment to the RGS is required to adjust the Urban Containment Boundary and redesignate lands that are currently Rural and Mixed Employment to Mixed Employment and Conservation/Recreation.

The proposed RGS amendment responds to Metro Vancouver's goals to create a compact urban area, support a sustainable economy, protect the environment, develop complete communities, and support sustainable transportation choices. The application that is currently before MV will deliver:

1. 81 ha (199 acres) 32% of the Plan area designated as conservation area.
2. 169.1 ha (418 ac) of employment land to address the need for more industrial land & low vacancy rates & accommodate a diverse range of employment uses adjacent to existing industrial land (Campbell Heights North).
3. Employment lands close to a Major Transportation Corridor (16 Avenue).

Redesignation will help unlock valuable employment lands to address demand and support the continued economic growth and recovery of the region with direct access to existing major transportation networks.

I am asking the planning Committee to support the application. My delegation to the Committee will elaborate on the points mentioned above.

Thank you,

A handwritten signature in blue ink, appearing to read 'Chris', with a stylized flourish at the end.

Chris MacCauley, Senior Vice President - Industrial  
CBRE LTD.



September 28, 2021

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

To Whom It May Concern;

Please accept this application for Todd Yuen, President - Industrial of Beedie to appear as a delegate and speak at the Regional Planning Committee on October 8, 2021 requesting support of the South Campbell Heights application.

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

Yours truly,

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

Todd Yuen  
President, Industrial

48107876

## DELEGATION EXECUTIVE SUMMARY

**Name or Organization:** Raj S. Hundal

**Subject:** Surrey Regional Growth Strategy Amendment

**Presenting to:** Regional Planning Committee

**Date of Meeting:** October 8, 2021

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Please accept this delegation request for Dr. Raj Hundal Ph.D. (Land Owner in the South Campbell Heights Area and Business Owner), to appear as a delegate on behalf of numerous land owners in the area to speak at the Regional Planning Committee on October 8, 2021.

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

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

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

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

Thanks,

Raj S. Hundal



## Executive Summary

Delegation to Regional Planning Committee – October 8, 2021

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

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My name is Tegan Smith and I am an Urban Planner with over 20 years planning and development experience working in this region.

I will be speaking on behalf of the values of my firm Channel Consulting. I do not represent the developers, non-profits, or government entities with an interest in the proposed land use change.

As former Chair of NAIOP's Intensive Use of Industrial Land Committee, and active stakeholder in Metro Vancouver's Regional Industrial Lands Strategy, I bring a view on:

- employment lands,
- scarcity of these lands, and
- the need for additional supply which would be realized through the South Campbell Heights proposal.

I acknowledge the diligent work of Heather McNell, Erik Aderneck, and the Planning team at Metro on the Regional Industrial Lands Strategy. In my view, the engagement process was comprehensive and considered the unique context of this region.

The Regional Industrial Lands Strategy, approved by the Metro Vancouver Board on July 3, 2020, seeks to: *Ensure sufficient industrial lands to meet the needs of a growing and evolving regional economy to the year 2050.*

As you know from the Industrial Lands Strategy, *the region is experiencing a critical shortage of industrial land. Continued population and employment growth in a constrained geography have contributed to the challenges facing this region's industrial land supply. With strong demand for industrial space, many industrial businesses are finding it increasingly difficult to find suitable space to operate in this region.*

The City of Surrey's current proposed Regional Growth Strategy amendment for South Campbell Heights:

1. Increases supply of employment lands in the region,
2. Offers contiguous employment lands, and



3. Unlocks supply without impacting the ALR.

The Mixed Employment designation that is proposed aligns with Business Park uses like Campbell Heights North.

The City's proposal addresses one of the three big moves (Big Move 3) identified in the Industrial Lands Strategy as the amendment will bring the Existing Land Supply to Market. In my calculation, lands of this scale can be expected to deliver as many as 15,000 jobs.

As you know, the City of Surrey is seeking Metro Vancouver Board endorsement of the following RGS amendments:

- Amend the RGS Land Use Designations for the South Campbell Heights Land Use Plan from 227.3 hectares of Rural and 22.4 hectares of Mixed Employment to 80.6 hectares of Conservation and Recreation, and 169.1 hectares of Mixed Employment.
- Remove the regional Special Study Area for all areas of South Campbell Heights.
- Amend the RGS to extend the UCB by 223.7 hectares to support the proposed land uses within the South Campbell Heights Land Use Plan.
- Amend the RCS to ensure it is consistent with the proposed RGS amendment (Appendix "III").

Over the past three years, since Metro's Regional Planning Committee last considered land use changes on these lands, the City of Surrey has undertaken a comprehensive study of alternative options, which it refers to as South Campbell Heights Plan Phase 1. The study concluded that the best use for these lands is mixed employment as well as conservation and recreation uses. This was endorsed by Surrey Council in July 2021.

Assuming Metro's approval of the RGS amendment, stage 2 of South Campbell Heights Plan Area will include extensive further environmental study, first to confirm habitat protection and enhancement opportunities and then, to confirm development areas. Later, as part of individual development applications, additional in-depth environmental review and municipal and likely also provincial approvals will be required.

Considering the extensive stakeholder engagement and policy studies done by the City and Metro Vancouver since 2018, and existing City and Provincial environmental policy frameworks that will shape development of these lands, this delegation offers my support to the Regional Planning Committee in a decision to advance the proposed land use amendments to the Board for endorsement.

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

[channelconsulting.ca](http://channelconsulting.ca)  
[tsmith@channelconsulting.ca](mailto:tsmith@channelconsulting.ca)  
778.998.9075

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



### **Current Proposal**

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

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

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

### **Previous Proposal**

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

There was, however, support for the proposed amendment to redesignate land to Mixed Employment and Conservation and Recreation. The report generally supported the redesignation of Rural to Mixed Employment because the amendment would add much needed industrial land inventory to the regional industrial land base. The redesignation of Rural to Conservation and Recreation would contribute to the protection of land identified as ecological hubs and regional corridors in the Metro Vancouver Sensitive Ecosystem Inventory.

### **Rationale for Current Proposal**

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

#### Mixed Employment

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

#### Conservation and Recreation

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

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

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

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

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

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

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

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

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

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



## Executive Summary

Delegation to Regional Planning Committee – October 8, 2021

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

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My name is Tegan Smith and I am an Urban Planner with over 20 years planning and development experience working in this region.

I will be speaking on behalf of the values of my firm Channel Consulting. I do not represent the developers, non-profits, or government entities with an interest in the proposed land use change.

As former Chair of NAIOP's Intensive Use of Industrial Land Committee, and active stakeholder in Metro Vancouver's Regional Industrial Lands Strategy, I bring a view on:

- employment lands,
- scarcity of these lands, and
- the need for additional supply which would be realized through the South Campbell Heights proposal.

I acknowledge the diligent work of Heather McNell, Erik Aderneck, and the Planning team at Metro on the Regional Industrial Lands Strategy. In my view, the engagement process was comprehensive and considered the unique context of this region.

The Regional Industrial Lands Strategy, approved by the Metro Vancouver Board on July 3, 2020, seeks to: *Ensure sufficient industrial lands to meet the needs of a growing and evolving regional economy to the year 2050.*

As you know from the Industrial Lands Strategy, *the region is experiencing a critical shortage of industrial land. Continued population and employment growth in a constrained geography have contributed to the challenges facing this region's industrial land supply. With strong demand for industrial space, many industrial businesses are finding it increasingly difficult to find suitable space to operate in this region.*

The City of Surrey's current proposed Regional Growth Strategy amendment for South Campbell Heights:

1. Increases supply of employment lands in the region,
2. Offers contiguous employment lands, and

3. Unlocks supply without impacting the ALR.

The Mixed Employment designation that is proposed aligns with Business Park uses like Campbell Heights North.

The City's proposal addresses one of the three big moves (Big Move 3) identified in the Industrial Lands Strategy as the amendment will bring the Existing Land Supply to Market. In my calculation, lands of this scale can be expected to deliver as many as 15,000 jobs.

As you know, the City of Surrey is seeking Metro Vancouver Board endorsement of the following RGS amendments:

- Amend the RGS Land Use Designations for the South Campbell Heights Land Use Plan from 227.3 hectares of Rural and 22.4 hectares of Mixed Employment to 80.6 hectares of Conservation and Recreation, and 169.1 hectares of Mixed Employment.
- Remove the regional Special Study Area for all areas of South Campbell Heights.
- Amend the RGS to extend the UCB by 223.7 hectares to support the proposed land uses within the South Campbell Heights Land Use Plan.
- Amend the RCS to ensure it is consistent with the proposed RGS amendment (Appendix "III").

Over the past three years, since Metro's Regional Planning Committee last considered land use changes on these lands, the City of Surrey has undertaken a comprehensive study of alternative options, which it refers to as South Campbell Heights Plan Phase 1. The study concluded that the best use for these lands is mixed employment as well as conservation and recreation uses. This was endorsed by Surrey Council in July 2021.

Assuming Metro's approval of the RGS amendment, stage 2 of South Campbell Heights Plan Area will include extensive further environmental study, first to confirm habitat protection and enhancement opportunities and then, to confirm development areas. Later, as part of individual development applications, additional in-depth environmental review and municipal and likely also provincial approvals will be required.

Considering the extensive stakeholder engagement and policy studies done by the City and Metro Vancouver since 2018, and existing City and Provincial environmental policy frameworks that will shape development of these lands, this delegation offers my support to the Regional Planning Committee in a decision to advance the proposed land use amendments to the Board for endorsement.

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

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[tsmith@channelconsulting.ca](mailto:tsmith@channelconsulting.ca)  
778.998.9075

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

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

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

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

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

The City of Surrey is requesting a Type 3 minor amendment to Metro 2040, for an approximately 9-hectare site at 5510 – 180 Street. The proposed amendment would re-designate the regional land use designation on the site from 'Industrial' to 'Mixed Employment' to allow for the proposed Cloverdale Hospital and Cancer Centre, immediately south of the existing Kwantlen Polytechnic University Cloverdale Campus.

The proposed new Surrey Hospital and Cancer Centre represents a \$1.66 billion investment in health care and anticipated to employ over 1,900 people. The new hospital is proposed to be approximately 71,000 sq. m. with 168 beds and will include:

- Emergency centre;
- Cancer centre;
- Energy centre; and
- Child care centre.



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To: Regional Planning Committee

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

Date: October 1, 2021

Meeting Date: October 8, 2021

Subject: **2022 - 2026 Financial Plan – Regional Planning**

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### **RECOMMENDATION**

That the Regional Planning Committee endorse the 2022 - 2026 Financial Plan for Regional Planning as presented in the report dated October 1, 2021, titled “2022 - 2026 Financial Plan – Regional Planning”, and forward it to the Metro Vancouver Board Budget Workshop on October 20, 2021 for consideration.

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### **EXECUTIVE SUMMARY**

The 2022 - 2026 Metro Vancouver Financial Plan has been prepared following direction received at the April 8, 2021 Metro Vancouver Board Budget Workshop. This has resulted in a plan that maintains the goals and objectives of Metro Vancouver while using key financial tools to minimize the impact on the ratepayers of the region for 2022. The increase in Metro Vancouver’s overall consolidated household impact for 2022 is projected to be 3.5%, down from the 6.4% projected for 2022 in the prior financial planning cycle.

Regional Planning supports planning throughout the region including for utilities, member jurisdictions, TransLink and other regional agencies through the provision of projections and data, policy research, convening stakeholders on issues of regional interest, providing a planning resource and leadership and innovation. The group provides a long range, cross-boundary, interdisciplinary perspective and the main function is developing, administering, monitoring and stewarding *Metro 2040*, the regional federation’s regional growth strategy.

The 2022 - 2026 Financial Plan for Regional Planning reflects an increase in Land Use Policy projects and work relating to *Metro 2050* while continuing to reduce long-term reliance on reserve funds to smooth the tax requisition rate. Over the next five years, operating programs are to increase by \$583,749, or an average of 2.7% per year.

### **PURPOSE**

To present the 2022 - 2026 Financial Plan for Regional Planning for consideration by the Committee.

### **BACKGROUND**

Metro Vancouver’s annual budget process includes the development of detailed annual budgets and the updating of five-year financial plans for each of the four Metro Vancouver legal entities (Metro Vancouver Regional District, Metro Vancouver Housing Corporation, Greater Vancouver Water District and Greater Vancouver Sewerage and Drainage District).

On April 8, 2021 a Metro Vancouver Board Budget Workshop was held with the objective to seek direction for the preparation of the 2022 - 2026 Financial Plan. The workshop outlined the principles that guide the work of Metro Vancouver as an organization, and a proposed approach for the 2022 - 2026 Financial Plan.

This report focuses on the Regional Planning Service and presents the 2022 provisional annual budget and the updated five-year plan for the years 2022 to 2026 for Committee consideration.

### **REGIONAL PLANNING SERVICE**

Regional Planning services within the Metro Vancouver Regional District (MVRD) represent functions that include 22 members and provides policy research, projections, and data in support of a prosperous, resilient and livable region. The primary responsibility is to develop, administer, implement and monitor *Metro Vancouver 2040: Shaping our Future* (Metro 2040), the regional growth strategy. There are three programs within the Regional Planning Division: Regional Land Use Policy, Planning Analytics and Implementation Services.

The Regional Planning initiatives planned over the next five years are guided by direction provided in the *Board Strategic Plan*, specifically:

- Undertake a comprehensive update to *Metro 2040* to prioritize climate action, align with the update to the Regional Transportation Strategy and extend the timeframe to 2050.
- Continue to develop and implement effective and adaptive tools and processes for achieving the goals in the regional growth strategy;
- Continue to support the efforts of members in developing complete, livable and healthy communities;
- Guide the development of policies, plans, tools and creative solutions for managing competing demands on land in the region; and
- Strengthen awareness and engagement with the public, members, other orders of government, and key stakeholders on a range of initiatives regarding the role and value of land use planning at the regional scale and the objectives of the regional growth strategy.

### **WORK PLAN PERFORMANCE INDICATORS**

High level performance indicators have been developed across the organization to evaluate trends, determine key actions for the coming year, and to assist in long-term planning. The 2022 Work Plan for Regional Planning is presented in this report. Within the Regional Planning Work Plan, five performance indicators have been developed and are being tracked. These include:

- Percentage of residential growth occurring within the Urban Containment Boundary (UCB);
- Percentage of new dwelling units located within Urban Centres;
- Number of hectares of land with the *Metro 2040* Agricultural Designation;
- Number of hectares of land with the *Metro 2040* Industrial Designation; and
- Number of hectares of land with the *Metro 2040* Mixed Employment Designation.

The trend in these performance measures suggests that the region is on target with regards to meeting the goals laid out in the regional growth strategy. *Metro 2040* sets a target to contain 98% of growth within the Urban Containment Boundary. Since the strategy's adoption in 2011, this target has been met. *Metro 2040* also strives to direct 40% of dwelling unit growth and 50% of employment

growth to a network of 26 Urban Centres. Between the strategy's adoption and 2016, 39% of dwelling unit growth occurred in Urban Centres. Data will be updated following the release of the 2021 Census.

### **CONTINUOUS IMPROVEMENT**

The comprehensive update to *Metro 2040* is a significant opportunity to improve the plan, building on its strengths. The update is being undertaken to:

- better integrate significant drivers of change that have risen in importance in the region, namely social equity, resilience and climate change impacts, rapid changes in technology / automation, and equity;
- improve the integration of land use and transportation planning as TransLink is concurrently updating the Regional Transportation Strategy; and
- implement policy improvements identified through a series of policy reviews.

Based on this work, improvements will continue as Regional Planning undertakes projects related to developing a new Growth Management and Investment Model and a Land Use Inventory/Land Budget; both activities will support land use and transportation decisions within the Region.

Further improvement initiatives include:

- Developing a new Regional Growth Management and Investment Model with an aim to improved population, housing, employment and land use projections, more accurate municipal distribution by traffic zone, and improved ability to model the land use implications of significant infrastructure investments and policy portfolios. It will provide an improved platform for integrating with the Regional Travel Model and utility modelling through Mike Urban model.
- Undertaking a Regional Land Use Inventory, in partnership with the Province. This inventory will assist in providing knowledge surrounding land use capacities for each designation with the Regional Growth Strategy. These capacities will ensure a more robust model and provide improved analytics for decision making.
- Creating an Implementation Services group, which will be focused on services related to implementation including: member jurisdiction liaisons, processing proposed regional growth strategy amendments and regional context statements, developing implementation guidelines and coordinating Metro Vancouver comments on large capital projects in the region that have impacts on Metro Vancouver interests and assets.

### **2022 BUDGET AND 2022 - 2026 FINANCIAL PLAN**

The five-year financial plans for this cycle have been updated to address five central themes identified by the Metro Vancouver Board in its Strategic Plan to guide the development of plans and budgets.

The five themes are as follows:

- Financial Sustainability
- Environmental Sustainability
- System Stewardship
- Regulatory and Legislative Environment
- Regional Growth

Regional Planning is also guided by direction provided in *Metro 2040*, specifically to support the goals, strategies and policy actions in the plan to:

- Goal 1 - Create a compact urban area
- Goal 2 - Support a sustainable economy
- Goal 3 - Protect the environment and respond to climate change impacts
- Goal 4 - Develop complete communities
- Goal 5 - Support sustainable transportation choices

Each Metro Vancouver function has an Annual Work Plan that includes strategic directions, performance indicators and key actions to guide the work for the coming year. Each function also has a “What’s Happening” summary that highlights the program highlights for the next five years.

The 2022 - 2026 Regional Planning Financial Plan is included as Attachment 1. The 2021 Annual Work Plan for Regional Planning presented in this report is included in Attachment 2 and the “What’s Happening” highlights for the years 2022 - 2026 are included in Attachment 3.

### **Operating Budget Highlights**

The Regional Planning 2022 operating budget is proposed to increase by \$163,027 for a total budget of \$4,302,565. This increase is primarily due to an increase in Regional Land Use Policy projects, required advertising for *Metro 2050*’s public hearing and additional resources to support the development regional growth strategy policy related to economic development. The increase is partially offset by a reduction in consulting funds for studies and research funded by the Sustainability Innovation Fund.

The 2022 operating budget includes the following key actions:

- Complete *Metro 2050*
- Conduct Urban Centres and FTDA’s Policy Research
- Implement the Regional Industrial Land Strategy
- Conduct a Regional Land Use Assessment (Land Budget)
- Participate in policy research in health and social equity
- Update the Housing + Transportation Cost Burden Study
- Support Province in the Fraser Valley Integrated Transportation and Development Plan
- Support TransLink on works related to transit infrastructure investment/expansion

Over the next five years, expenditures are increasing by a total of \$583,749, or an average of 2.7% per year.

### **Communications Program**

The 2022 Regional Planning Communications Program of \$50,000 is framed around the following initiatives:

- Multimedia support for the development of *Metro 2050*, Transit Oriented Affordable Housing Study, and implementation of the Regional Industrial Lands Strategy
- Engagement activities on *Metro 2050* including venues, catering, speakers, etc.
- Engagement and/or public opinion support/media for *Metro 2050* communications and Regional Planning initiatives.

### **Reserve Funds**

The financial plan for Regional Planning includes the utilization of reserves to annually fund one-time initiatives. This is consistent with the *Operating, Statutory and Discretionary Reserves Policy*. The 2022 - 2026 Projected Reserves for Regional Planning are included in Attachment 4.

### **APPROVAL PROCESS**

The proposed 2022 - 2026 Financial Plan and Annual Work Plan is presented for consideration and endorsement before being forwarded to the Board for consideration.

The next steps of the process are:

- The 2022 - 2026 Financial Plan and Annual Work Plan will be presented for consideration at the Metro Vancouver Board Budget Workshop on October 20, 2021.
- The Board will consider adoption of the 2021 Budget and endorsement of the 2022 - 2026 Financial Plan on October 29, 2021.

### **ALTERNATIVES**

1. That the Regional Planning Committee endorse the 2022 - 2026 Financial Plan for Regional Planning as presented in the report dated October 1, 2021, titled “2022 - 2026 Financial Plan - Regional Planning”, and forward it to the Metro Vancouver Board Budget Workshop on October 20, 2021 for consideration.
2. That the Regional Planning Committee make recommendations and endorse an amended 2022 - 2026 Financial Plan for Regional Planning and forward the amended Financial Plan to the Finance and Intergovernment Committee on October 13, 2021 and to the Metro Vancouver Board Budget Workshop on October 20, 2021 for consideration.

### **FINANCIAL IMPLICATIONS**

If the MVRD Board endorses the 2022 - 2026 Financial Plan for Regional Planning, as presented under Alternative 1, in 2022 the Regional Planning requisition will increase by \$411,797 (11.7%) for a total requisition of \$3,922,565.

Over the term of the five-year plan, the annual Regional Planning requisition is projected to increase by an average of \$209,504 per year (5.4%) to provide the required revenue to offset projected expenditures. It is anticipated that the cost to the average regional household over the next five years for the Regional Planning function will rise from \$3 in 2022 to slightly over \$4 in 2026.

Under Alternative 2, the Committee may wish to consider recommending amendments to the 2022 Budget and Five-Year Financial Plan for consideration at the Metro Vancouver Board Budget Workshop. Any changes to the plan may have an impact on the MVRD Financial Plan.

### **SUMMARY / CONCLUSION**

The Regional Planning 2022 Budget and Five-Year Financial Plan has been prepared following direction received at the April 8, 2021 Board Budget Workshop and to respond to direction provided in the *Board Strategic Plan*. It is presented to Committee and Board members to provide overview information on activities and financial impacts for the years 2022 to 2026 for Regional Planning.

The presentation of this year’s five-year financial plan for Regional Planning provides the opportunity for Metro Vancouver to share with its member jurisdictions the proposed service related initiatives over the next five years. It is intended to be used as a guiding document for member jurisdictions in the development of their five-year financial plans and includes projections on household impact to demonstrate how the plan will remain affordable for residents while keeping pace with our critical requirements.

Staff recommends endorsing the 2022 - 2026 Financial Plan and Annual Work Plan for Regional Planning as presented under Alternative one.

**Attachments** (47996522)

1. 2022 - 2026 Financial Plan
2. 2022 Work Plan
3. 2022 - 2026 “What’s Happening”
4. 2022 - 2026 Projected Reserves – Regional Planning

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## 5.2 ATTACHMENT 1

**METRO VANCOUVER REGIONAL DISTRICT  
REGIONAL PLANNING  
2022 BUDGET REVIEW  
2022-2026 FINANCIAL PLAN**

	2021 BUDGET	2022 BUDGET	% CHANGE	2023 FORECAST	% CHANGE	2024 FORECAST	% CHANGE	2025 FORECAST	% CHANGE	2026 FORECAST	% CHANGE
<b>REVENUES</b>											
Metro Vancouver Regional District Requisitions	\$ 3,510,768	\$ 3,922,565	11.7%	\$ 4,140,797	5.6%	\$ 4,187,402	1.1%	\$ 4,413,700	5.4%	\$ 4,558,287	3.3%
Transfer from Sustainability Innovation Fund Reserves	348,770	100,000		-		-		-		-	
Transfer from Reserves	280,000	280,000		275,000		265,000		175,000		165,000	
<b>TOTAL REVENUES</b>	<b>\$ 4,139,538</b>	<b>\$ 4,302,565</b>	<b>3.9%</b>	<b>\$ 4,415,797</b>	<b>2.6%</b>	<b>\$ 4,452,402</b>	<b>0.8%</b>	<b>\$ 4,588,700</b>	<b>3.1%</b>	<b>\$ 4,723,287</b>	<b>2.9%</b>
<b>EXPENDITURES</b>											
Operating Programs:											
Environment	\$ 915,136	\$ -		\$ -		\$ -		\$ -		\$ -	
Implementation Services	-	765,946		768,228		783,259		788,637		799,369	
Regional Land Use Policy	1,073,916	1,522,102		1,555,599		1,557,844		1,577,231		1,593,394	
Planning Analytics	774,503	797,335		941,627		951,183		1,074,329		1,184,669	
Regional Sustainability Initiatives	348,770	100,000		-		-		-		-	
Administration and Department Support	674,767	744,590		759,474		777,525		796,299		815,184	
	3,787,092	3,929,973	3.8%	4,024,928	2.4%	4,069,811	1.1%	4,236,496	4.1%	4,392,616	3.7%
Communications Program	60,000	50,000	(16.7%)	50,000	0.0%	50,000	0.0%	50,000	0.0%	50,000	0.0%
Allocation of Centralized Support Costs	292,446	322,592	10.3%	340,869	5.7%	332,591	(2.4%)	302,204	(9.1%)	280,671	(7.1%)
<b>TOTAL EXPENDITURES</b>	<b>\$ 4,139,538</b>	<b>\$ 4,302,565</b>	<b>3.9%</b>	<b>\$ 4,415,797</b>	<b>2.6%</b>	<b>\$ 4,452,402</b>	<b>0.8%</b>	<b>\$ 4,588,700</b>	<b>3.1%</b>	<b>\$ 4,723,287</b>	<b>2.9%</b>

## REGIONAL PLANNING

### Description of services

Regional Planning is a Metro Vancouver Regional District function established to provide data, policy research, convene on issues of regional interest, and support local planning in support of a prosperous, resilient and livable region. The primary responsibility is to develop, administer, implement and monitor *Metro Vancouver 2040: Shaping our Future (Metro 2040)*, the regional growth strategy. There are three programs within the Regional Planning Division: Regional Land Use Policy, Implementation Services and Planning Analytics.

#### Regional Land Use Policy

Regional Land Use Policy is primarily responsible for developing policy for the regional growth strategy, providing policy interpretation and support for implementation services (local level interactions and amendments) and undertaking applied policy research, and development of best practices in collaboration with member jurisdictions, the Province, TransLink and other agencies. There are a number of portfolios within this group including: complete communities; industrial and employment lands; structuring growth – centres and corridors, providing affordable and diverse housing near transit, protecting the environment and agriculture

#### Planning Analytics

Planning Analytics collects and analyzes data for Regional Planning as well as other regional functions including utilities and transportation planning. Primary roles include the provision of population, dwelling unit and employment projections, *Metro 2040* performance monitoring, and the completion of numerous regional inventories.

#### Implementation Services

Implementation Services prepares, maintains and assists with implementing regional growth strategy Implementation Guidelines. It has the core function of maintaining strong relationships with member jurisdictions, First Nations, the Province, TransLink and other community organizations as it relates to Regional Planning activities. This group also leads the administration of the regional growth strategy including proposed amendments and regional context statements and coordinates corporation wide responses to environmental assessments and other large capital projects that impact Metro Vancouver interests and assets.

### Strategic directions and high level goals supported

#### Board Strategic Plan

- Continue to develop and implement effective and adaptive tools and processes for achieving the goals in *Metro 2040* along with the update to Metro 2050;
- Continue to support the efforts of members in developing equitable, complete, livable and resilient communities;
- Develop policies, plans, tools and creative solutions for managing competing demands on land in the region;
- Advocate the merits of integrating regional land use and transportation planning; and
- Support integration of the regional growth strategy with other long range planning activities within the region.



## Metro Vancouver 2040: Shaping our Future

- Goal 1 - Create a compact urban area
- Goal 2 - Support a sustainable economy
- Goal 3 - Protect the environment and respond to climate change impacts
- Goal 4 - Develop complete communities
- Goal 5 - Support sustainable transportation choices

## Goals

- Update Metro 2040 (Metro 2050) to ensure policies support responsible regional growth, an improved environment and financial sustainability for both the organization and the region.
- Ensure regional planning policies are prepared and monitored with a focus towards a system of equity, fairness, access and affordability.
- Build modelling and data systems to support regional planning activities and policy creation/monitoring.
- Ensure an equitable and resilient region through responsible growth and financial sustainability
- Protect agricultural lands and the environment
- Build strong connections with neighbouring regional districts and other regional agencies to support infrastructure investment for responsible growth.

## Performance indicators

Indicator	Historical and/or industry	Current Performance	2021 Performance Objective
Percentage of residential growth occurring within the Urban Containment Boundary (UCB)	2011 baseline: 97% 2014 review: 98% 2015 review: 99%	98%	98%
Percentage of new dwelling units located within Urban Centres	2011 target 40% of growth to Centres 2011 baseline: 26% located in Centres	39% of growth to Centres; 28% located in Centres	40%
Number of hectares of land with a Metro 2040 Agricultural Designation	2011 baseline: 55,313	55,200	No net loss
Number of hectares of land with a Metro 2040 Industrial Designation	2011 baseline: 10,195	10,160	No net loss
Number of hectares of land with a Metro 2040 Mixed Employment Designation	2011 baseline: 3,415	3,395	No net loss

## 2022 key actions

### *Regional Land Use Policy*

- Complete Metro 2050
- Urban Centres and FTDA Policy Research
- Regional Industrial Lands Strategy Implementation
- Regional Land Use Assessment (Land Budget)
- Applied policy research in health and social equity
- Climate and environment research
- Update the Housing and Transportation Cost Burden Study
- Ecosystem Services from Agricultural Land
- Frequent Transit Development Area – Transit Corridor Study
- Support Province in the Fraser Valley Integrated Transportation and Development Plan
- Support TransLink on works related to transit infrastructure investment/expansion

### *Implementation Services*

- Metro 2050 Implementation Guidelines
- Municipal Liaison Service Strategic Review
- Coordinate comments on major infrastructure projects in the region and impacts on Metro Vancouver interests and assets

### *Planning Analytics*

- Land Use Model Preparation
- Data/Projections Validation
- Social and Community Data Model
- Sensitive Ecosystem Inventory
- Regional Data Book

### Regional Planning

#### 2022 to 2026 – WHAT’S HAPPENING

Below is a summary of the significant initiatives to be undertaken by Regional Planning over the next 5 years.

Initiative	Description	Theme
<b>2022</b>		
Comprehensive update to Metro 2040	Metro 2050 approved and collaboration with member jurisdictions on implementation.	Regional Growth
Sensitive Ecosystem Inventory	Complete the six-year update to this critical regional resource.	Environmental Sustainability
Growth Management and Investment Model	Land Use Component. To improve population, dwelling unit, employment and land use projections and municipal distribution, and improve the ability to model land use implications of infrastructure investments and policy portfolios.	Regional Growth and Financial Sustainability
Regional Land Use Assessment	Begin a Regional Land Use Assessment as part of the implementation of the Regional Growth and Industrial Lands strategies.	Regional Growth
Regional Industrial Lands Strategy Implementation	Prepare recommended overlays and buffers to support the implementation of the Regional Industrial Lands Strategy.	Regional Growth
Housing and Transportation Cost Burden Study	Complete a five-year update to this critical study on transportation and housing costs for a more complete picture of affordability. In 2015, region-wide, homeowners with mortgages paid 40% of their pre-tax income for H+T while renters paid 49%.	Regional Growth
Equity in Regional Planning	Enhance equity mapping from initial phase of work and explore opportunities for equity outcomes in green spaces and improved mental health in the built environment.	Regional Growth
Agricultural Land Use Inventory	The Inventory identifies changes in land use and land cover in agricultural areas. This project generally undertaken every 5 years.	Regional Growth
Regional Parking Study	Analyze regional parking utilization rates within different urban forms	Regional Growth
<b>2023</b>		
Growth Management and Investment Model	Phase 2 – Integrate the Demographics Component to support updated population, dwelling unit, employment and land use projections.	Regional Growth and Financial Sustainability
Metro 2050 Implementation Tools	Begin Preparing Implementation Guidelines and data tools to assist member jurisdictions	Regional Growth
Regional Land Use Assessment	Complete a Regional Land Use Assessment	Regional Growth
Community and Social Data Model	Undertake phase 2 of the model to build assumption on how people choose the neighbourhoods and places that they live in.	Regional Growth

Census Bulletins	Prepare bulletins outlining information/data from the most recent census	Regional Growth
Office In Centres Inventory	Analysis of available office supply within urban centres and associated trends – this project is updated every 5 years.	Regional Growth
<b>2024</b>		
Regional Employment Survey	Complete survey work to understand current trends and land use	Regional Growth
Frequent Transit Corridor Study	Undertake a land use and transportation study for a frequent transit corridor in the region to support member jurisdiction initiatives related to planning and transportation.	Regional Growth
Metro 2050 Implementation Tools	Prepare Implementation Guidelines and data tools to assist member jurisdictions	Regional Growth
<b>2025</b>		
Regional Industrial Lands Inventory	Complete the 5th Regional Inventory of Industrial Lands in the region.	Regional Growth
Growth Management and Investment Model	Develop data tool and calibrate information. Large component of this phase will include survey and demographic work.	Regional Growth
Urban Forestry Implementation Tools	Undertake further work related to zoning tools and urban forest support	Regional Growth
Ecosystem Protection and Connectivity	Further work that supports the Regional Green Infrastructure Network and the Sensitive Ecosystem Inventory	Regional Growth
<b>2026</b>		
Frequent Transit Corridor Study	Undertake a land use and transportation study for a frequent transit corridor in the region to support member jurisdictions and TransLink.	Regional Growth
Growth Management and Investment Model	Develop data tool and calibrate information. Begin to prepare scenario modelling for the region.	Regional Growth

METRO VANCOUVER DISTRICTS  
2022-2026 PROJECTED RESERVES - REGIONAL PLANNING

OPERATING RESERVES

	2021	2022				2022	2023	2024	2025	2026
	ENDING BALANCE	OPENING BALANCE	CONTRIBUTION	WITHDRAWALS	INTEREST	ENDING BALANCE	ENDING BALANCE	ENDING BALANCE	ENDING BALANCE	ENDING BALANCE
Regional Planning	\$ 195,669	\$ 195,669	\$ -	\$ -	\$ 3,913	\$ 199,583	\$ 203,574	\$ 207,646	\$ 211,799	\$ 216,035

DISCRETIONARY RESERVES

	2021	2022				2022	2023	2024	2025	2026
	ENDING BALANCE	OPENING BALANCE	CONTRIBUTION	WITHDRAWALS	INTEREST	ENDING BALANCE	ENDING BALANCE	ENDING BALANCE	ENDING BALANCE	ENDING BALANCE
Regional Planning General Reserve	\$ 2,774,387	\$ 2,774,387	\$ -	\$ (280,000)	\$ 52,688	\$ 2,547,075	\$ 2,320,267	\$ 2,099,022	\$ 1,964,252	\$ 1,836,887

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To: Regional Planning Committee

From: James Stiver, Division Manager Growth Management and Transportation and  
Mark Seinen, Senior Planner, Regional Planning and Housing Services

Date: September 20, 2021 Meeting Date: October 8, 2021

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

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## RECOMMENDATION

That the MVRD Board:

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

## EXECUTIVE SUMMARY

The City of Surrey is requesting a *Metro 2040* amendment corresponding with the Revised Stage 1 South Campbell Heights Land Use Plan. This is an update to a proposed amendment for the area considered by the MVRD Board in 2018 that was referred back to the City of Surrey for further refinement of the of the proposal. The requested amendment includes: the redesignation of Rural designated lands (within a Special Study Area) to Mixed Employment (160.8 ha), Conservation and Recreation (55.5 ha) and Agricultural (12.1 ha); extension of the Urban Containment Boundary by 223.7 hectares; and redesignation of some Mixed Employment lands within the Urban Containment Boundary to Conservation and Recreation (13.4 ha).

Consideration of requested regional land use amendments is often about evaluating the trade-offs among regional growth strategy objectives. The implications of introducing much needed job lands must be considered against the expansion of the Urban Containment Boundary in terms of regional servicing and transit costs, and impacts to the natural environment and climate action. These lands have long been contemplated for land use change, and their Special Study Area overlay highlights that fact. On balance, the requested amendment for South Campbell Heights is supportable based on the evaluation against *Metro 2040's* policy framework.

## PURPOSE

This report provides the Regional Planning Committee with the opportunity to review and comment on the City of Surrey's request to amend *Metro Vancouver 2040: Shaping our Future (Metro 2040)*, the regional growth strategy, for the South Campbell Heights area.

## BACKGROUND

*Metro 2040* includes provisions for member jurisdictions to request amendments to the regional growth strategy. The proposed amendments are intended to enable approval of the Revised Stage 1

South Campbell Heights Land Use Plan (Reference 1), which was given 3<sup>rd</sup> reading by Surrey City Council on July 26, 2021. On July 12, 2021, City of Surrey Council initiated *Surrey Official Community Plan Amendment Bylaw, 2013, No. 18020, Amendment Bylaw, 2021, No. 20393* by undertaking 1<sup>st</sup> and 2<sup>nd</sup> readings. A municipal public hearing was held on July 26, 2021 and subsequently, at the same meeting, City Council at 3<sup>rd</sup> reading of *Bylaw No. 20393* passed the following resolution:

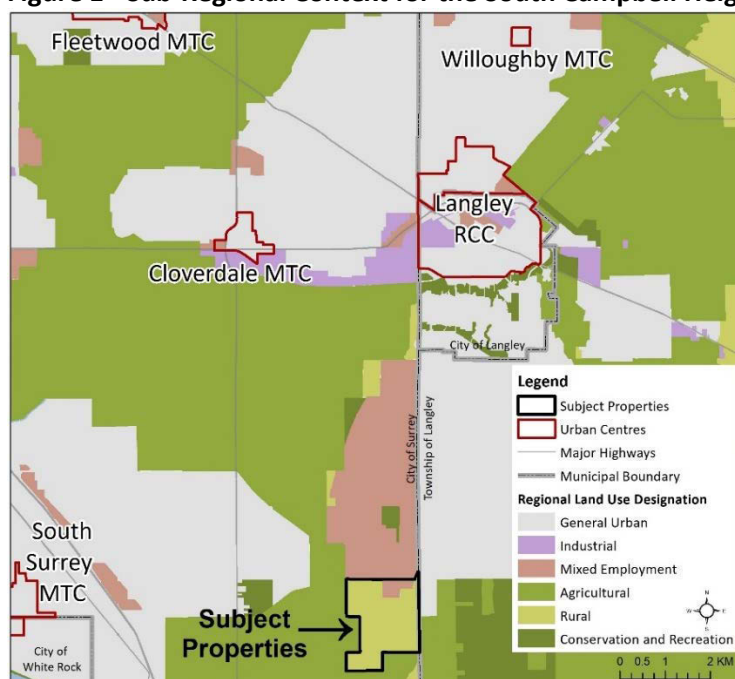
*Subject to Council granting third reading to Amendment Bylaw No. 20393, authorize staff to submit a Type 3, Minor Regional Growth Strategy amendment and Regional Context Statement amendment application to the Metro Vancouver Board for approval of the Regional Growth Strategy Regional Land Use Designation amendments as shown in Appendix “IV” and Appendix “V”.*

On July 30, 2021, Metro Vancouver received a written request (Attachment 1) from the City of Surrey to consider an amendment to *Metro 2040* for the subject area in South Campbell Heights. The requested amendment constitutes a Type 3 minor amendment; this requires adoption of the amending through an affirmative 50%+1 weighted vote of the MVRD Board. Additionally, there is no requirement for a regional public hearing. A Council decision on the final adoption of the Official Community Plan (OCP) Bylaw will be scheduled following the decision of the MVRD Board on the requested.

## SITE CONTEXT

The South Campbell Heights area is located in the southeast area of the City of Surrey adjacent to the municipal boundary with the Township of Langley (Figure 1). The area is characterized by rural development and forested natural areas. The Little Campbell River and its tributaries run diagonally through the area, and large-lot rural residences exist alongside pastures and other small-scale uses such as a kennel and a cemetery. One property is currently being used for agricultural production.

**Figure 1 - Sub-Regional Context for the South Campbell Heights Area**

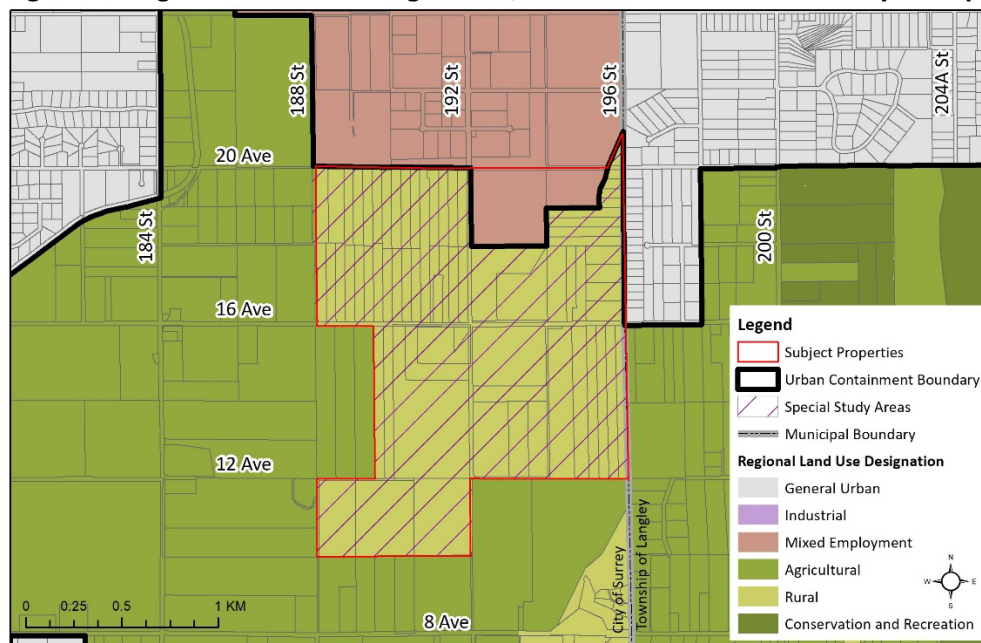


### Existing Regional Land Use Designations and Special Study Area

The subject area includes lands currently identified in *Metro 2040* as a Special Study Area. This overlay was established in *Metro 2040* to reflect where, prior to its adoption in 2011, a municipality had expressed intent for future land use changes following further municipal planning work. The Special Study Area overlay does not alter the underlying regional land use designations. All lands in the South Campbell Heights Special Study Area (228.29 ha) are designated Rural in *Metro 2040*, and are located outside the Urban Containment Boundary.

The proposed amendment also includes 13.38 ha of Mixed Employment lands within the Urban Containment Boundary that does not form part of the Special Study Area (Figure 2).

**Figure 2 - Regional Land Use Designations, Urban Containment Boundary and Special Study Area**



### PROPOSED AMENDMENT

The proposed amendment is an update to the City of Surrey's 2018 application that was previously considered by the MVRD Board for the same lands (Reference 2). That application was referred back to the City of Surrey, citing that the extension of the Urban Containment Boundary and redesignation of Rural lands to General Urban (for urban residential development), particularly south of 16 Avenue, were inconsistent with the policy framework in *Metro 2040*.

The updated proposal encompasses 72 properties, as depicted below in Figure 3. The amendment seeks to:

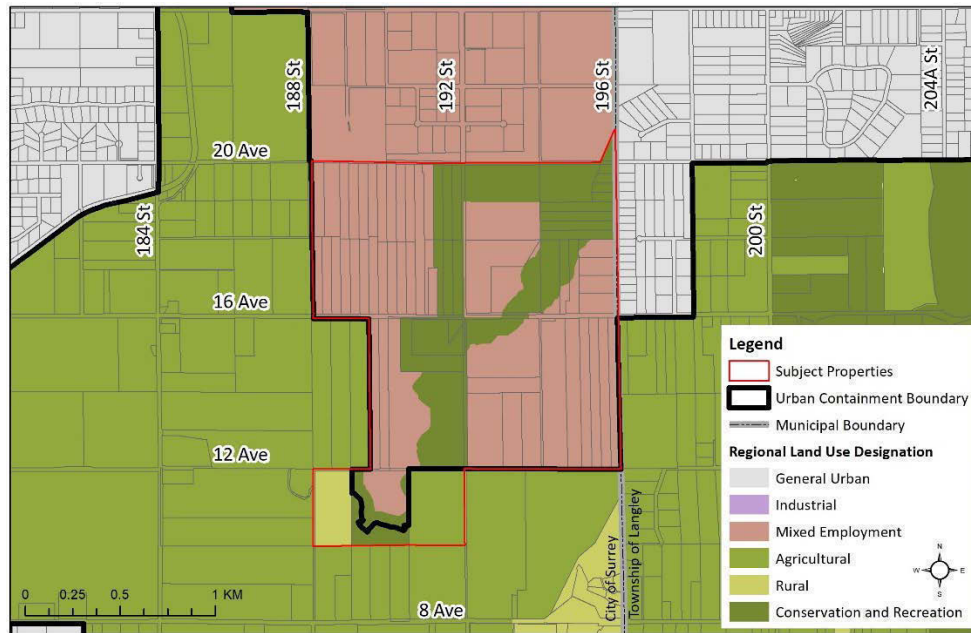
- redesignate 13.4 ha from Mixed Employment to Conservation and Recreation within the Urban Containment Boundary;<sup>1</sup>
- redesignate a total of 228.4 hectares outside the Urban Containment Boundary and within the Special Study Area from:

<sup>1</sup> There is an adjacent 7.91 ha Mixed Employment parcel within the subject area that is proposed to remain designated as Mixed Employment. No regional land use designation amendment is required.



- i. Rural to Mixed Employment (160.8 ha)
- ii. Rural to Conservation and Recreation (55.5 ha)
- iii. Rural to Agricultural (12.1 ha);
- c) extend the Urban Containment Boundary to include an additional 223.7 hectares; and
- d) remove the Special Study Area designation from the entire South Campbell Heights area.

**Figure 3 - Proposed Regional Land Use Designations and Urban Containment Boundary Alignment**



The proposed amendment is a Type 3 minor amendment as per sections 6.3.4(b) and (g) of *Metro 2040*. Type 3 minor amendments require an amendment bylaw that receives a 50%+1 weighted vote of the Board at each reading, with no regional public hearing.

### REGIONAL PLANNING ANALYSIS

The proposed amendment has been assessed in relation to the applicable *Metro 2040* goals and policies, noting that the regional growth strategy is currently being updated. The assessment focuses on potential regional planning implications and the regional significance of the proposed land use changes in consideration of the regional growth strategy.

The current proposal updates Surrey's 2018 regional growth strategy amendment request (Reference 1). The 2018 proposed amendment was assessed for alignment with the goals, strategies and objectives of *Metro 2040*. The policy framework, supported amending the Rural lands north of 16 Avenue to Mixed Employment, and protecting ecologically important lands by amending the designation on such lands to Conservation and Recreation. As a result, this report does not re-evaluate those aspects of the proposed amendment.

The main difference between the two applications is that the 2018 application requested that 143 ha be redesignated from a regional land use designation of Rural to General Urban to facilitate urban residential development. The 2021 application seeks instead to redesignate from Rural to Mixed Employment, thereby eliminating the residential component, and focusing on responding to the

region's strong need for industrial and job lands. As a result, the updated request from the City addresses many of the concerns previously noted with respect to introducing new urban residential development in this area. However, the proposed Mixed Employment land uses introduces some additional regional planning issues that have been examined through the *Metro 2040* policy framework below.

**GOAL 1: Create a Compact Urban Area - Implications of Expanding the Urban Containment Boundary**

Metro Vancouver's analysis of Surrey's 2018 application noted that residential development would increase pressure on nearby Rural lands by signaling potential availability for urban development; there is some risk that Mixed Employment development in the same area could generate similar outcomes. However, given market dynamics of residential comparative to employment development, this pressure will likely be less intensive.

The Urban Containment Boundary (UCB) is intended to be a long term, stable boundary for urban growth in Metro Vancouver. Regional Planning projections and analysis demonstrates that there is sufficient land within it to accommodate future growth in the region over the coming decades. As such, the current policy framework does not generally support its expansion.

However, the subject lands are identified as a Special Study Area in *Metro 2040*. This overlay does not alter the underlying regional land use designation(s), however it does reflect a municipality's intent to seek future land use change following more detailed local planning work. Reflecting this potential for change, the Special Study Area overlay reduces the MVRD Board's voting threshold needed for a proposed amendment to *Metro 2040* on lands outside the UCB and designated Rural, from a 2/3 weighted vote of the Board to a 50%+1 vote; additionally, it also removes the requirement for a regional public hearing.

The UCB is also an essential tool for supporting the efficient provision of urban infrastructure across the region. Regional sewerage and water services and transit expansions are necessitated by realigning the UCB, ultimately requiring increased service levels and costs. If the proposed amendment is adopted, the City of Surrey will need to seek an amendment to the Fraser Sewerage Area (FSA) from the GVS&DD Board; the review of this amendment would be predicated on the technical and financial feasibility and capacity of services. Staff note that the existing Metro Vancouver sewerage infrastructure required to service these lands may not be sufficient; further analysis will need to be undertaken in this regard.

**GOAL 2: Protect the Supply of Industrial Land: Regional Need for Employment Lands**

The proposed amendment proposes four times as much Mixed Employment designated lands than 2018 application. The City's planning report (Reference 1) cites the constrained supply of industrial lands as a rationale for redevelopment of the South Campbell Heights area. The report specifically addresses the demand for, and availability of, alternative employment lands within the Urban Containment Boundary, estimating that the existing North Campbell Heights employment area will reach its development capacity within seven to nine years. The recently-completed Regional Industrial Lands Strategy documented the extremely limited supply of industrial lands in the region, the consistently strong demand for industrial space, and the few opportunities to add more lands to

the regional market. In many areas, existing industrial lands are also being threatened by conversion to other uses.

The proposal for South Campbell Heights is for a Mixed Employment, not Industrial, regional land use designation, which is an important distinction. While the Mixed Employment designation permits industrial uses, it also permits commercial and other employment-related uses. Staff appreciate the flexibility Surrey would like to retain for land uses in the South Campbell Heights area, and that residential use is not intended. However, an extension of the UCB and use of these lands for Mixed Employment uses does have the potential to attract employment uses away from the City's existing Urban Centres and transit-rich locations. If the amendment is supported, it will be incumbent on the City of Surrey to ensure that the land uses in this area support industry and do not compete with major trip-generating uses that are more appropriately located in Urban Centres, in an effort to reduce auto-oriented "job sprawl." The existing North Campbell Heights business park area is designated Mixed Employment in *Metro 2040*, and primarily supports light industrial uses, with some commercial and other employment uses.

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

A significant land use change for 160 ha of rural lands to more urban forms of development will have ecological impacts. The City has identified ecologically-sensitive locations which it has indicated will be protected through the South Campbell Heights Land Use Plan, providing for a continuous biodiversity hub along the Little Campbell River riparian corridor. As a result of this work, The City is proposing to redesignate 55.52 ha from Rural to Conservation and Recreation to support the protection of this ecological corridor. These lands are being introduced, in part, to provide a buffer function, with stream setbacks that exceed the requirements of The City of Surrey's Zoning Bylaw and riparian area regulations. The proposed Conservation and Recreation designation component totals 86 ha, or 35 percent of the subject area.

Beyond the conservation plans for the Little Campbell River corridor itself, questions remain about broader aquifer protection and potential infiltration into neighbouring communities. The City of Surrey has committed to additional study and monitoring of groundwater impacts through subsequent phases of the South Campbell Heights Land Use Plan.

The City of Surrey's comprehensive Climate Adaptation Strategy sets out progressive policies and initiatives and will help the City anticipate and respond to a changing climate. Any expansion of the UCB will have impacts on the area's resilience to climate change and will contribute to increased greenhouse gas emissions. If the proposed amendment is adopted, the City's future local planning work will need to ensure that the policies of the Strategy are applied to the development of the South Campbell Heights lands; this will support our collective actions in meeting our shared climate targets.

### **GOAL 5: Support Sustainable Transportation Choices**

The 2018 Metro Vancouver report noted that "as the location of the proposed redesignation is adjacent to the existing Campbell Heights industrial area and a major transportation route, it is an appropriate and regionally-strategic location for industrial related development." While the area is accessible by two truck routes and the Major Road Network, most roads in the area are two-lane roads, with a rural cross-section, that have the potential of not accommodating the additional

commercial vehicles/traffic; in addition, the road network south of 16 Avenue is incomplete and fragmented. Future road upgrades by the City will likely be necessary to accommodate the increases in commercial truck traffic.

If the regional land use designation amendment is adopted, pressure will increase to expand transit service beyond what is contemplated in the current TransLink Investment Plan for the area. This creates challenges from a transit service design and fare recovery perspective, particularly due to South Campbell Heights' outlying location and limited street connectivity.

The area is strategically located from a goods movement and jobs perspective. South Campbell Heights is proximate to the United States border and adjacent to an existing Mixed Employment area; it connects with the regional truck route network and Major Road Network; and it would serve job markets in both South Surrey and Langley.

### **Regional Planning Advisory Committee Comments**

As required by *Regional Growth Strategy Procedures Bylaw No. 1148, 2011*, Metro Vancouver staff prepared a report to the Regional Planning Advisory Committee (RPAC) for its meeting of September 27, 2021. The City of Surrey presented the application, and RPAC members were able to ask questions and discuss. RPAC received the report for information.

### **AMENDING METRO 2040 AND NEXT STEPS**

*Metro 2040* is the region's collective vision for how to manage regional growth in a way that reflects the federation's values. It includes regional land use designations, which are a key tool for protecting and enhancing the region's supply of Conservation and Recreation, Mixed Employment, Agricultural, and Industrial lands.

In accordance with Subsections 6.3.4(c) of *Metro 2040*, for sites within a Special Study Area or within the Urban Containment Boundary, land use designation amendments are a Type 3 Minor Amendment. Adoption of a Type 3 amendment requires an affirmative 50%+1 weighted vote of the MVRD Board, and does not require a regional Public Hearing.

If the amendment bylaw (Attachment 2) receives 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> readings by the MVRD Board, it will be referred to affected local governments and other agencies, as well as posted on the Metro Vancouver website for a minimum of 30 days for the opportunity to provide comment. Any comments received would be summarized and included in the report advancing the bylaw to the MVRD Board for consideration of final adoption. Should the initial readings of the amendment bylaw be given, staff will report back to the MVRD Board at a meeting in early 2022 with a summary of any comments received on the proposed amendment, and the amendment bylaw for consideration of final reading. The City's updated Regional Context Statement will also be provided for consideration of acceptance at the same time as final adoption of the proposed amendment.

### **ALTERNATIVES**

1. That the MVRD Board:
  - a) initiate the regional growth strategy amendment process for the City of Surrey's requested regional land use designation amendments for the South Campbell Heights area, including extension of the Urban Containment Boundary and removal of the Special Study Area overlay;

- b) give first, second, and third readings to “Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1328, 2021”; and
- c) direct staff to notify affected local governments as per section 6.4.2 of *Metro Vancouver 2040: Shaping our Future*.

2. That the MVRD Board decline the proposed amendments for South Campbell Heights and notify the City of Surrey of the decision.

### **FINANCIAL IMPLICATIONS**

If the MVRD Board chooses Alternative 1, notification will be given to all affected local governments as laid out in the *Local Government Act* and *Regional Growth Strategy Implementation Guideline #2: Amendments to the Regional Growth Strategy* (Reference 3).

If the MVRD Board chooses Alternative 2, the City of Surrey will be notified of the Board’s decision. A dispute resolution process may take place as described in the *Local Government Act*. The cost of this dispute resolution is prescribed based on the proportion of assessed land values. Metro Vancouver would be responsible for most of the associated costs.

### **CONCLUSION**

The City of Surrey has submitted a request for a *Metro 2040* amendment corresponding with the Revised Stage 1 South Campbell Heights Land Use Plan (Reference 1). The plan includes the redesignation of 228.39 hectares of Rural designated lands outside the Urban Containment Boundary (within a Special Study Area) to Mixed Employment (160.77 ha), Conservation and Recreation (55.52 ha) and Agricultural (12.1 ha). It also includes the redesignation of 13.38 ha of Mixed Employment lands, within the Urban Containment Boundary, to Conservation and Recreation.

The proposed amendment aligns with the *Metro 2040* policy framework in the following ways:

- The extension of the Urban Containment Boundary can be supported by a demonstrated land need as there are few alternative employment lands available within the UCB;
- The subject area will provide jobs and expand the supply of much-needed employment-generating lands in the region;
- Given planned land use change in this area, environmental impacts have been largely addressed through the designation of Conservation and Recreation lands including buffer areas around the Little Campbell River and its tributaries; and
- The area is strategically located from a goods movement and trade perspective.

It should be noted that passenger transportation will be a challenge, particularly given the current lack of transit service, bikeways and pedestrian facilities. Further work will need to be undertaken in an effort to resolve these issues. This is also a significant addition to the Urban Containment Boundary, which has significant servicing impacts. These will not be as substantial as if the land use contemplated was residential, however the City of Surrey will need to apply to the GVS&DD for inclusion in the Fraser Sewerage Area, and there remains uncertainty as to the capacity of the current sewerage infrastructure to accommodate this planned use. And, there are significant environmental impacts when this scale of land use change is occurring, despite mitigating efforts.

Consideration of proposed regional land use amendments is often about evaluating the trade-offs among regional growth strategy objectives. The implications of introducing much-needed job lands must be considered against the expansion of the Urban Containment Boundary in terms of regional servicing and transit costs, impacts to the natural environment and climate action. On balance, the requested amendment for South Campbell Heights is supportable based on the above analysis of *Metro 2040's* policy framework. Staff recommend Alternative 1.

**Attachments** (47807423)

1. Correspondence, dated July 30 2021, from City of Surrey, to Metro Vancouver Board re: City of Surrey Regional Growth Strategy Amendment Application.
2. Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1328, 2021

**References**

1. [City of Surrey Corporate Report, dated July 8, 2021 \(No. R147\): Revised South Campbell Heights Land Use Plan](#)
2. [Metro Vancouver 2040: Shaping our Future Land Use Designation Amendment Request from the City of Surrey – South Campbell Heights](#). MVRD Board Regular Meeting, May 25, 2018
3. [Regional Growth Strategy Implementation Guideline #2: Amendments to the Regional Growth Strategy](#)

47807222



the future lives here.

July 30, 2021

File: 3900-20-18020 (OCP)  
6520-20 (South Campbell Heights)

Metro Vancouver Board  
c/o Chris Plagnol, Corporate Officer  
4730 Kingsway (Metrotower III)  
Burnaby, BC  
V5H 0C6

Dear Mr. Plagnol:

**RE: City of Surrey Regional Growth Strategy Amendment Application**

The City of Surrey is processing several Official Community Plan ("OCP") amendments that also require amendments to the Metro Vancouver Regional Growth Strategy ("RGS") prior to final adoption for the following areas:

1. Revised South Campbell Heights Land Use Plan
2. South Campbell Heights Agricultural Land Reserve ("ALR") Inclusion Property

Although these are two separate processes, they are included together in this RGS amendment application.

**Background**

On July 24, 2017, Surrey Council endorsed Stage 1 of the South Campbell Heights Land Use Plan ("the Plan") following a comprehensive land use planning process. Following Stage 1 approval of the Plan, Council also granted third reading to the necessary OCP amendments and bylaw readings that were consistent with the Stage 1 Plan. On January 16, 2018, the City submitted a request to Metro Vancouver to amend the RGS to accommodate the land uses proposed in the Plan.

The 2017 application proposed the Rural "Special Study Area" designation (235 hectares) within the Plan area to be amended to General Urban (143 hectares), Mixed Employment (37 hectares), and Conservation and Recreation (55 hectares). These changes necessitated an expansion of the regional Urban Containment Boundary ("UCB") which outlines the catchment for regional utility servicing. It also proposed land use amendments within the existing UCB, including 16.4 hectares from Mixed Employment to Conservation and 6.0 hectares from Mixed Employment to General Urban.



On April 20, 2018, the Metro Vancouver Regional Planning Committee ("RPC") received a report from Metro Vancouver staff titled "Metro Vancouver 2040: Shaping our Future Land Use Designation Amendment from the City of Surrey - South Campbell Heights." The report indicated support for proposed amendments to redesignate lands to Mixed Employment, Conservation and Recreation, and Agricultural because these were generally consistent with the provisions of Metro 2040; however, for the portion of the proposed amendment that was seeking to extend the UCB and redesignate 143 hectares from Rural to General Urban for urban residential development, there was not the required support. The report indicated that this component of the request was inconsistent with Metro 2040 and recommended that the entire amendment application be referred back to the City to consider an alternate amendment.

At the May 25, 2018 Metro Vancouver Board meeting, the Board approved the RPC recommendations and referred the RGS amendment application back to the City to consider alternatives.

In response to the amendment application being referred back to the City, staff liaised with Metro Vancouver staff and employment lands stakeholders in Surrey to prepare a revised Stage 1 South Campbell Heights Land Use Plan that better responds to regional concerns.

On July 12, 2021 at the Regular Council - Public Hearing Meeting, Surrey Council approved recommendations in the report titled, "Revised Stage 1 South Campbell Heights Land Use Plan and Proposed Official Community Plan, Regional Context Statement, and Regional Growth Strategy Amendments" (Attachment "1"). This included approval of the revised Stage 1 Land Use Plan, resolutions to give first and second readings to the required OCP bylaw amendments, and instructions to the City Clerk to set a date for public hearing (Attachment "2").

On July 26, 2021, at Regular Council - Public Hearing Meeting, Surrey Council passed a resolution to give third reading to the proposed Surrey OCP bylaw amendments and endorsed referring an application to Metro Vancouver to support amendments to the RGS (Attachment "3"). These amendments include adjustments to the UCB, removal of the entire Special Study Area, and amendments to the Regional Land Use Designations from Rural and Mixed Employment to Conservation Recreation, Mixed Employment, and Agriculture.

### **Revised South Campbell Heights Local Area Plan**

The Plan has been revised in consideration of the region's constrained industrial land supply and Metro Vancouver's previous refer back of Surrey's initial RGS amendment. The revised Plan focuses on creating more employment opportunities by increasing the inventory of regional employment lands. Residential uses have been removed from the revised Plan. The proposed UCB extension has been modified to only contain lands north of the southernmost reach of the Little Campbell River in this area. These proposed changes to the Plan better align with RGS goals.

Surrey is a significant contributor to regional industrial growth and holds a significant portion of the region's vacant industrial land; however, across the region the demand for industrial land continues to outpace supply. In the absence of additional land to meet continued demand, the region is anticipated to absorb all effective supply sometime between 2028 and 2035.



The proposed South Campbell Heights Plan will help address the industrial land supply and provide opportunities to accommodate both new industrial businesses and those businesses that are seeking to expand their operations. Given applicable lot sizes, the Plan has advantage for uses that require larger parcels with the necessary access to services and transportation infrastructure. It is important for the City and the region to remain open for business and to provide opportunity for businesses seeking to relocate or expand operations.

The following RGS amendments are proposed:

- Amend the RGS Land Use Designations for the South Campbell Heights Land Use Plan from 227.3 hectares of Rural and 22.4 hectares of Mixed Employment to 80.6 hectares of Conservation and Recreation and 169.1 hectares of Mixed Employment (as shown in Attachment "4").
- Remove the entire 247 hectares of regional Special Study Area Overlay for all areas of South Campbell Heights.
- Amend the RGS to extend the UCB by 223.7 hectares (as shown in Attachment "5"). to support the proposed land uses within the South Campbell Heights Land Use Plan

#### **South Campbell Heights Agricultural Land Reserve Inclusion Property**

In a separate process from the preparation of the South Campbell Heights Local Area Plan, an application to include land into the Agricultural Land Reserve ("ALR") was approved by the Agricultural Land Commission ("ALC") for the property shown in Attachment "6". In order to be consistent with that ALC decision, the Regional Land Use Designation is recommended to be adjusted from Rural to Agricultural as a housekeeping amendment.

#### **Conclusion**

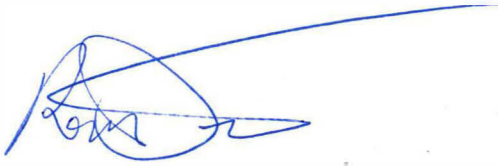
The City of Surrey requests that the Metro Vancouver Board amend the Regional Growth Strategy to:

- extend the Urban Containment Boundary;
- remove Surrey's Special Study Area; and
- amend Regional Land Use Designations from Rural and Mixed Employment to Mixed Employment, Conservation Recreation, and Agricultural (as shown in Attachments "4" and "5").

The ALC has already approved the inclusion of the property shown in Attachment "6" into the ALR and is, therefore, simply a housekeeping measure to ensure the RGS is consistent with the existing designations.

Should Metro Vancouver staff require any additional information regarding this application, please contact Patrick Klassen, Community Planning Manager, at 604-598-5858 or at [pklassen@surrey.ca](mailto:pklassen@surrey.ca).

Sincerely,

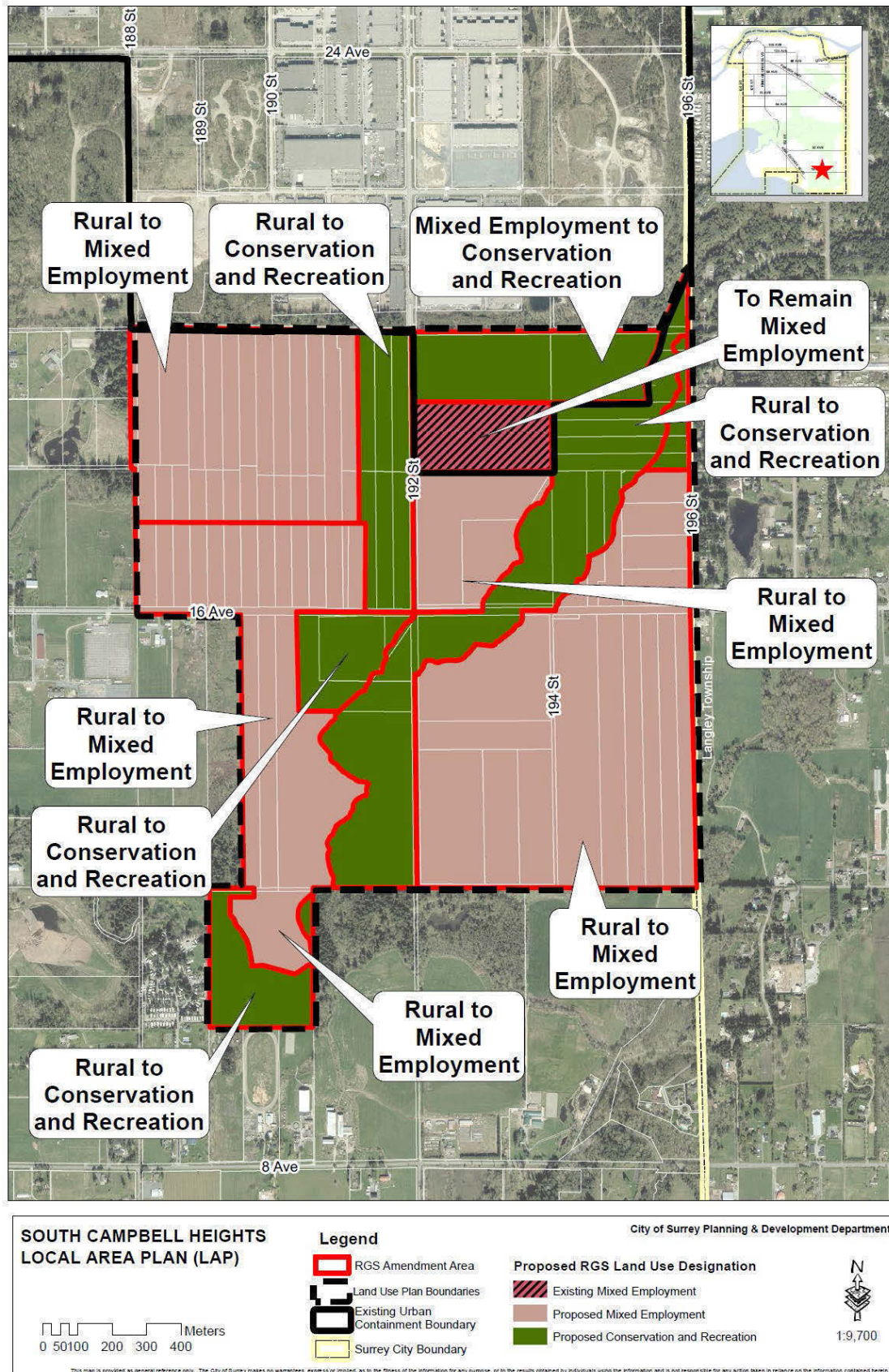


Rémi Dubé, P.Eng.  
Acting General Manager, Planning & Development

Cc Heather McNell, General Manager, Regional Planning and Housing Services, Metro Vancouver  
Sean Galloway, Director, Regional Planning, Metro Vancouver  
James Stiver, Manager, Growth Management and Transportation  
Mark Seinen, Senior Planner, Metro Vancouver  
Preet Heer, Manager, Community Planning, Planning & Development, City of Surrey  
Patrick Klassen, Community Planning Manager, Planning & Development, City of Surrey  
Markus Kischnick, Community Planner, Planning & Development, City of Surrey  
Yonatan Yohannes, Manager, Utilities, Engineering, City of Surrey

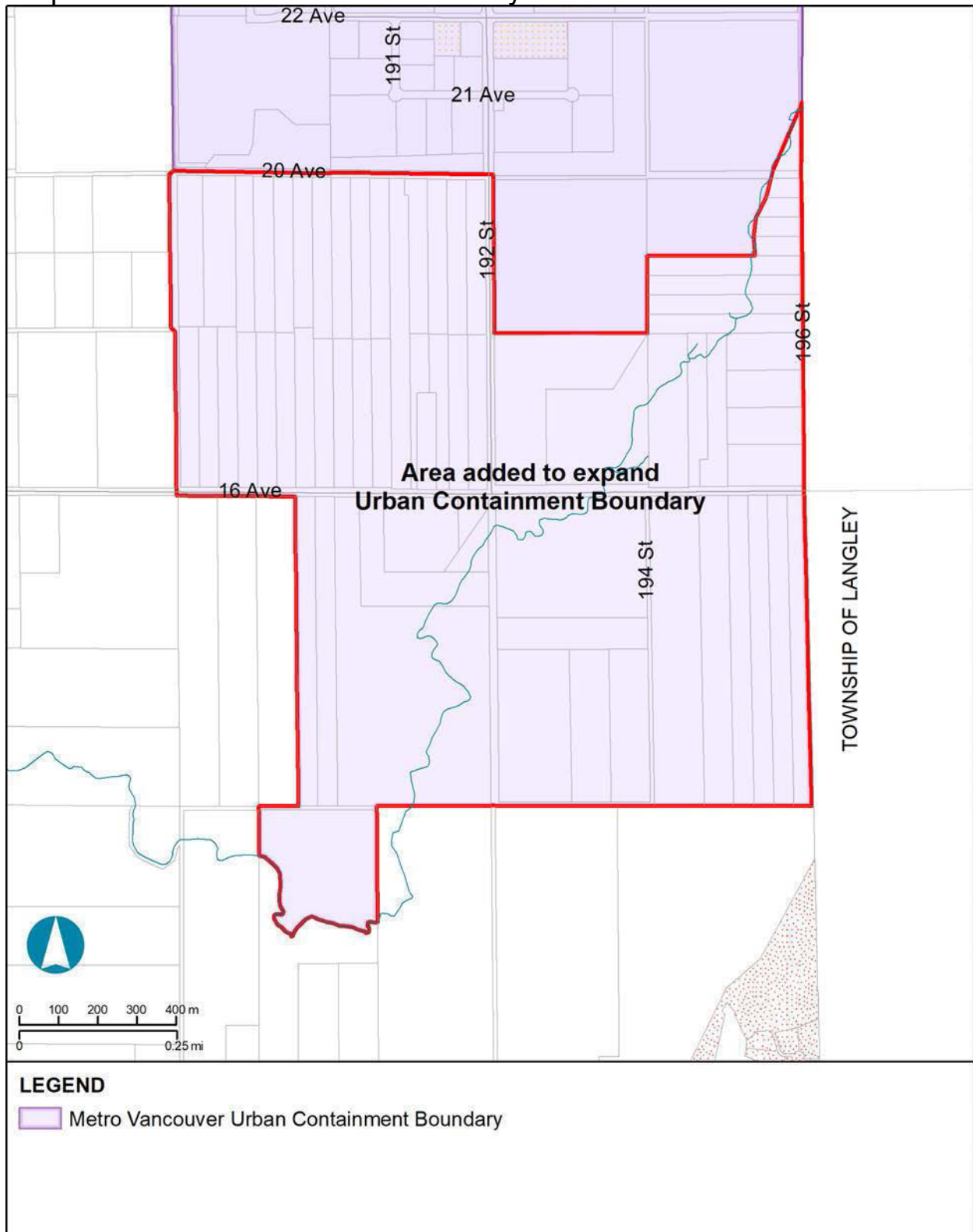
Attachment "1"	Corporate Report - "Revised Stage 1 South Campbell Heights Land Use Plan and Proposed Official Community Plan, Regional Context Statement, and Regional Growth Strategy Amendments"
Attachment "2"	Council Resolutions - July 12, 2021 Regular Council - Public Hearing Meeting
Attachment "3"	Council Resolutions - July 26, 2021 Regular Council - Public Hearing Meeting
Attachment "4"	Proposed RGS Land Use Designation Amendments
Attachment "5"	Proposed UCB Extension
Attachment "6"	South Campbell Heights ALR Inclusion Property

# Proposed RGS Land Use Designation Amendments

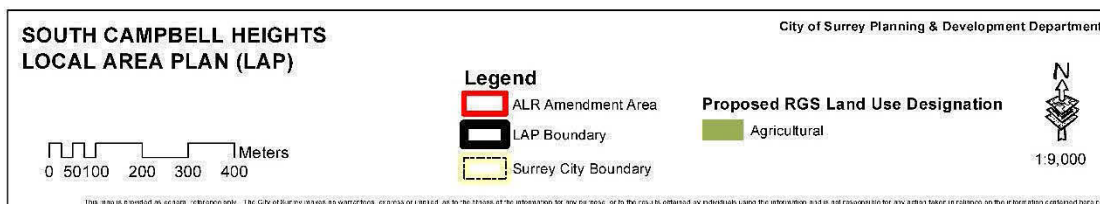
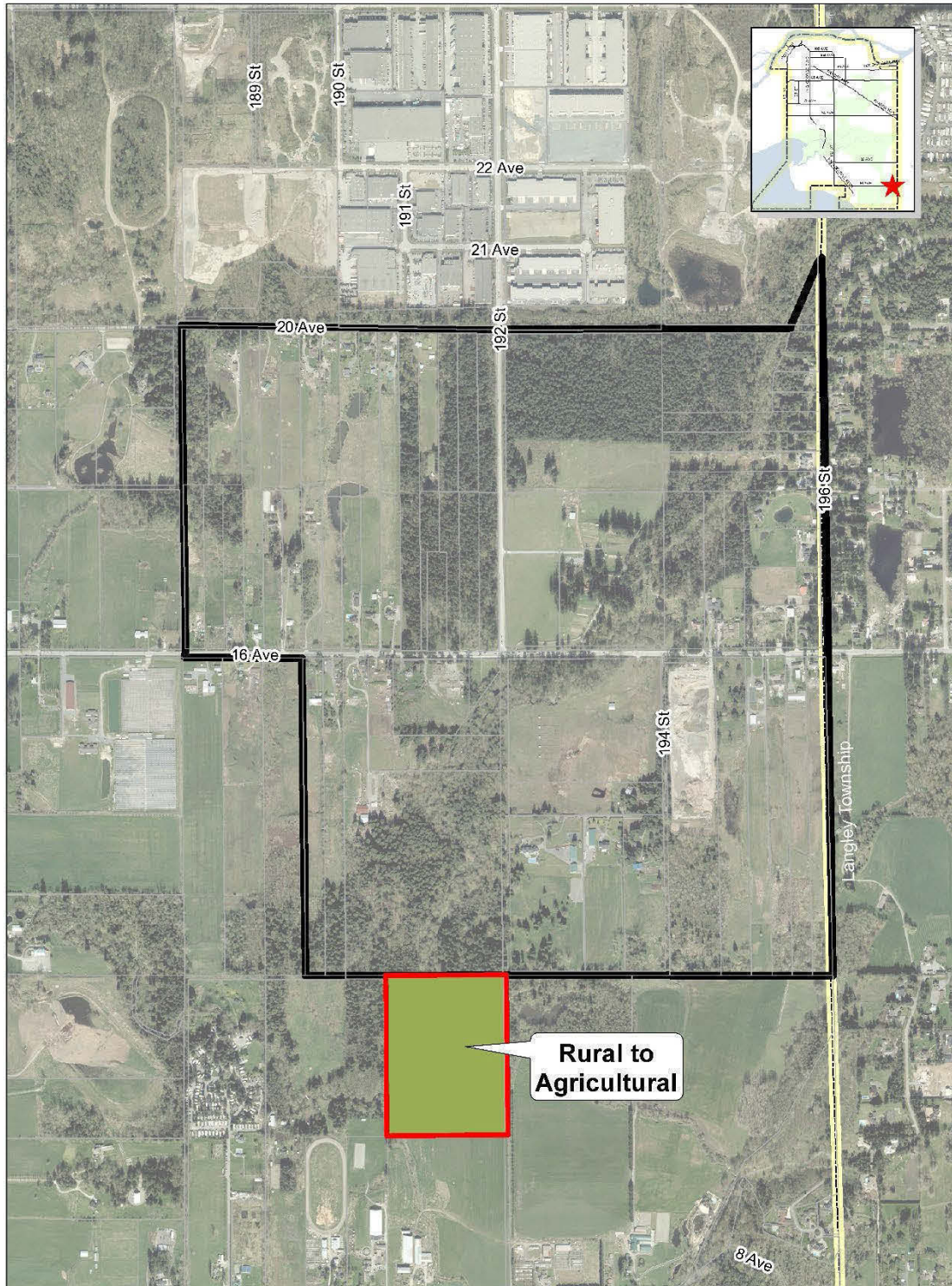




# Proposed Urban Containment Boundary Extension



# South Campbell Heights ALR Inclusion Property



**METRO VANCOUVER REGIONAL DISTRICT  
REGIONAL GROWTH STRATEGY AMENDMENT BYLAW NO. 1328, 2021  
A Bylaw to Amend "Greater Vancouver Regional District Regional Growth Strategy  
Bylaw Number 1136, 2010"**

**WHEREAS:**

- A. The Metro Vancouver Regional District Board (the "Board") adopted the *Greater Vancouver Regional District Regional Growth Strategy Bylaw No. 1136, 2010* on July 29, 2011;

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

1. The *Greater Vancouver Regional District Regional Growth Strategy Bylaw No. 1136, 2010* is hereby amended as follows:
  - a) re-designating portions of the subject properties from 'Rural' to 'Mixed Employment', re-designating portions of the subject properties from 'Rural' to 'Conservation and Recreation', re-designating portions of the subject properties from 'Rural' to 'Agricultural', re-designating portions of the subject properties from 'Mixed Employment' to 'Conservation and Recreation', removing the Special Study Area, and adjusting the Urban Containment Boundary, as shown in Schedule "A"; and
  - b) the official regional land use designation maps numbered 2, 3, 4, 5, 6, 7, 8, 9, 11, and 12 are revised to record the changes in regional land use designation, removal of the Special Study Area, and adjustments to the Urban Containment Boundary, as shown in the maps contained in Schedule "B".

**Citation**

2. The official citation for this bylaw is "*Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1328, 2021*". This bylaw may be cited as "*Regional Growth Strategy Amendment Bylaw No. 1328, 2021*".

**Schedules**

3. The following Schedules are attached to and form part of this bylaw:  
Schedule "A"; and  
Schedule "B".

Read a first time this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.

Read a second time this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.

Read a third time this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.

Passed and finally adopted this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.

---

Sav Dhaliwal, Chair

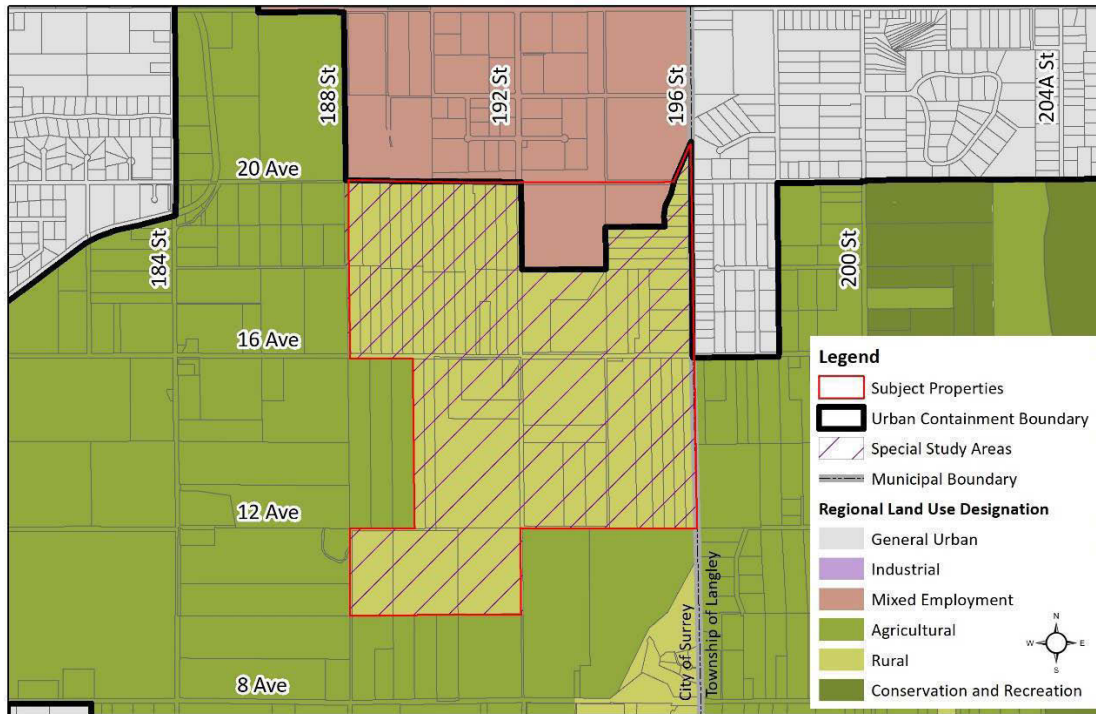
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Chris Plagnol, Corporate Officer

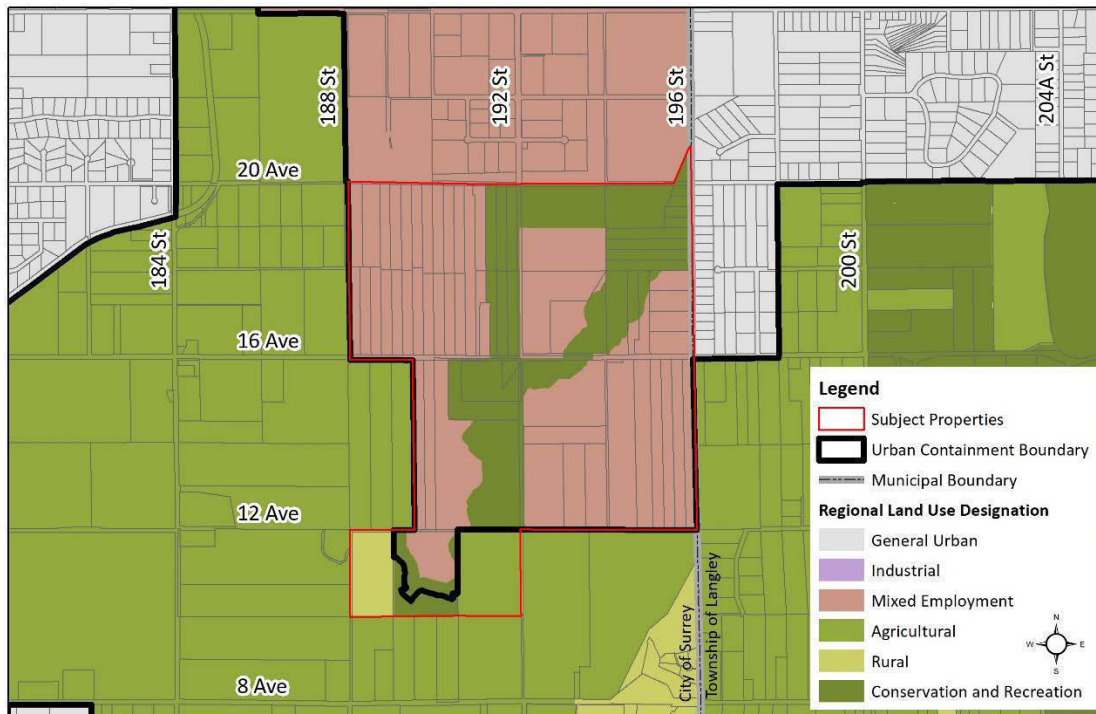


## Schedule A

### Prior to Amendment



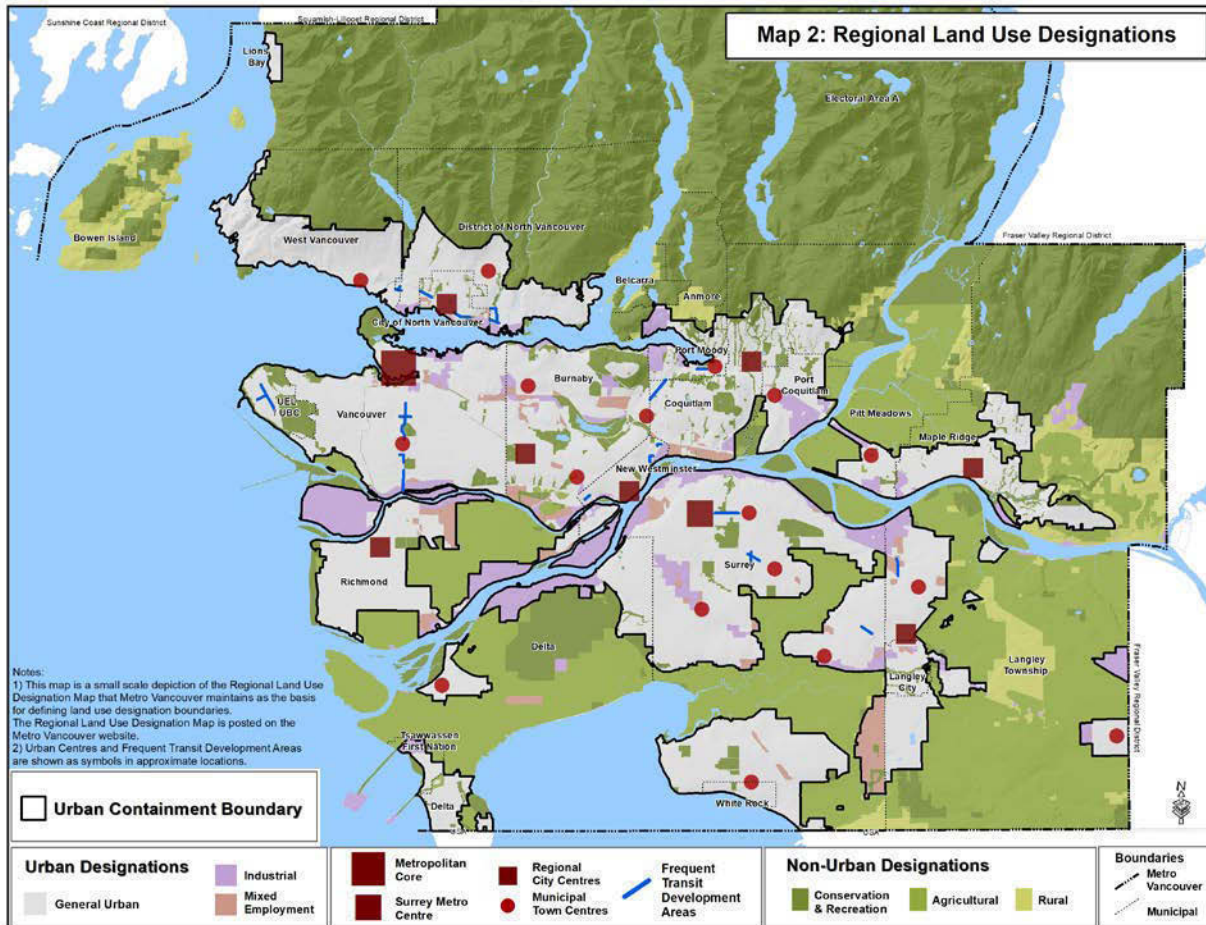
### Post Amendment





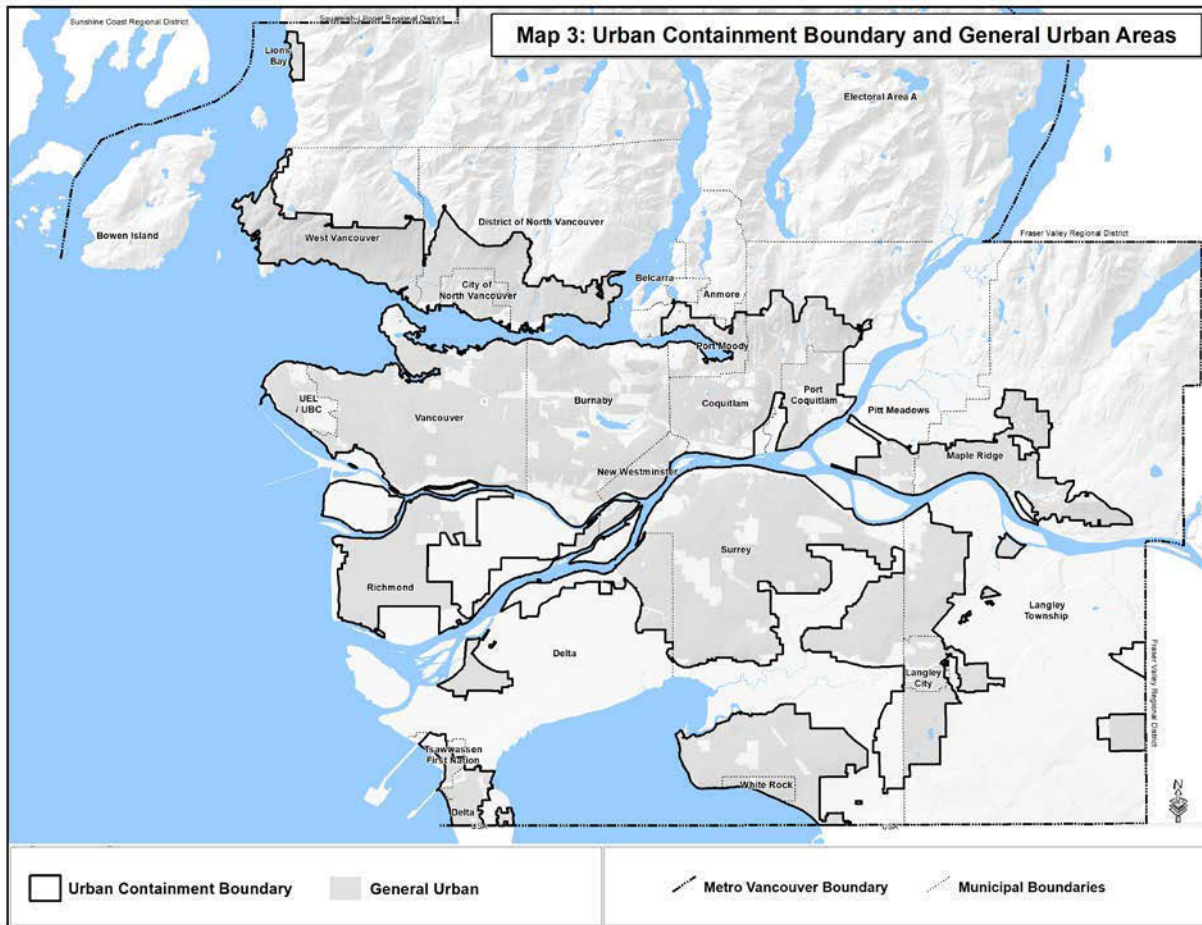
## Schedule B

Map 2: Regional Land Use Designations



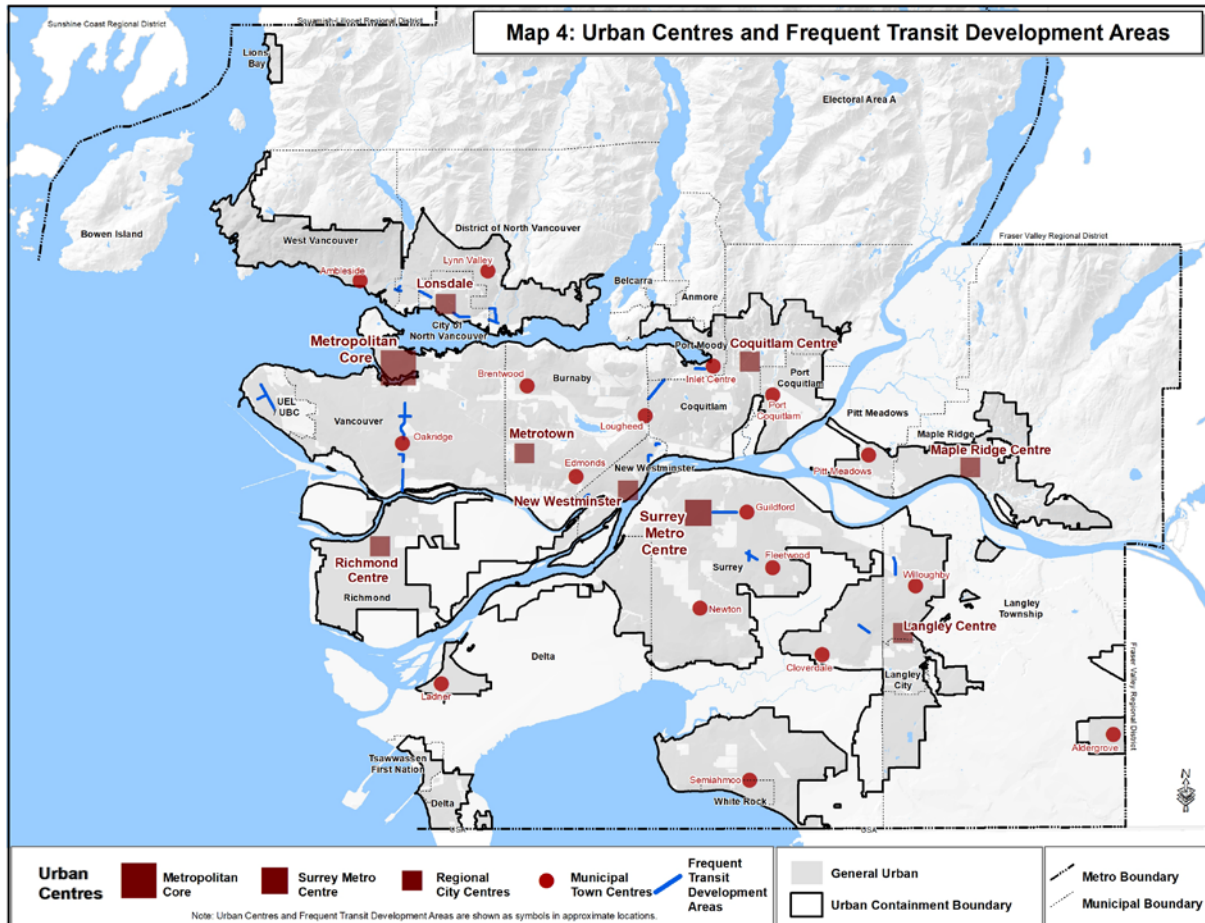
## Schedule B

**Map 3: Urban Containment Boundary and General Urban Areas**



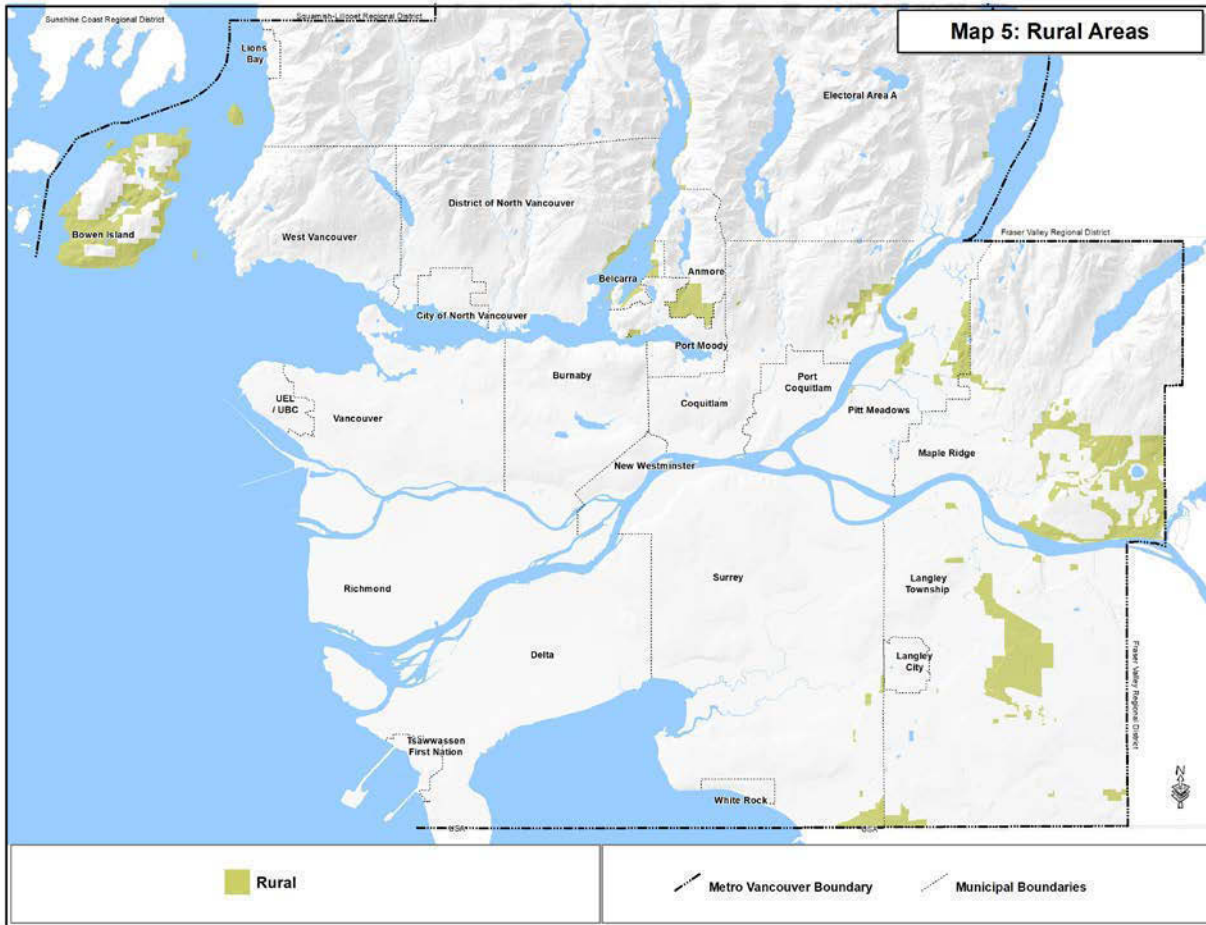
## Schedule B

Map 4: Urban Centres and Frequent Transit Development Areas



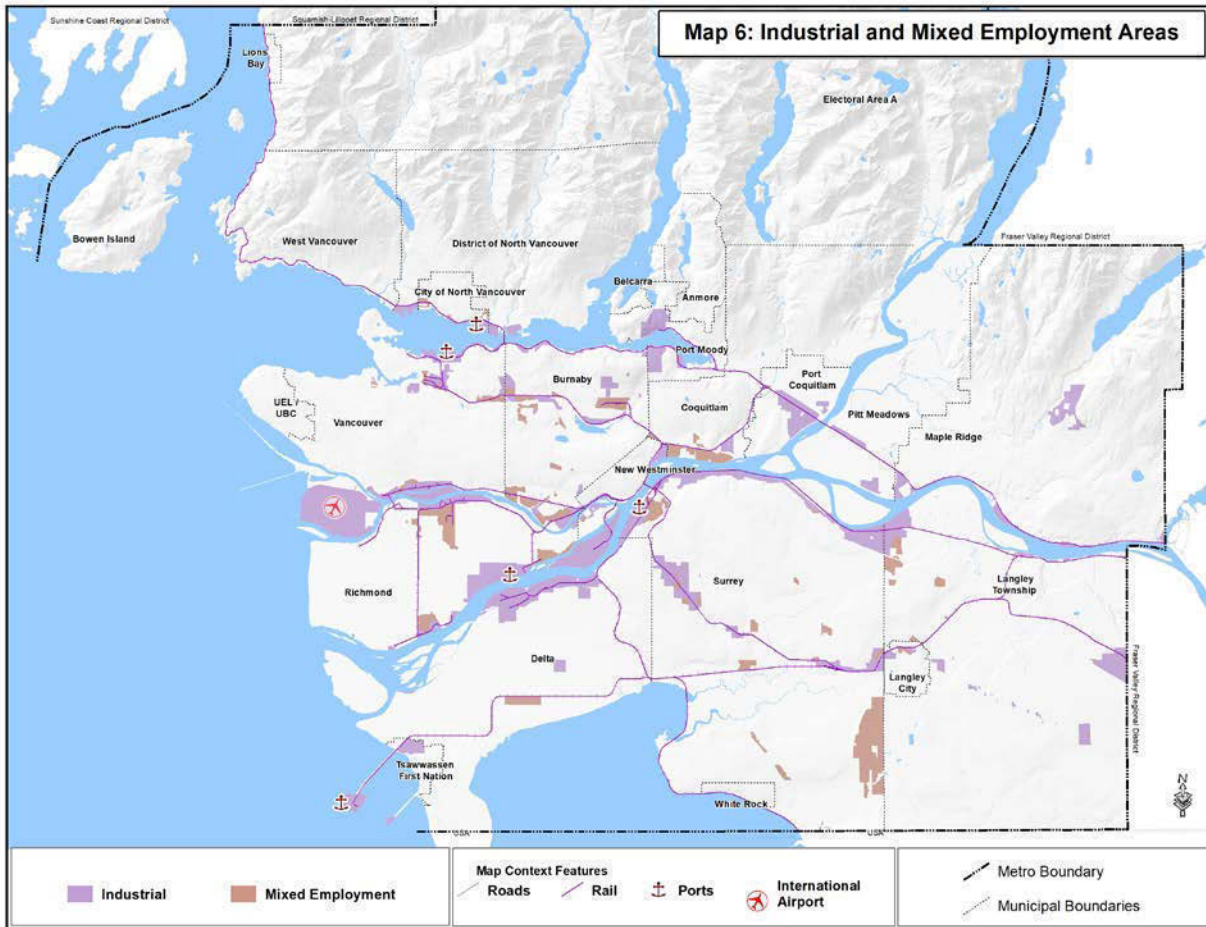


Map 5: Rural Areas



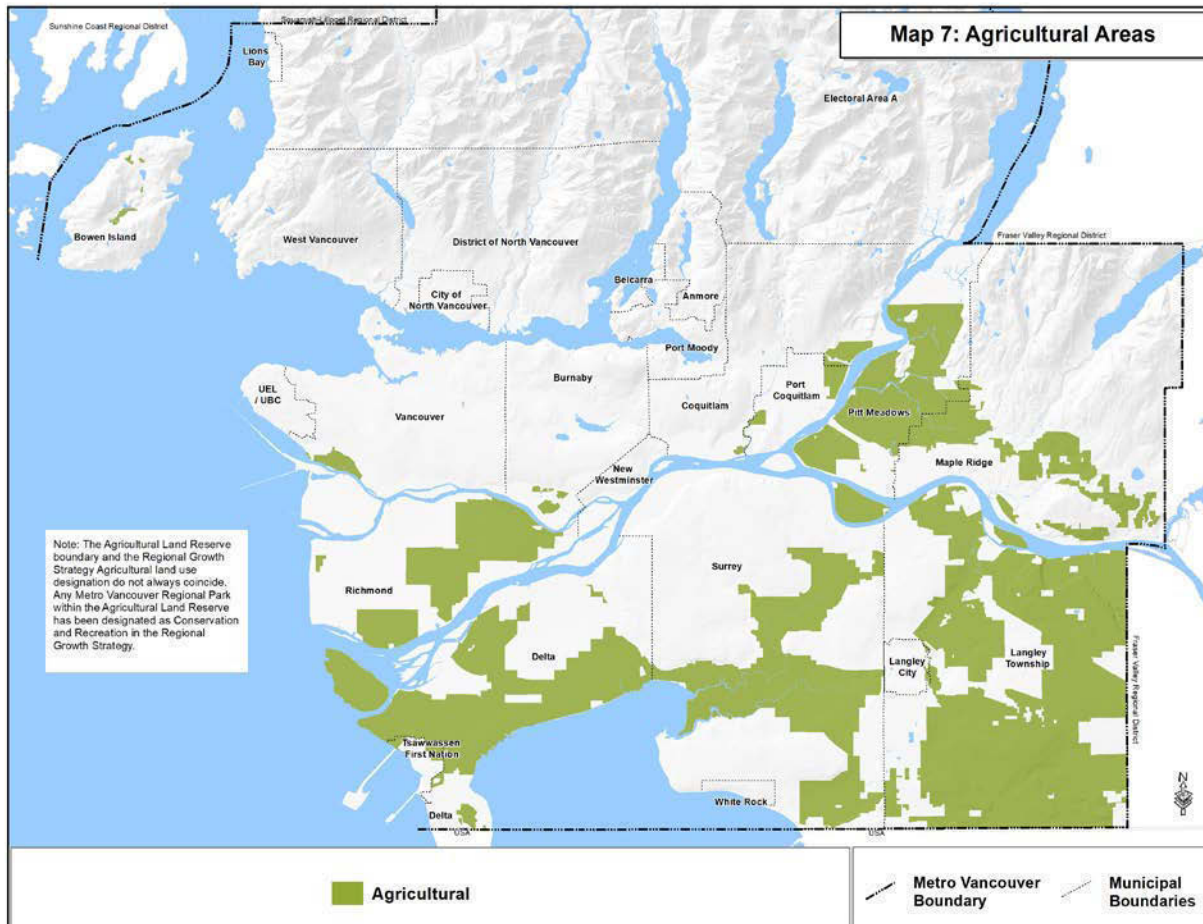
## Schedule B

Map 6: Industrial and Mixed Employment Areas

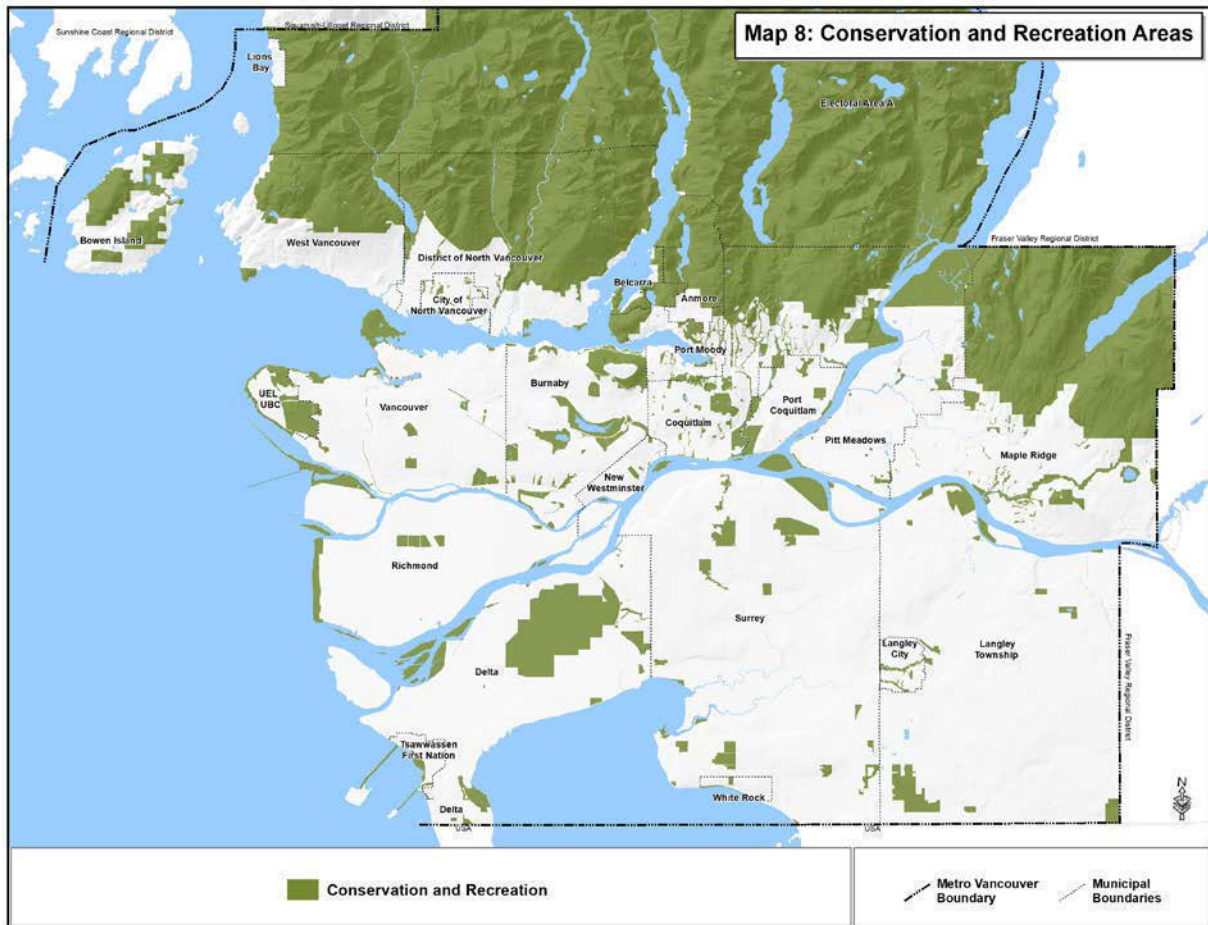


## Schedule B

Map 7: Agricultural Areas

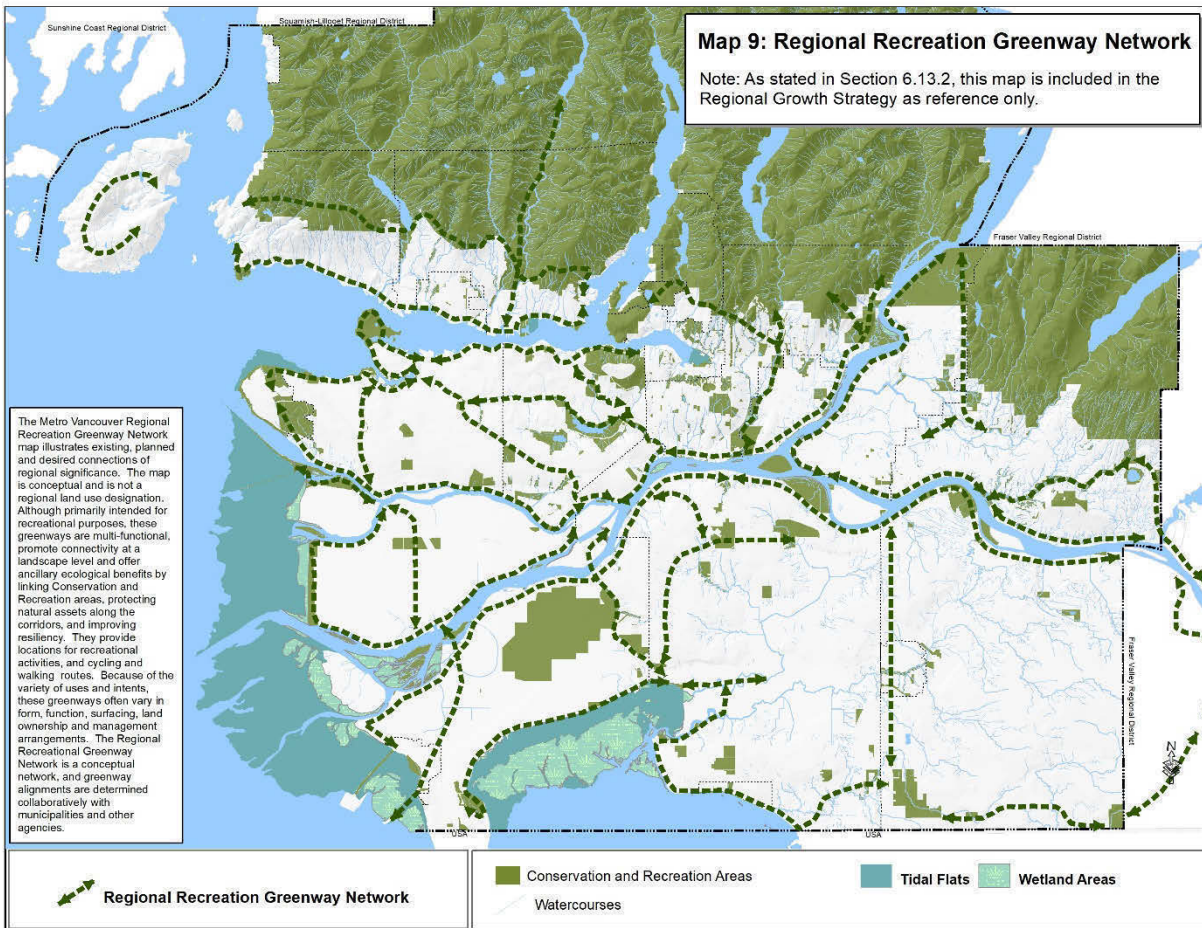


Map 8: Conservation and Recreation Areas





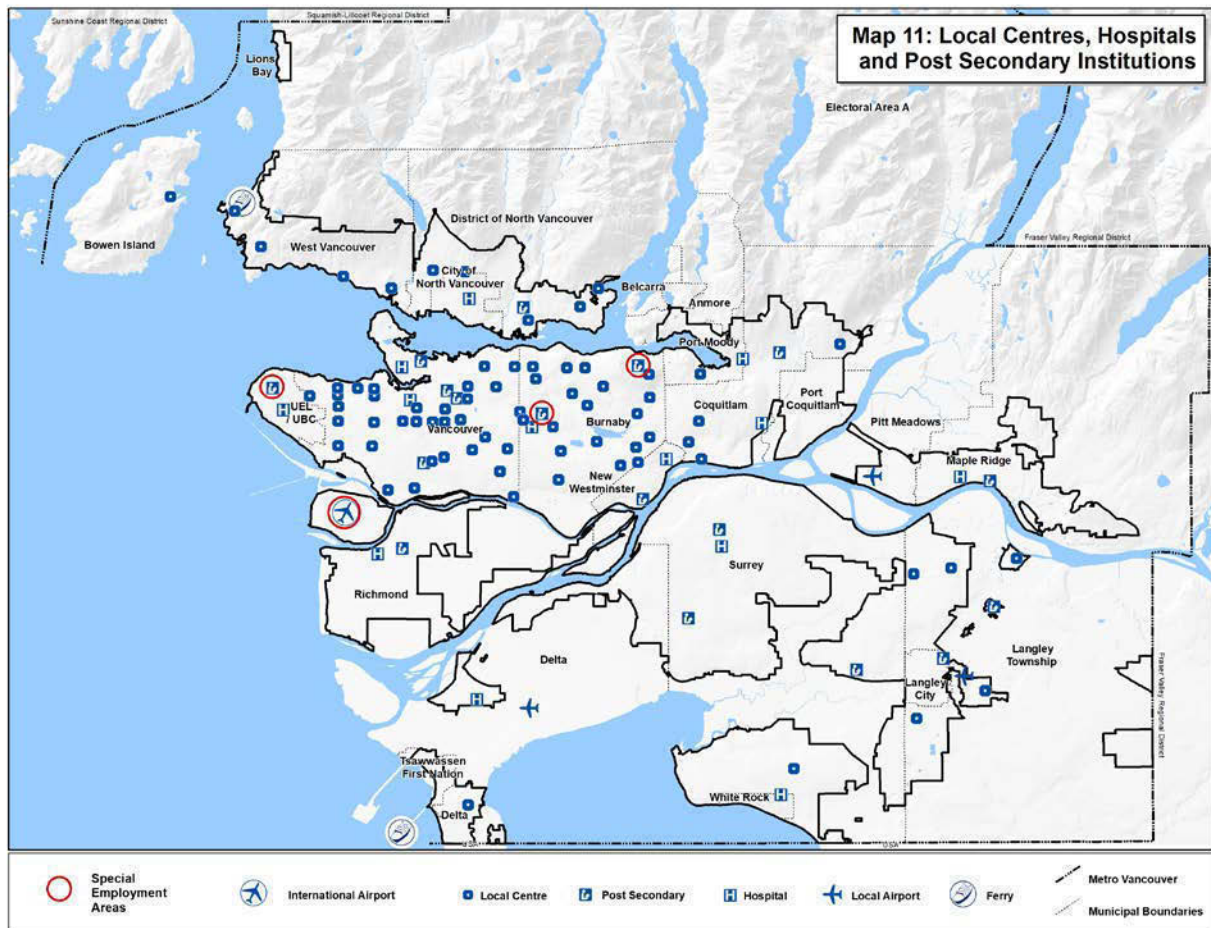
Map 9: Regional Recreation Greenway Network





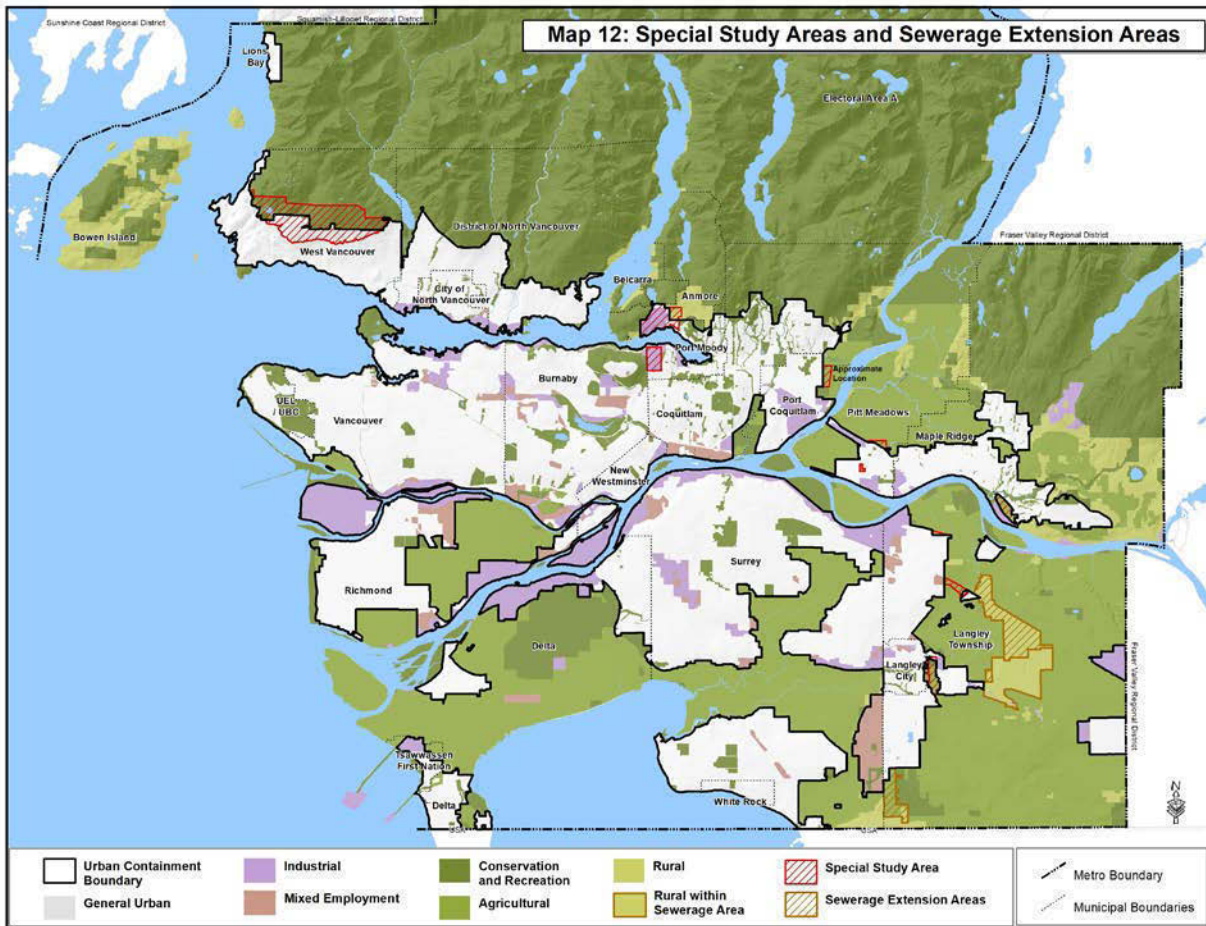
## Schedule B

Map 11: Local Centres, Hospitals and Post-Secondary Institutions



## Schedule B

**Map 12: Special Study Areas and Sewerage Extension Areas**



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To: Regional Planning Committee

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

Date: September 27, 2021 Meeting Date: October 8, 2021

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

---

### RECOMMENDATION

That the MVRD Board:

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

### EXECUTIVE SUMMARY

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

The proposed amendment supports *Metro 2040* in several respects and provides needed jobs and housing. It is not anticipated to lead to further applications, as the site is surrounded by General Urban lands. Should the proposed amendment be approved by the MVRD Board, the City of Surrey is requested to mitigate transportation impacts through strategies such as noise reduction, continued active transportation investment, and Transportation Demand Management (TDM) programs.

### PURPOSE

To provide the Regional Planning Committee and the MVRD Board with the opportunity to consider the City of Surrey's request to amend *Metro Vancouver 2040: Shaping our Future (Metro 2040)* to accommodate the development of a mixed-use project consisting of 39 townhouse units, 77 apartment units, and a care facility.

### BACKGROUND

*Metro 2040* includes provisions for member jurisdictions to request amendments to regional land use designations. On July 30, 2021, Metro Vancouver received a written request from the City of Surrey to consider a *Metro 2040* amendment for the subject site (Attachment 1). The proposed amendment constitutes a Type 3 minor amendment requiring an amendment bylaw to *Metro 2040* that receives an affirmative 50%+1 weighted vote of the MVRD Board at each reading; there is no requirement for a regional public hearing. A Council decision on the final adoption of the Official Community Plan

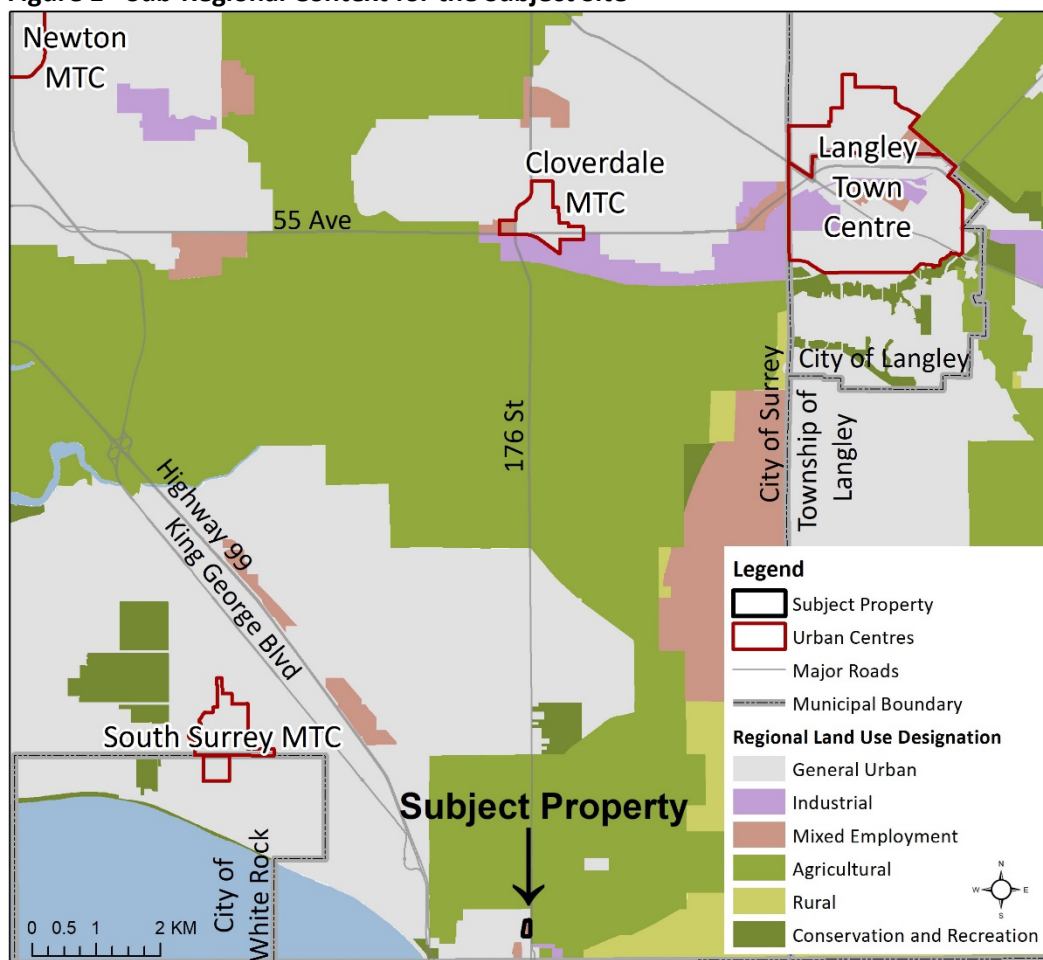
(OCP) Bylaw will be scheduled following a MVRD Board decision on the proposed *Metro 2040* amendment.

## SITE CONTEXT

The City of Surrey is processing a development application (Reference 1) in the Douglas neighbourhood of south Surrey to permit the development of a mixed-use project consisting of 39 townhouse units, 77 apartment units, and a care facility comprised of 86 senior assisted living units and 96 care rooms, with a commercial (office/retail) building.

The subject site, 2.5 hectares in size, is located approximately five kilometres southeast of Semiahmoo Municipal Town Centre (Figure 1). Located on Highway 15, the site is approximately 400 metres north of the Pacific Highway Border Crossing.

**Figure 1 - Sub-Regional Context for the Subject Site**



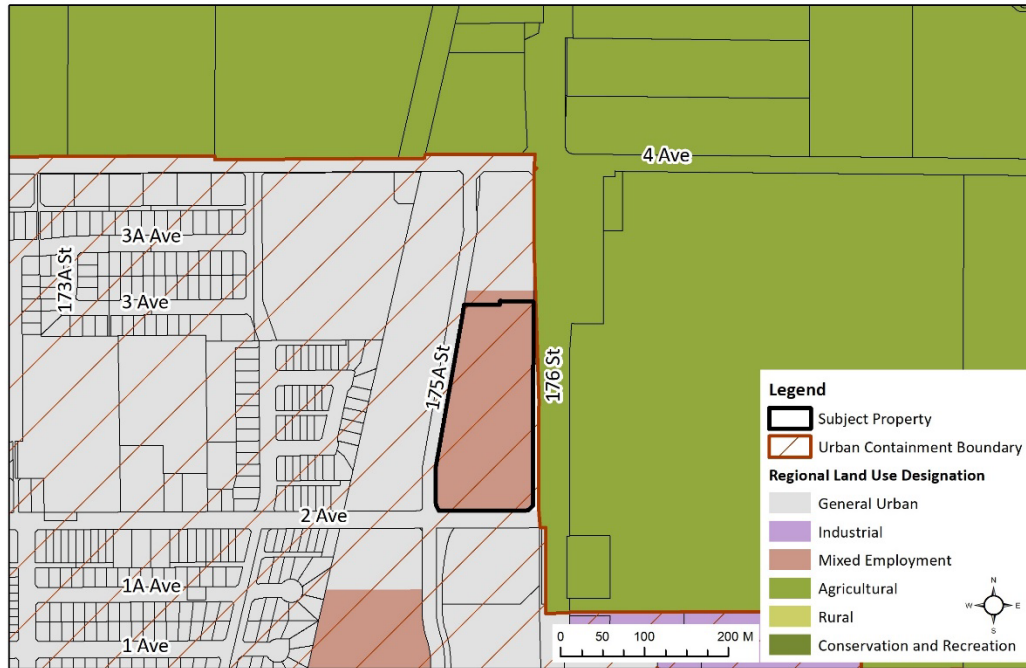
## PROPOSED AMENDMENT

The site is within the Urban Containment Boundary and is currently designated Mixed Employment by *Metro 2040* (Figure 2). The proposed regional land use designation is General Urban (Figure 3). In Surrey's Official Community Plan, the current designation is Mixed Employment and the proposed designations are Multiple Residential and Commercial. The amendment constitutes a Type 3 minor amendment as per section 6.3.4(b) of *Metro 2040* (i.e. for sites within the Urban Containment

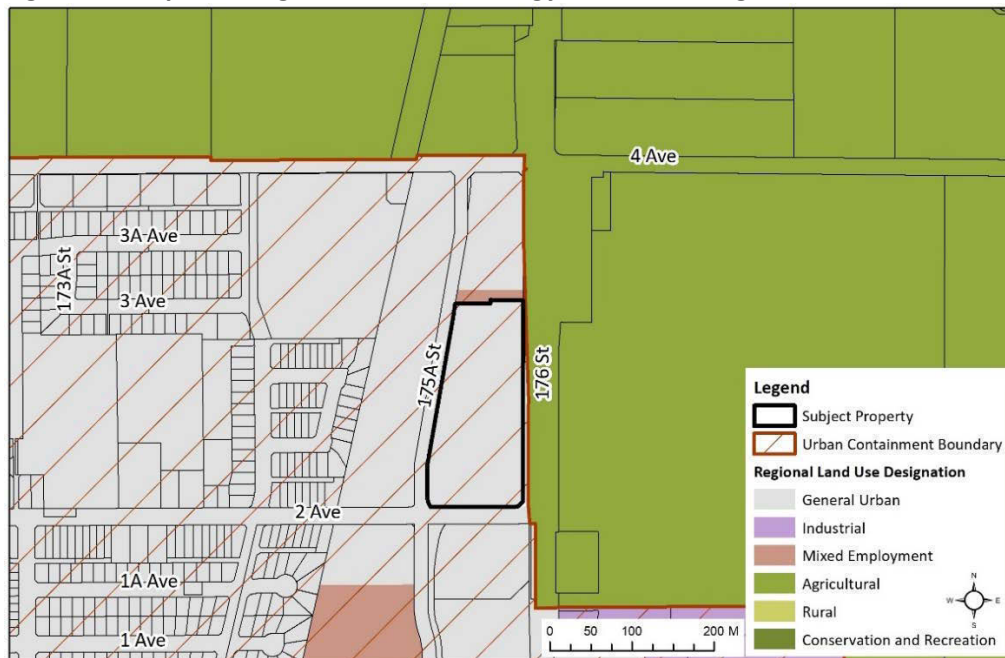


Boundary, and proposed amendments from Mixed Employment to any other regional land use designation).

**Figure 2 - Current Regional Growth Strategy Land Use Designations**



**Figure 3 - Proposed Regional Growth Strategy Land Use Designations**



## **REGIONAL PLANNING ANALYSIS**

The City of Surrey's proposed amendment has been assessed in relation to the applicable *Metro 2040* goals and policies, noting that the regional growth strategy is currently being reviewed for an update. The intent of the assessment is not to duplicate that of the municipal planning process, but rather to identify any potential regional planning implications and the regional significance of the proposed land use changes in consideration of the regional growth strategy.

### **Goal 1: Create a Compact Urban Area**

Metro Vancouver and its member jurisdictions have committed to focusing growth within the Urban Containment Boundary (UCB), and more specifically, within Urban Centres. The site at 228 175A street is located within the UCB, but is about five km from the nearest Urban Centre. However, the application is not expected to result in further nearby applications, as the surrounding lands are designated as General Urban.

### **Goal 2: Support a Sustainable Regional Economy**

*Metro 2040* commits to promoting land development patterns that support a diverse regional economy and protecting the region's supply of Industrial land. The proposed regional land use designation amendment for 228 175A Street supports jobs creation through the seniors' care facility and commercial building. Although it represents the loss of Mixed Employment lands located in a strategic trade location (near the US border crossing and along a significant truck route), the proposed development nonetheless creates significant job space. Moreover, considering the significant addition of Mixed Employment lands through other concurrent proposed amendments proximate to this site, the subject site is relatively small.

### **Goal 4: Develop Complete Communities**

*Metro 2040* strives to provide diverse and affordable housing choices in communities that are complete with a range of services and amenities. The proposal expands the housing supply through a variety of compact development forms (i.e. townhouse and apartment). However, since all the housing units will be strata tenure, the project will make only minor contributions to regional housing affordability objectives.

### **Goal 5: Support Sustainable Transportation Choices**

The strategies under this goal encourage the coordination of land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking, and support the safe and efficient movement of vehicles for passengers, goods and services.

The proposed development is not served by public transit and is not well-connected to regional walking and cycling networks. The majority of trips to and from this location will be made by motor vehicle. The site is located on a truck route and provincial highway, so residents and workers may experience excessive noise, vibration, and air quality impacts. These impacts may be particularly acute for the more sensitive seniors' centre uses, located closest to Highway 15.

Should the proposed regional land use designation amendment be advanced by the MVRD Board, the City of Surrey is encouraged to take steps to mitigate noise, vibration, and air quality impacts from the adjacent highway on the residential units; integrate active transportation options to and from the site and the adjacent neighbourhoods; and work with the applicant to develop Transportation Demand Management programs (e.g. vanpools, secure bicycle parking) for the future residents.

### **Regional Planning Advisory Committee Comments**

As required by *Regional Growth Strategy Procedures Bylaw No. 1148, 2011*, Metro Vancouver staff prepared a report to the Regional Planning Advisory Committee (RPAC) for information at its meeting of September 27, 2021. The following questions were asked by RPAC members at that meeting:

- *What would be the employment capacity of the subject site under its current Mixed Employment designation?* City of Surrey confirmed that, at 22 jobs per acre, the subject site would actually provide a higher job density than comparable Mixed Employment sites in the area.
- *What is the difference between the loss of Mixed Employment land in this proposal versus the proposed addition of Mixed Employment land in South Campbell Heights?* Surrey staff noted that, in terms of scale, this site is relatively small, so it is less regionally-significant than South Campbell Heights and is more constrained in terms of the types of employment uses that could be accommodated. This site will involve the conversion of some 2.5 hectares of Mixed Employment land, while the South Campbell Heights proposal represents a net gain of approximately 147 hectares.
- *What noise and air quality interventions are proposed?* The City of Surrey requires that any development next to an arterial roadway perform an acoustic analysis and submit a report.

### **AMENDING METRO 2040 AND NEXT STEPS**

*Metro 2040* is the region's collective vision for how to manage regional growth in a way that reflects the federation's values. It includes regional land use designations which are a key tool for protecting and enhancing the region's supply of Conservation and Recreation, Mixed Employment, Agricultural, and Industrial lands. In accordance with Subsections 6.3.4(c) of *Metro 2040*, for sites within the Urban Containment Boundary, land use designation amendments are a Type 3 Minor Amendment. Adoption of a Type 3 amendment requires an affirmative 50%+1 weighted vote of the MVRD Board, and does not require a regional Public Hearing.

If the amendment bylaw (Attachment 2) receives 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> readings by the MVRD Board, it will be referred to affected local governments and other agencies, as well as posted on the Metro Vancouver website for a minimum of 30 days for the opportunity to provide comment. Any comments received would be summarized and included in the report advancing the bylaw to the MVRD Board for consideration of final adoption. Should the initial readings of the amendment bylaw be given, staff will report back to the MVRD Board at a meeting in early 2022 with a summary of any comments received on the proposed amendment, and the amendment bylaw for consideration of final reading. The City's updated Regional Context Statement will also be provided to the Board for consideration of acceptance at the same time as final adoption of the proposed amendment.

### **ALTERNATIVES**

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

2. That the MVRD Board decline the proposed amendment for 228 175A Street and notify the City of Surrey of the decision.

### **FINANCIAL IMPLICATIONS**

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

If the MVRD Board chooses Alternative 2, the City of Surrey will be notified of the Board's decision. A dispute resolution process may take place as described in the *Local Government Act*. The cost of this dispute resolution is prescribed based on the proportion of assessed land values. Metro Vancouver would be responsible for most of the associated costs.

### **CONCLUSION**

The City of Surrey has submitted a request for a *Metro 2040* amendment for the site located at 228 175A Street. The request proposes changing the regional land use designation of approximately 2.5 hectares of land from Mixed Employment to General Urban, to facilitate the development of residential units, a commercial building, and an assisted living facility for seniors.

The proposed amendment supports *Metro 2040* in several respects, and provides needed jobs and housing. The proposal is not anticipated to lead to further applications, as it is surrounded by General Urban lands. Should the proposed amendment be approved by the MVRD Board, the City of Surrey is requested to mitigate the transportation impacts through strategies such as noise reduction, continued active transportation investment, and Transportation Demand Management programs. Staff recommend Alternative 1.

### **Attachments (47816117)**

1. Correspondence, dated July 30 2021, from City of Surrey, to Metro Vancouver Board re: City of Surrey Regional Growth Strategy Amendment Application
2. Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1326, 2021

### **References**

1. [City of Surrey Planning Report, dated June 28, 2021 \(Application No.: 7916-0679-00\)](#)
2. [Regional Growth Strategy Implementation Guideline #2: Amendments to the Regional Growth Strategy](#)

47816118





the future lives here.

July 30, 2021

File No: 3900-20-18020 (OCP)  
7916-0679-00

Metro Vancouver Board  
c/o Chris Plagnol, Corporate Officer  
4730 Kingsway (Metrotower III)  
Burnaby, BC  
V5H 0C6

Dear Mr. Plagnol:

**RE: City of Surrey Regional Growth Strategy Amendment Application**

The City of Surrey is processing a development application in South Surrey to permit the development of a mixed-use project consisting of 39 townhouse units, 77 apartment units, and a care facility comprised of 86 senior assisted living units and 96 care rooms, with a commercial/office building. The proposal includes a Regional Growth Strategy ("RGS") amendment application to redesignate a portion of the site from "Mixed Employment" to "General Urban," making the entire site "General Urban".

#### **Summary of Proposal and Background**

The proposal includes subdivision of the site into two lots, rezoning to Comprehensive Development ("CD") Zones, amendments to the Official Community Plan ("OCP"), and the Metro Vancouver RGS, as well as a Development Permit for Form & Character.

The proposal partially complies with the Mixed Employment and Commercial designations in the OCP. The proposed amendments include the expansion of the Commercial designation from approximately 4% of the site to 10.9% of the site, with the remainder of the site proposed to be redesignated to Multiple Residential. The proposed amendments will provide housing opportunities, while still providing employment opportunities through the proposed care facility and commercial/office building.

The proposal partially complies with the Mixed Employment and General Urban designation in the Metro Vancouver RGS. There is a small northern portion of the site that is already designated General Urban (4%). This proposal includes the redesignation of the remainder of the site from Mixed Employment to General Urban, so that the entire site would be designated General Urban.

The applicant has demonstrated community support and has held two Public Information Meetings over the past five years to present the proposal to the public and collect comments.

47816117

## Council Resolution

At the Regular Council – Land Use meeting held on June 28, 2021, Surrey Council passed resolution R21-1196 (Attachment "A") to refer Development Application No. 7916-0679-00 to Metro Vancouver for consideration to amend the RGS Regional Land Use Designations, upon the application receiving third reading. This resolution was passed after reviewing the June 28, 2021, Planning Report (Attachment "B") detailing the extent of development and the subsequent Surrey OCP and Metro Vancouver RGS amendments that would be required prior to any final development approvals being granted. Application No. 7916-0679-00 subsequently received third reading from Council at its Regular Council – Public Hearing meeting on July 12, 2021 (Attachment "A"); therefore, an application is now being made to Metro Vancouver for the above proposed amendments.

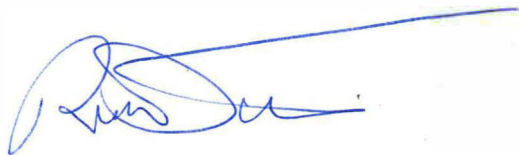
Prior to the June 28, 2021, resolution from Surrey Council to refer Application No. 7916-0679-00 to Metro Vancouver, Council received two previous Planning Reports, which are attached to the June 28, 2021 report as appendices, for reference.

City staff have discussed the proposed RGS amendments with Metro Vancouver staff, and it was confirmed that, in order for the Surrey OCP amendment to be finalized to permit the proposed development, the RGS amendment would need Metro Vancouver Board approval.

The City requests that the Metro Vancouver Board amend the Regional Growth Strategy for the property illustrated in Attachment "C" from General Urban and Mixed Employment to General Urban.

Should Metro Vancouver staff require any additional information regarding this matter, please contact Luci Moraes, Planner, at 604-591-4615 or at [LFMoraes@surrey.ca](mailto:LFMoraes@surrey.ca).

Sincerely,



Rémi Dubé, P.Eng.  
Acting General Manager, Planning & Development

Attachment "A"      June 28, 2021, and July 12, 2021, Surrey Council Resolutions Supporting Application to Metro Vancouver and granting third reading to the Application

Attachment "B"      Surrey Development Application Planning Report dated June 28, 2021  
Attachment "C"      Regional Growth Strategy Land Use Designation Adjustment

Cc      Preet Heer, Manager, Community Planning, Planning & Development, City of Surrey  
Luci Moraes, Planner, Planning & Development, City of Surrey

**METRO VANCOUVER REGIONAL DISTRICT  
REGIONAL GROWTH STRATEGY AMENDMENT BYLAW NO. 1326, 2021  
A Bylaw to Amend "Greater Vancouver Regional District Regional Growth Strategy  
Bylaw Number 1136, 2010"**

**WHEREAS:**

- A. The Metro Vancouver Regional District Board (the "Board") adopted the *Greater Vancouver Regional District Regional Growth Strategy Bylaw No. 1136, 2010* on July 29, 2011;

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

1. The *Greater Vancouver Regional District Regional Growth Strategy Bylaw No. 1136, 2010* is hereby amended as follows:
  - a) re-designating the subject site from 'Mixed Employment' to 'General Urban', as shown in Schedule "A"; and
  - b) the official regional land use designation maps numbered 2, 3, 4, 6, and 12 are revised to record the change in regional land use designation, as shown in the maps contained in Schedule "B".

**Citation**

2. The official citation for this bylaw is "*Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1326, 2021*". This bylaw may be cited as "*Regional Growth Strategy Amendment Bylaw No. 1326, 2021*".

**Schedules**

3. The following Schedules are attached to and form part of this bylaw:  
Schedule "A"; and  
Schedule "B".

Read a first time this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.

Read a second time this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.

Read a third time this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.

Passed and finally adopted this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.

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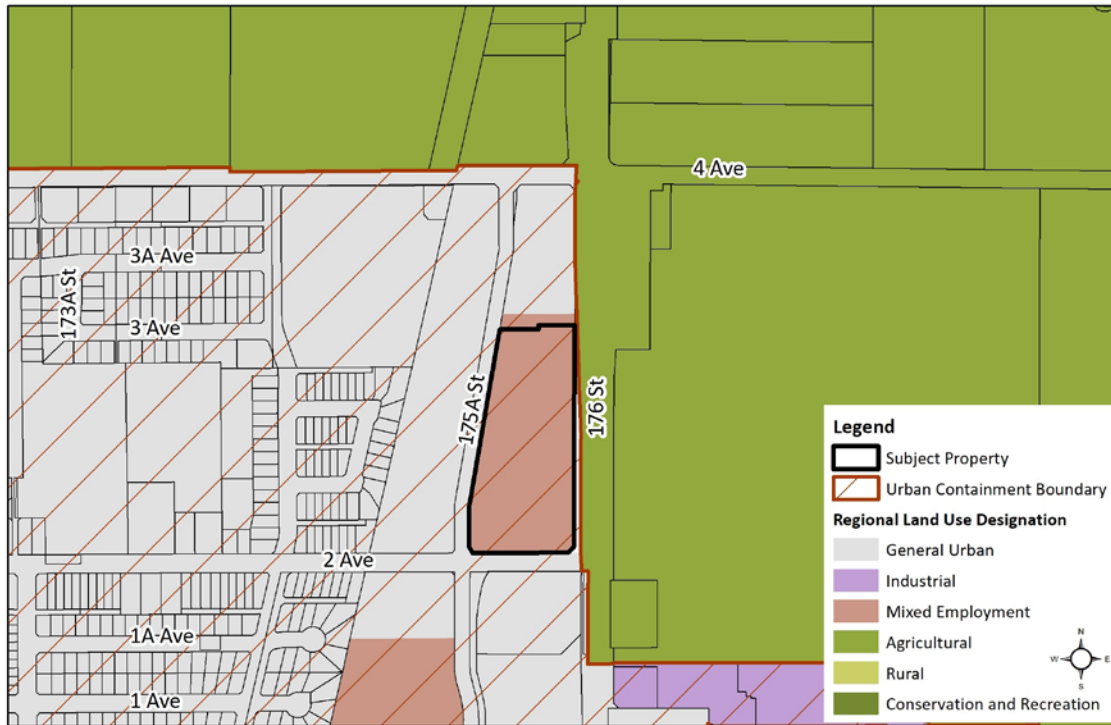
Sav Dhaliwal, Chair

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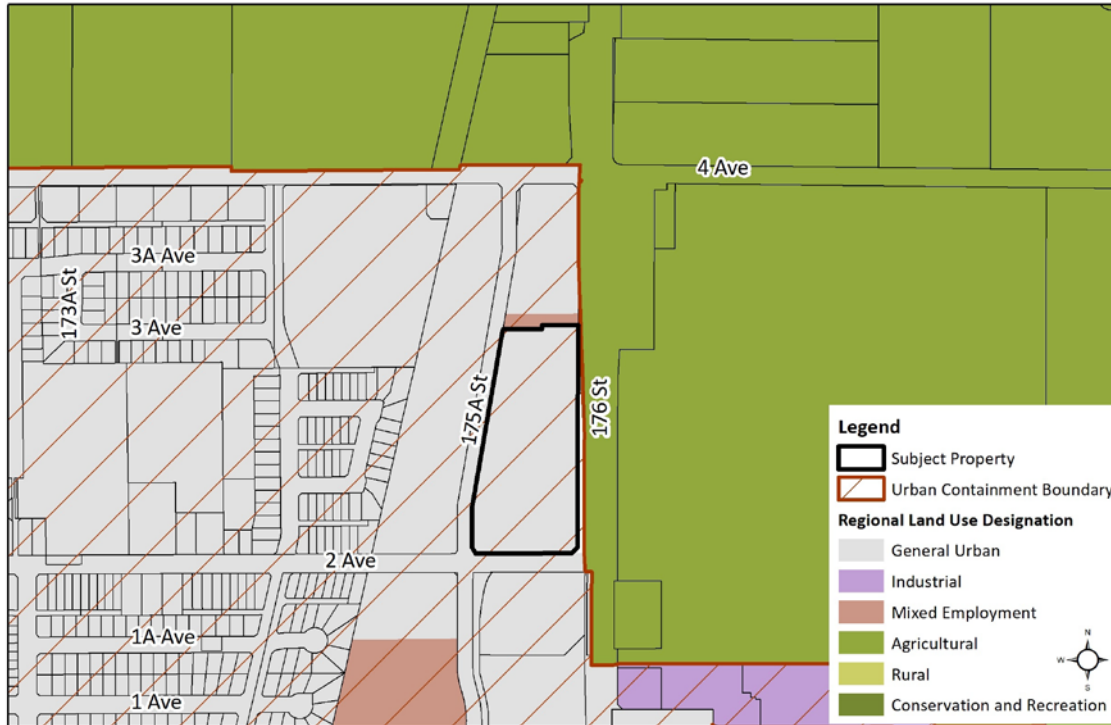
Chris Plagnol, Corporate Officer

## Schedule A

### Prior to Amendment



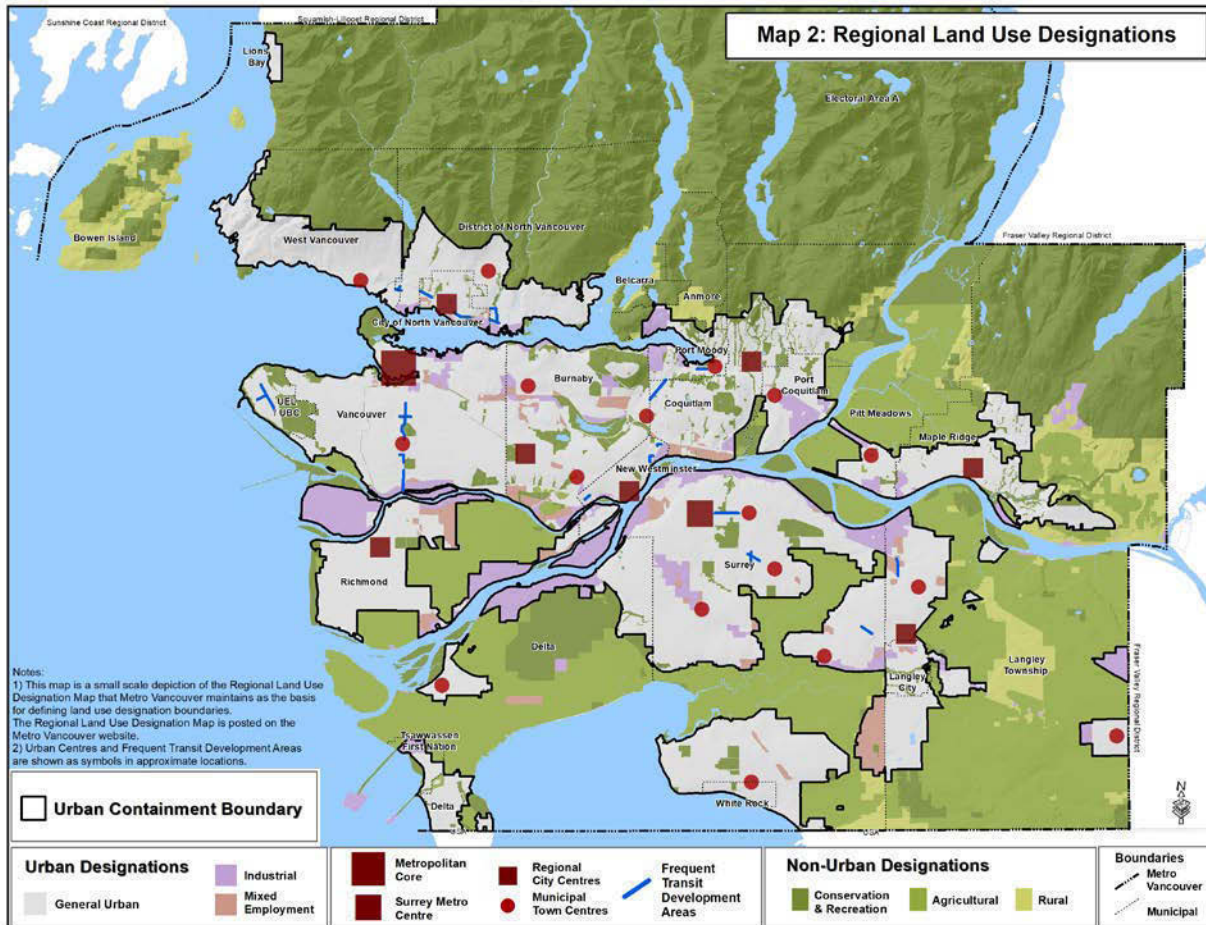
### Post Amendment





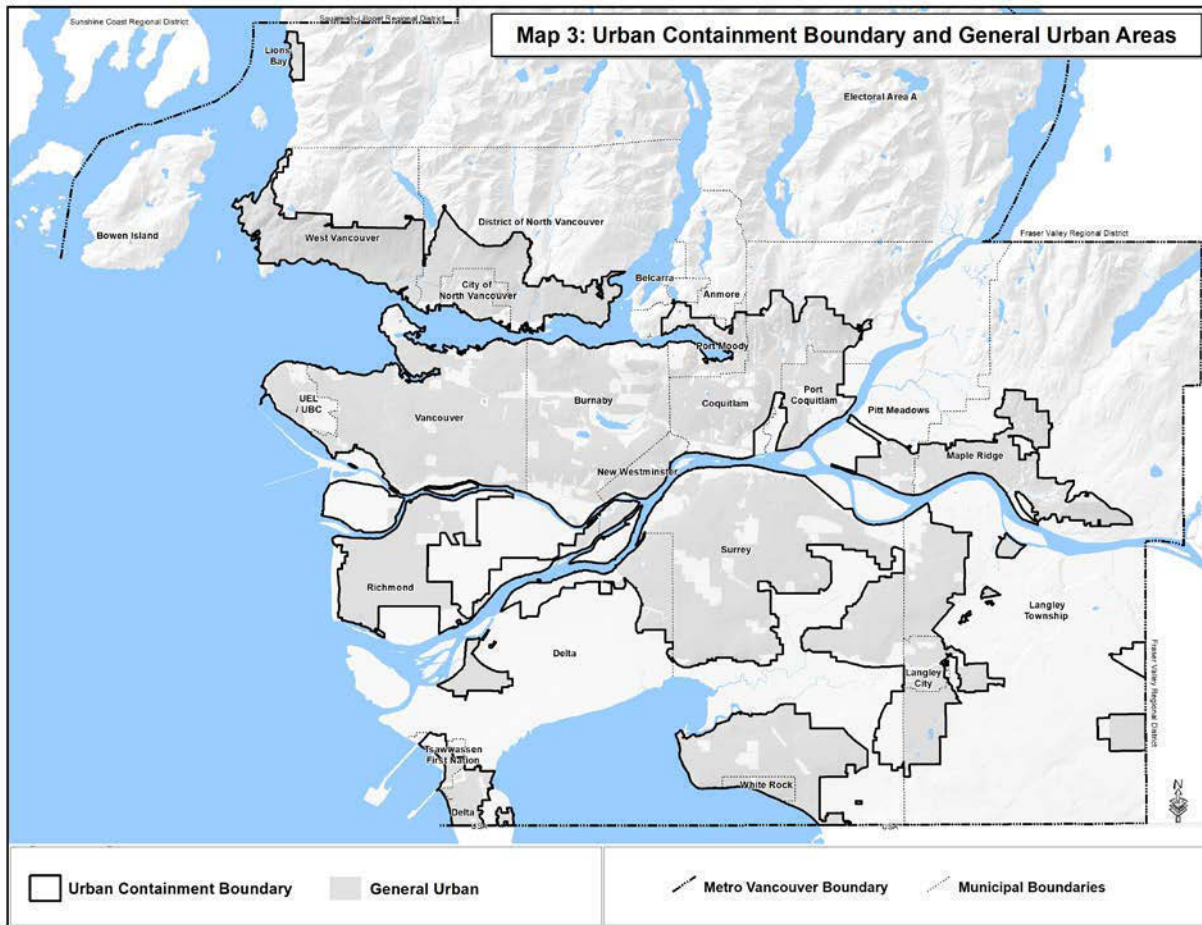
## Schedule B

Map 2: Regional Land Use Designations



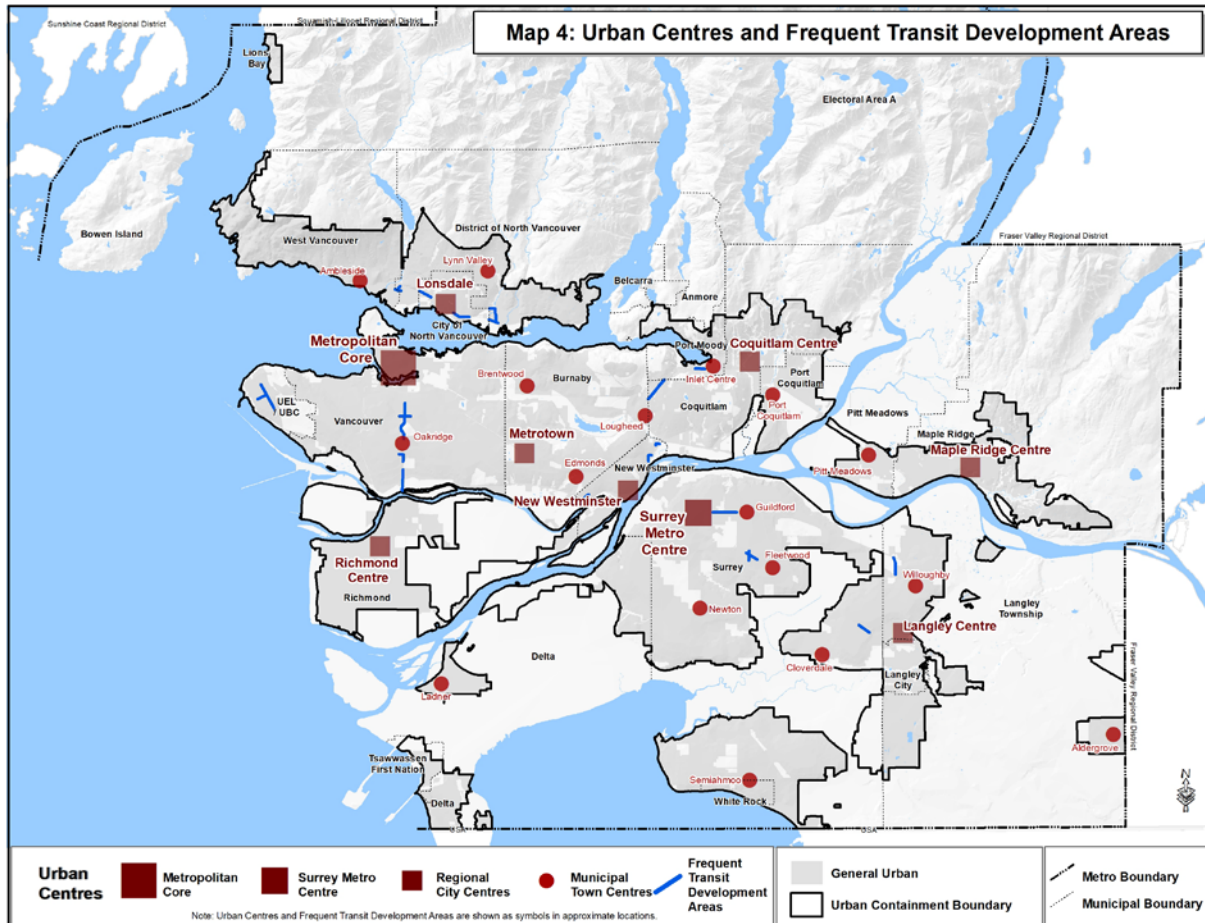
## Schedule B

**Map 3: Urban Containment Boundary and General Urban Areas**



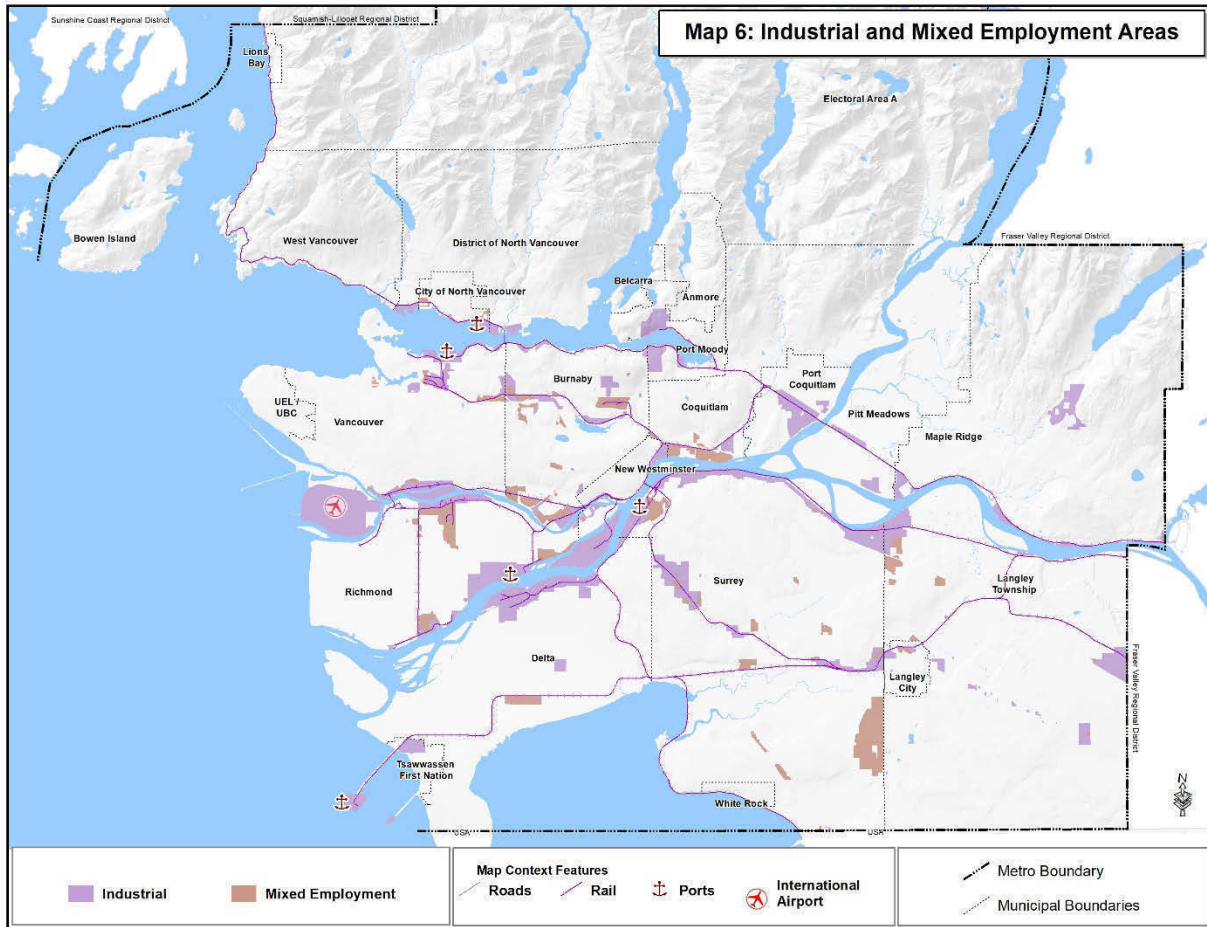
## Schedule B

**Map 4: Urban Centres and Frequent Transit Development Areas**



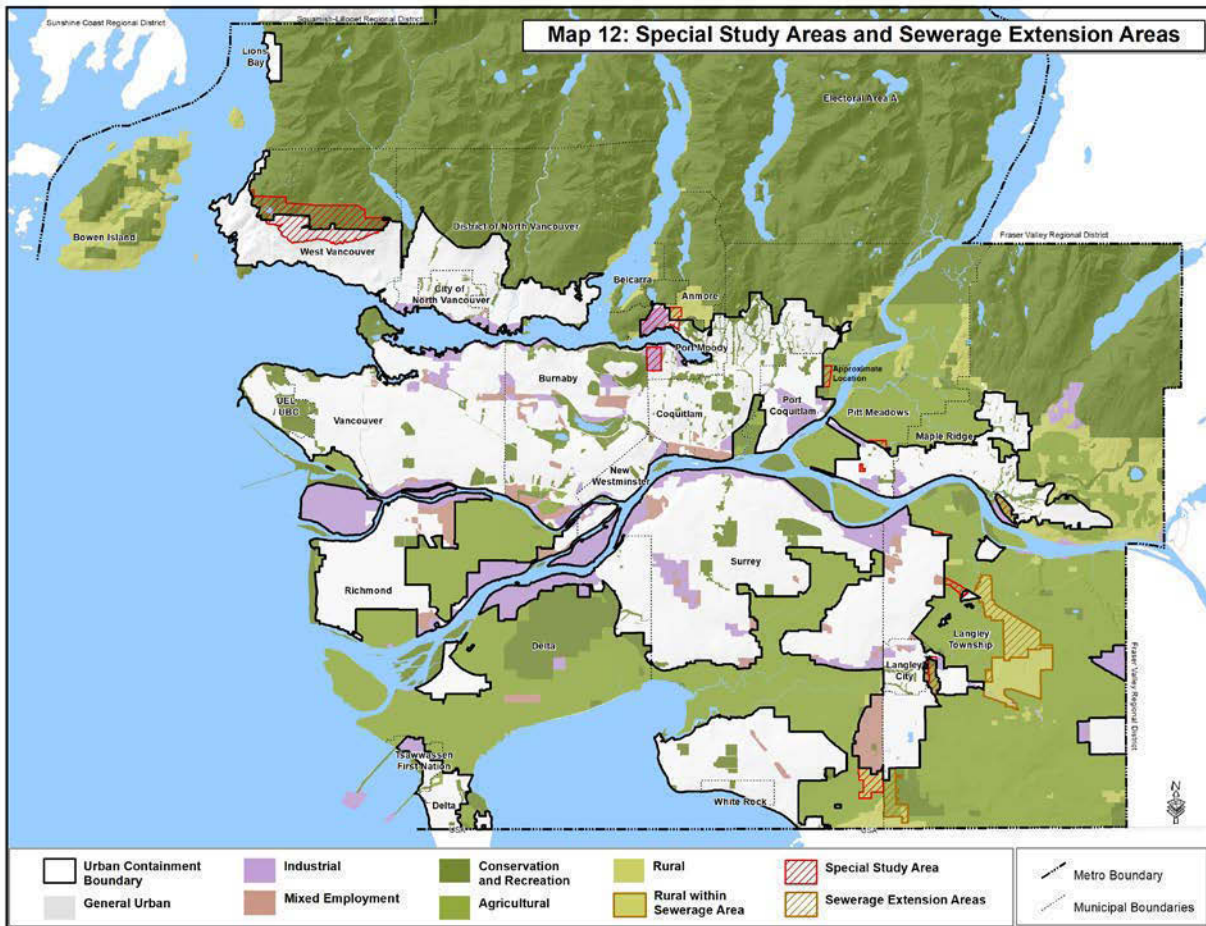


Map 6: Industrial and Mixed Employment Areas



## Schedule B

**Map 12: Special Study Areas and Sewerage Extension Areas**



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To: Regional Planning Committee

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

Date: September 17, 2021 Meeting Date: October 8, 2021

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

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### RECOMMENDATION

That the MVRD Board:

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

### EXECUTIVE SUMMARY

The City of Surrey is requesting a Type 3 minor amendment to *Metro 2040*, the regional growth strategy, for an approximately 9-hectare site at 5510 180 Street. The proposed amendment would redesignate the regional land use designation on a portion of the site from 'Industrial' to 'Mixed Employment' to allow for the proposed Cloverdale Hospital and Cancer Centre, immediately south of the existing Kwantlen Polytechnic University Cloverdale Campus. The proposed amendment has been considered in relation to *Metro 2040's* goals, strategies, and policies. The analysis demonstrates that on balance, this proposed amendment is supportable and aligned with many of *Metro 2040's* goals and strategies. Overall, the proposed amendment allows the hospital use, which is consistent with the surrounding neighbourhood context and ensures employment generating uses in close proximity to a Municipal Town Centre and future enhanced transit service area.

### PURPOSE

To provide the Regional Planning Committee and the MVRD Board with the opportunity to consider the City of Surrey's request to amend *Metro Vancouver 2040: Shaping our Future (Metro 2040)* to accommodate the development of the new Cloverdale Hospital and Cancer Centre.

### BACKGROUND

*Metro 2040* includes provisions for member jurisdictions to request amendments to regional land use designations. On July 12, 2021, City of Surrey Council gave 1<sup>st</sup> and 2<sup>nd</sup> reading of *Official Community Plan Amendment Bylaw, 2013, No. 18020, Amendment Bylaw, 2021, No. 20417*. The amendment is to allow for the development of the new Cloverdale Hospital and Cancer Centre on the site. A

municipal public hearing was held on July 26, 2021, and at the same meeting City Council gave the Official Community Plan Amendment (OCP) Bylaw 3<sup>rd</sup> reading, and passed the following resolution:

*That Council authorize staff to refer the application to Metro Vancouver for consideration of the following upon the application receiving Third Reading: to amend the Metro Vancouver Regional Growth Strategy (RGS) designation for a portion of the site from Industrial to Mixed Employment.*

The City of Surrey Council's consideration of the final adoption of the OCP bylaw can be scheduled following the MVRD Board's decision on the requested *Metro 2040* amendment.

On July 30, 2021, Metro Vancouver received the written request from the City to consider a *Metro 2040* amendment for the Cloverdale Hospital site (Attachment 1 and Reference 1). The proposed amendment seeks to redesignate an approximately 9-hectare site within the Urban Containment Boundary (UCB) from an 'Industrial' regional land use designation to 'Mixed Employment'. This constitutes a Type 3 minor amendment requiring an amendment bylaw that receives an affirmative 50%+1 weighted vote of the MVRD Board at each reading; there is no requirement for a regional public hearing.

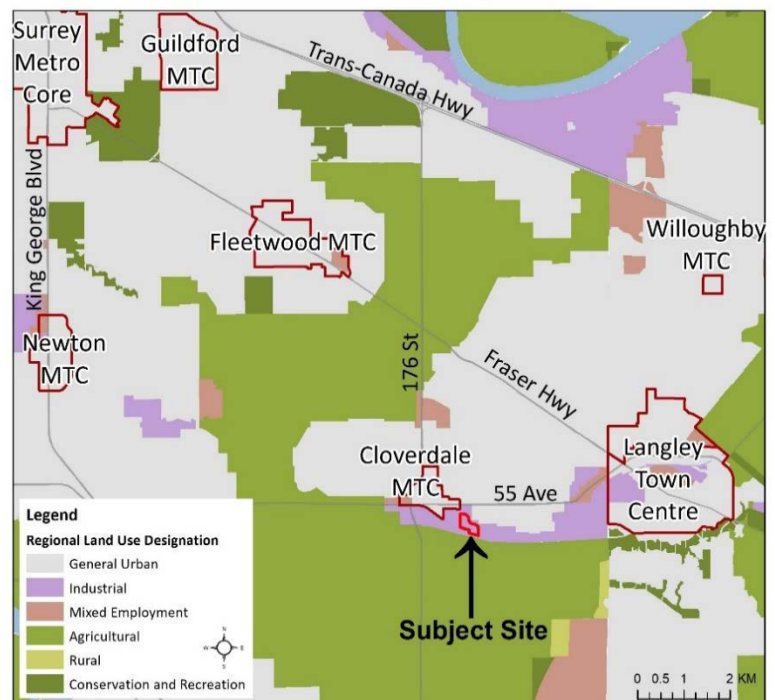
#### **SITE CONTEXT AND SURROUNDING USE**

The subject site is located at 5510 180 Street, and consists of 9 hectares of the southern, vacant part of the Kwantlen Polytechnic University (KPU) Cloverdale Campus property (Figure 1). The site is currently owned by KPU, which is in the process of subdividing the larger property to sell the southern portion to the Fraser Health Authority as the site for the new hospital complex. The northern portion of the lot will continue to be owned and occupied by KPU, and no change in land use designation is proposed for that portion of the lands.

As surrounding context, lands to the west are developed as industrial uses, to the east are currently vacant (designated Industrial), and to the north-east have older single detached houses (designated General Urban).

The site is located immediately south of the KPU campus and north of existing BC Rail and CP Rail lines, on the east side of 180 Ave. These lands are within the City of Surrey's Cloverdale Area Plan, however are not within the boundaries of the regional growth strategy's identified Cloverdale Municipal Town Centre.

**Figure 1 - Context for Proposed Amendment**





As stated in the Cloverdale Town Centre Plan, completed in 2019, Cloverdale is the historical centre of Surrey (Figure 2). The plan area is centred on the crossroads of Highway 10 (56 Avenue) and Highway 15 (176 Street), and multiple railway lines, and includes a mix of commercial, industrial, and residential uses surrounding the downtown core. The Cloverdale Town Centre Plan encompasses 297 hectares and includes an estimated 5,126 residents, 2,250 housing units, and 3,573 jobs. The Cloverdale Centre is becoming increasingly urban through redevelopment, with many vacant and underutilized sites being redeveloped with mixed-use apartments and townhouses. The plan supports future growth, including new housing, commercial, and amenity spaces.

The City of Surrey's OCP change seeks to redesignate the site from 'Industrial' to 'Mixed Employment'. In the Cloverdale Town Centre Plan, the site is currently designated as 'Industrial / Business Park or Institutional', which will be maintained.<sup>1</sup>

**Figure 2 - Cloverdale Town Centre Plan (the subject site is circled in red)**



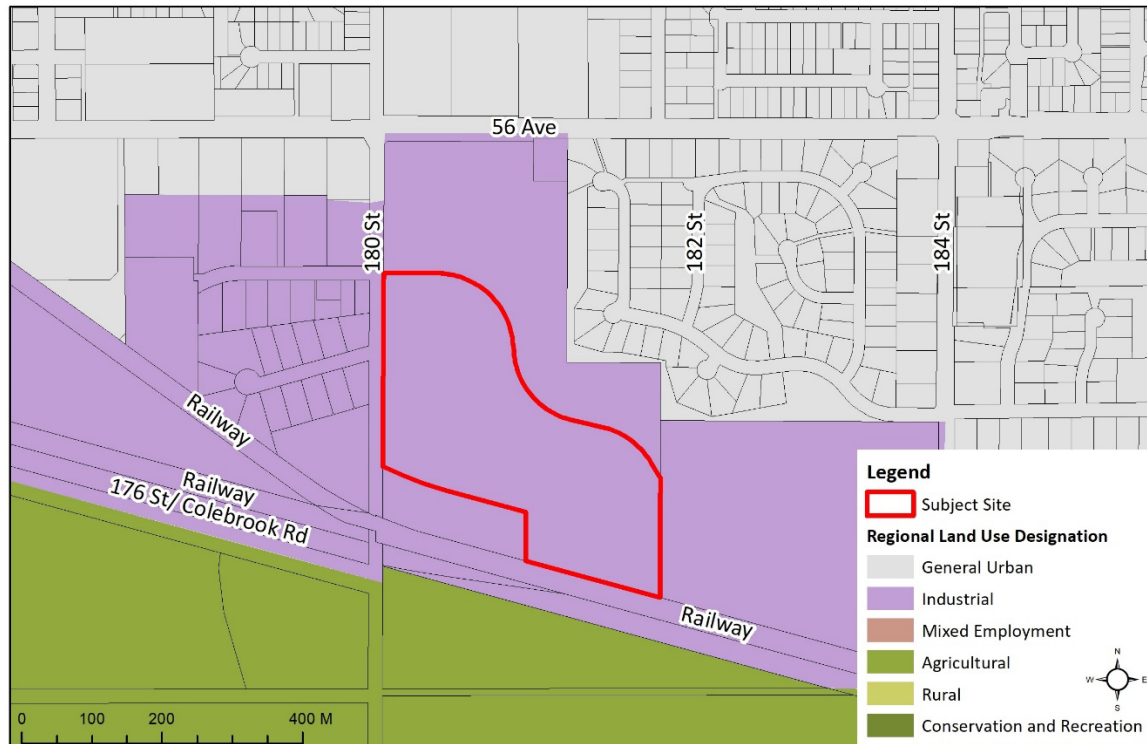
## PROPOSED REGIONAL LAND USE DESIGNATION AMENDMENT

The new Surrey Hospital and Cancer Centre facility will comprise approximately 71,000 square metres of floor space, provide 168 beds, an emergency centre, a cancer centre, and a child care centre, and employ over 1,900 people.

<sup>1</sup> Separately, KPU has applied to the City of Surrey to subdivide the larger property into two parcels in order to allow for the sale of the southern part to Fraser Health Authority. That application includes providing a road dedication through the centre of the site to make the existing private driveway a public road (55 Ave / James Hill Drive), plus other statutory rights-of-way.

The current regional growth strategy designation of 'Industrial' is intended for heavy and light industrial activities, and appropriate accessory uses (Figure 3). The proposed hospital use is not consistent with the current designation and an amendment to the regional growth strategy is required. The site and surrounding lands are within the Urban Containment Boundary.

**Figure 3 - Current Regional Growth Strategy Land Use Designations**



## REGIONAL PLANNING ANALYSIS

The City of Surrey's proposed amendment has been assessed in relation to the applicable *Metro 2040* goals and policies, noting that the regional growth strategy is currently being reviewed for an update. The intent of the assessment is not to duplicate that of the municipal planning process, but rather to identify any potential regional planning implications and the regional significance of the proposed land use changes in consideration of the regional growth strategy.

### Goal 1: Create a Compact Urban Area

Metro Vancouver and its member jurisdictions have committed to focusing growth within the UCB and more specifically within Urban Centres. The City is encouraged to use edge planning and other land use and design policies to denote that further urban development is not intended south of Clearbrook Road and the railway lines beyond the UCB.

The site is within the Surrey Cloverdale Town Centre Plan, but not within the Regional Cloverdale Municipal Town Centre's boundary in *Metro 2040*. Co-locating the new hospital and associated facilities with the existing KPU post-secondary institution and in the Cloverdale Municipal Town Centre would be consistent with the growth management principles of *Metro 2040*, helping to create

a compact urban area with a mix of uses and employment opportunities and support regional transportation objectives. To better align these plans, a separate and subsequent process should be considered by the City of Surrey to adjust the boundary of the regional Municipal Town Centre to include the KPU and hospital site; this change could be reflected in the next update of its Regional Context Statement. The adjustment would also allow the site to be better aligned with TransLink's transit service, which uses the locations of Urban Centres and Frequent Transit Development Areas as inputs into service planning decisions. This alignment would allow for the growth of the Urban Centre to better support local planning objectives and regional growth targets. The significance of the proposed hospital development also raises the possibility of other inter-municipal corridor and area planning efforts along Highway 10 (56 Avenue), between two Urban Centres (i.e. Cloverdale Municipal Town Centre and Langley Regional City Centre).

## **Goal 2: Support a Sustainable Regional Economy**

*Metro 2040* commits to protecting the region's supply of Industrial land. This strategy contains two regional land use designations ('Industrial' and 'Mixed Employment'), which are both intended to support employment-generating uses to ensure the needs of the regional economy are met. Neither land use designation permits residential uses.

The City of Surrey's 2014 Regional Context Statement includes the following statement about industrial land protection:

*2.2.4(b)(i) INDUSTRIAL PROTECTION As populations increase within all areas of the Lower Mainland, pressures increase to accommodate residential construction on lands designated for commercial or industrial purposes. Surrey has a significant portion of the Region's available industrial base and in order to ensure land exists in the future for well-paying employment opportunities, existing industrial land needs to be retained for future industrial development. Policies within Surrey's OCP supporting the protection of industrial land include: E1.1, E1.2 and E1.11.*

While a hospital is not an Industrial land use, it is a major employer, accommodating a significant number of jobs and providing medical services to both the City of Surrey and the wider region, and with associated trip generating implications. A redesignation of the site to 'Mixed Employment' would allow the hospital use given that 'Mixed Employment' allows for "industrial, commercial, and other employment-related uses." This project is a unique major institutional use and the land use designation change does not support nor imply other possible additional amendments to adjacent Industrial lands.

The amendment to a 'Mixed Employment' regional land use designation supports the proposed hospital use and allows various forms of employment uses, which further maintains the character of larger scaled building forms in the area.

## **Goal 5: Support Sustainable Transportation Choices**

The strategies under this goal encourage the coordination of land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking, and support the safe and efficient movement of vehicles for passengers, goods and services. Land use changes can and often

significantly influence travel patterns. As identified in the proposal, these transportation matters are to be addressed by the City through the development plan at a future stage of design. The review of the development by the City should consider transportation-demand management strategies, including such things as: investing in and enhancing the surrounding transportation network; encouraging transit usage by employees and visitors; facilitating goods movement access to the site and surrounding area; adding bicycle infrastructure and facilities on site; enhancing pedestrian infrastructure and connections; right-sizing the amount of on-site parking; and the pricing of parking.

In addition, the development of the hospital site and changes to the associated road network should be done in a manner that does not restrict truck access or goods movement potential to the surrounding industrial land and existing KPU Campus and the possible future development of the lands to the east. Furthermore, the design of the interface between existing surrounding industrial and rail activities, and the proposed future hospital should reduce possible conflicts.

### **REGIONAL GROWTH STRATEGY AMENDMENT PROCESS AND NEXT STEPS**

As per the *Regional Growth Strategy Procedures Bylaw No. 1148, 2011*, Metro Vancouver staff prepared a report to the Regional Planning Advisory Committee (RPAC) for information and comment at its meeting of September 17, 2021. No comments were provided by RPAC members at that meeting.

If the amendment bylaw (Attachment 2) receives 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> readings by the MVRD Board, it will be referred to affected local governments and other agencies, as well as posted on the Metro Vancouver website for a minimum of 30 days for the opportunity to provide comment. Any comments received would be summarized and included in the report advancing the bylaw to the MVRD Board for consideration of final adoption. Should the initial readings of the amendment bylaw be given, staff will report back to the MVRD Board at a meeting in early 2022 with a summary of any comments received on the proposed amendment, and the amendment bylaw for consideration of final reading. The City's updated Regional Context Statement will also be provided to the Board for consideration of acceptance at the same time as final adoption of the proposed amendment.

### **ALTERNATIVES**

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



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## **FINANCIAL IMPLICATIONS**

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

If the MVRD Board chooses Alternative 2, the City of Surrey will be notified of the Board's decision. A dispute resolution process may take place as described in the *Local Government Act*. The cost of this dispute resolution is prescribed based on the proportion of assessed land values. Metro Vancouver would be responsible for most of the associated costs.

## **SUMMARY / CONCLUSION**

The City of Surrey has requested that the MVRD Board consider a Type 3 minor amendment to *Metro 2040* for the approximately 9-hectare Cloverdale Hospital Site, located immediately south of Kwantlen Polytechnic University Cloverdale Campus. The amendment proposes to change the regional land use designation of the site from 'Industrial' to 'Mixed Employment' in order to allow the development of the new Cloverdale Hospital and Cancer Centre by the Fraser Health Authority.

Staff note that if the development of the hospital site proceeds, changes to the associated road network should be done in a manner that does not restrict truck access or goods movement potential to the surrounding industrial land and existing KPU Campus, and the possible future development of the lands to the east.

Overall, the proposed amendment allows the hospital use, which is consistent with the surrounding neighbourhood context and ensures employment generating uses in close proximity to a Municipal Town Centre and future enhanced transit service area. Based on this, staff recommend Alternative 1, to initiate the proposed amendment to *Metro 2040* for the City of Surrey Cloverdale Hospital Site.

## **Attachments**

1. Correspondence, dated July 30 2021, from City of Surrey, to Metro Vancouver Board re: City of Surrey Regional Growth Strategy Amendment Application (48005060)
2. Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1327, 2021

## **Reference**

[City of Surrey Report \(No. 7921-0139-00\), dated July 12, 2021](#)

47471242



the future lives here.

July 30, 2021

File: 3900-20-18020 (OCP)  
7921-0139-00 (New Surrey Hospital and Cancer Centre)

Metro Vancouver Board  
c/o Chris Plagnol, Corporate Officer  
4730 Kingsway (Metrotower III)  
Burnaby, BC  
V5H 0C6

Dear Mr. Plagnol:

**RB: City of Surrey Regional Growth Strategy Amendment Application**

The City of Surrey is processing a development application for the proposed New Surrey Hospital and Cancer Centre (Development Application No. 7921-0139-00) that includes amendments to the Official Community Plan ("OCP"), rezoning, and a Development Permit for Sensitive Ecosystems. The application also requires an amendment to the Metro Vancouver Regional Growth Strategy prior to final adoption.

On July 12, 2021, at the Regular Council – Land Use Meeting, Surrey Council approved recommendations in the Planning & Development Report for Development Application No. 7921-0139-00 (Attachment "1"). This included resolutions to give first and second readings to the required OCP Bylaw amendments and instructed the City Clerk to set a date for Public Hearing (Attachment "2").

On July 26, 2021, at Regular Council - Public Hearing Meeting, Surrey Council passed a resolution to give third reading to the proposed Surrey's OCP Bylaw amendments and endorsed referring an application to Metro Vancouver to support an amendment to the Regional Growth Strategy ("RGS") (Attachment "3"). The proposed RGS amendment is to the Regional Land Use Designation for the subject site from Industrial to Mixed Employment.

**Proposed New Surrey Hospital and Cancer Centre**

The proposed new Surrey Hospital and Cancer Centre represents a \$1.66 billion investment in health care, the largest provincial contribution in the history of BC. The Hospital and Cancer Centre are anticipated to employ over 1,900 people. The new hospital is proposed to be approximately 71,000 square metres, with 168 beds, an emergency centre, cancer centre, and childcare centre.

The subject site is currently designated Industrial in Metro Vancouver's RGS. Areas designated as Industrial in the RGS are "intended for heavy and light industrial activities, and appropriate accessory uses."

The proposed development of a hospital on site, therefore, requires an RGS amendment of the Regional Land Use Designation from Industrial to Mixed Employment. Mixed Employment areas are "intended for employment related uses to help meet the needs of the regional

economy." Mixed Employment areas within Urban Centres, such as the Cloverdale Town Centre, are "intended as priority locations for employment and services" including institutional uses."

The following RGS amendment is proposed:

- Amend the RGS Land Use Designations for the subject site from Industrial to Mixed Employment (as shown in Attachment "4")

The applicant is aiming to have the Development Application (No. 7921-0139-00) complete, including the RGS amendment, OCP amendment, rezoning, and Development Permit issuance, by February 2022 in order move forward with the procurement process and Building Permit application, and to keep on track with the overall project timelines.

### Conclusion

The City of Surrey requests that the Metro Vancouver Board amend the Regional Growth Strategy to amend Regional Land Use Designations from Industrial to Mixed Employment (as shown in Attachment "4").

Should Metro Vancouver staff require any additional information regarding this application, please contact Christa Brown, Planner, at 604-591-4216 or at [Christa.Brown@surrey.ca](mailto:Christa.Brown@surrey.ca).

Sincerely,



Rémi Dubé, P.Eng.  
Acting General Manager, Planning & Development

Cc Heather McNell, General Manager, Regional Planning and Housing Services, Metro Vancouver  
Sean Galloway, Director, Regional Planning, Metro Vancouver  
Ron Gill, Manager, Area Planning & Development – North Division, City of Surrey  
Preet Heer, Manager, Community Planning, Planning & Development, City of Surrey  
Christa Brown, Planner, Planning & Development, City of Surrey

Attachment "1"	Planning Report for Development Application No. 7921-0139-00
Attachment "2"	Council Resolutions- July 12, 2021 Regular Council - Land Use Meeting
Attachment "3"	Council Resolutions- July 26, 2021 Regular Council - Public Hearing Meeting
Attachment "4"	Proposed RGS Land Use Designation Amendment

**METRO VANCOUVER REGIONAL DISTRICT  
REGIONAL GROWTH STRATEGY AMENDMENT BYLAW NO. 1327, 2021  
A Bylaw to Amend "Greater Vancouver Regional District Regional Growth Strategy  
Bylaw Number 1136, 2010"**

**WHEREAS:**

- A. The Metro Vancouver Regional District Board (the "Board") adopted the *Greater Vancouver Regional District Regional Growth Strategy Bylaw No. 1136, 2010* on July 29, 2011;

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

1. The *Greater Vancouver Regional District Regional Growth Strategy Bylaw No. 1136, 2010* is hereby amended as follows:
  - a) re-designating the subject site from 'Industrial' to 'Mixed Employment', as shown in Schedule "A"; and
  - b) the official regional land use designation maps numbered 2, 6, and 12 are revised to record the change in regional land use designation, as shown in the maps contained in Schedule "B".

**Citation**

2. The official citation for this bylaw is "*Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1327, 2021*". This bylaw may be cited as "*Regional Growth Strategy Amendment Bylaw No. 1327, 2021*".

**Schedules**

3. The following Schedules are attached to and form part of this bylaw:  
Schedule "A"; and  
Schedule "B".

Read a first time this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.

Read a second time this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.

Read a third time this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.

Passed and finally adopted this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.

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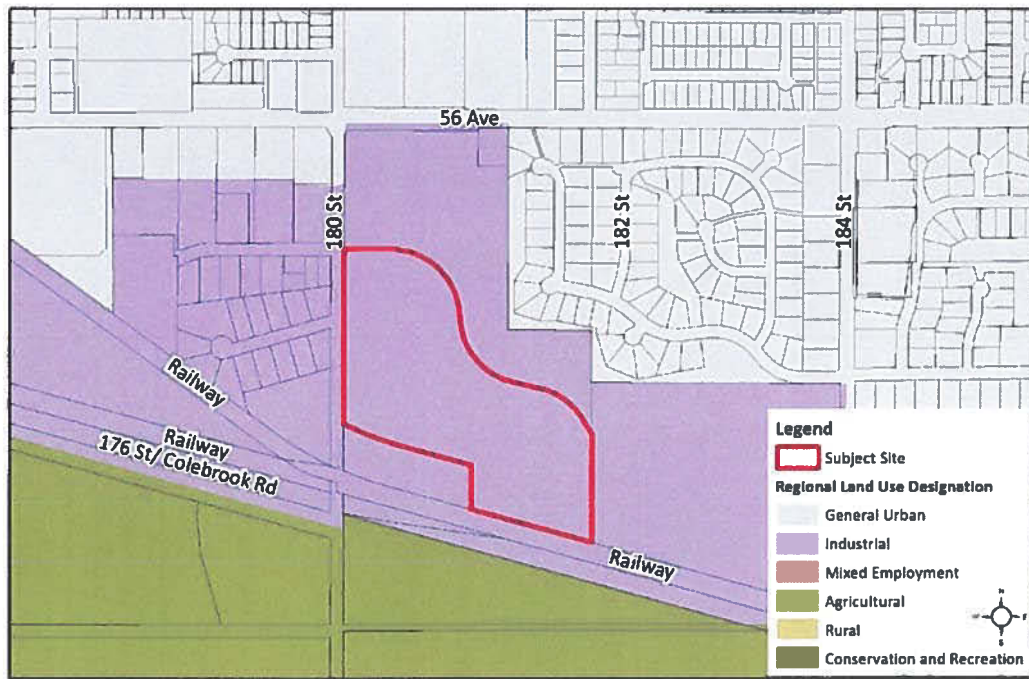
Sav Dhaliwal, Chair

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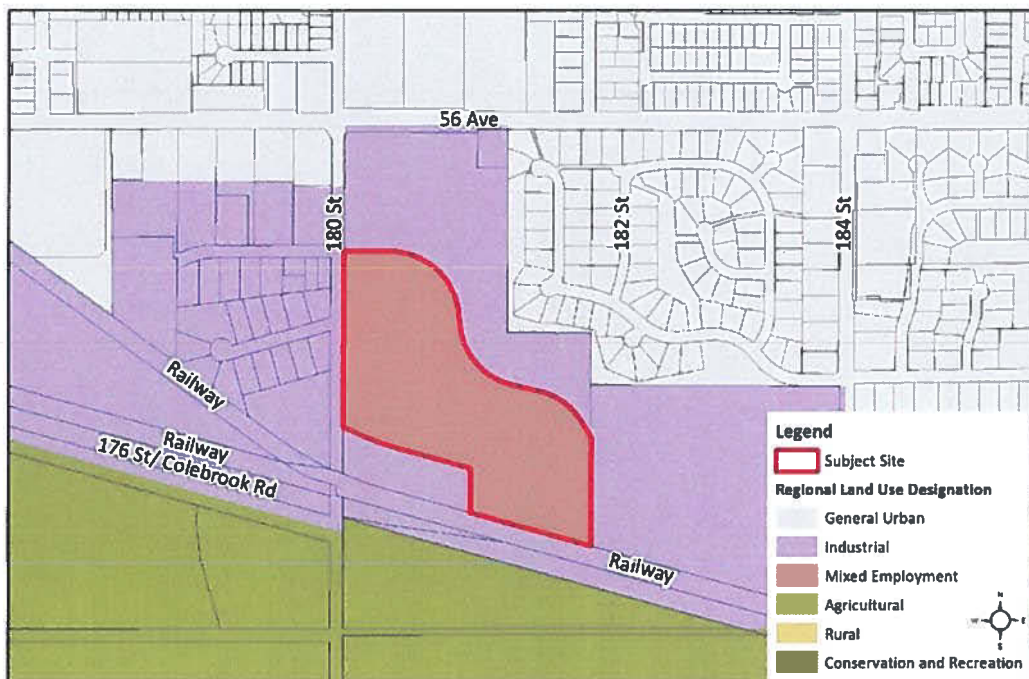
Chris Plagnol, Corporate Officer

## Schedule A

### Prior to Amendment

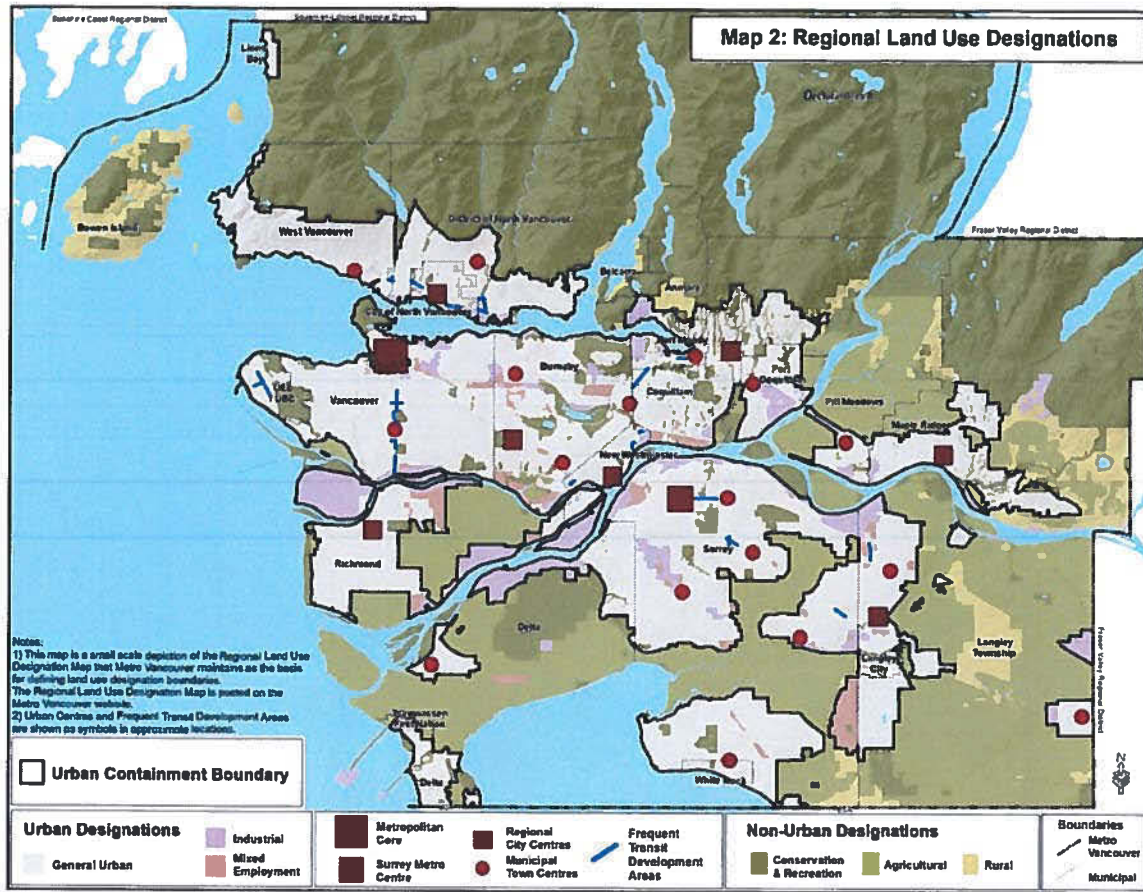


### Post Amendment



## Schedule B

Map 2: Regional Land Use Designations

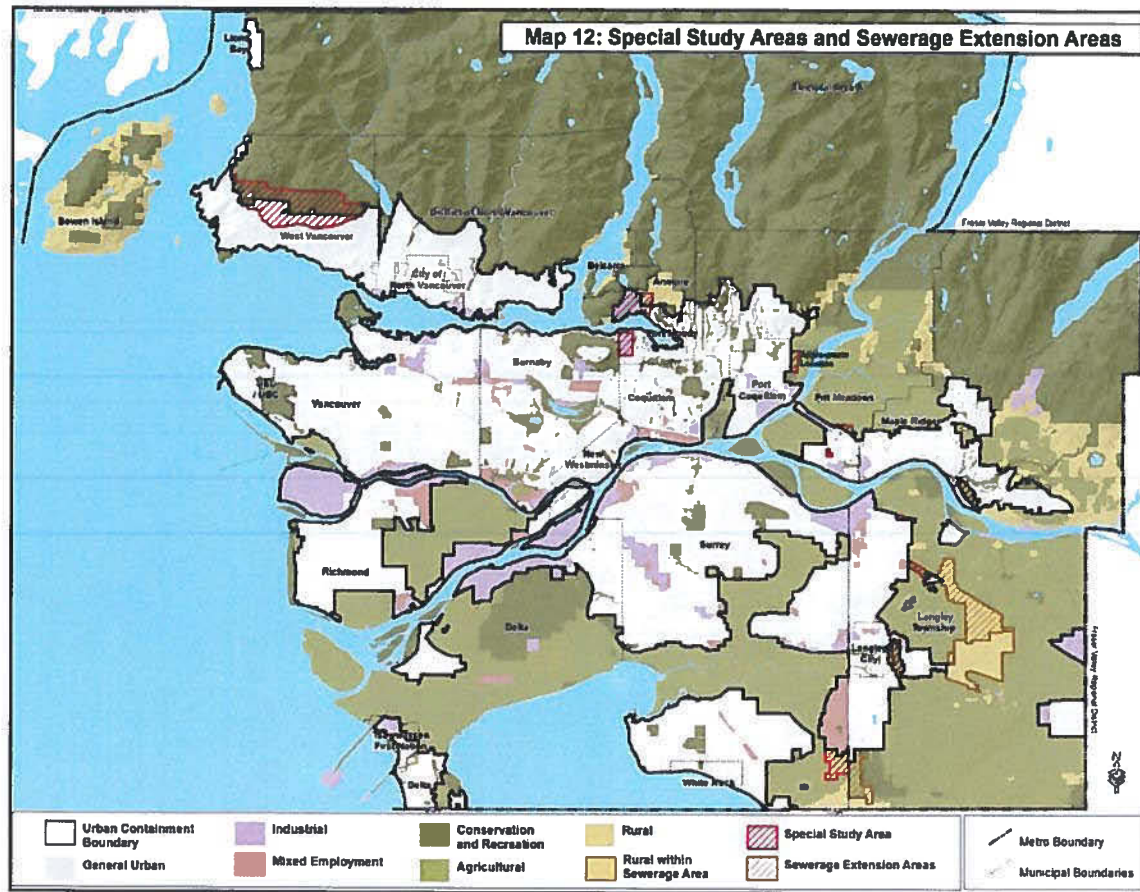






## Schedule B

Map 12: Special Study Areas and Sewerage Extension Areas





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To: Regional Planning Committee

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

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

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

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### RECOMMENDATION

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

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### EXECUTIVE SUMMARY

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

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

### PURPOSE

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

### BACKGROUND

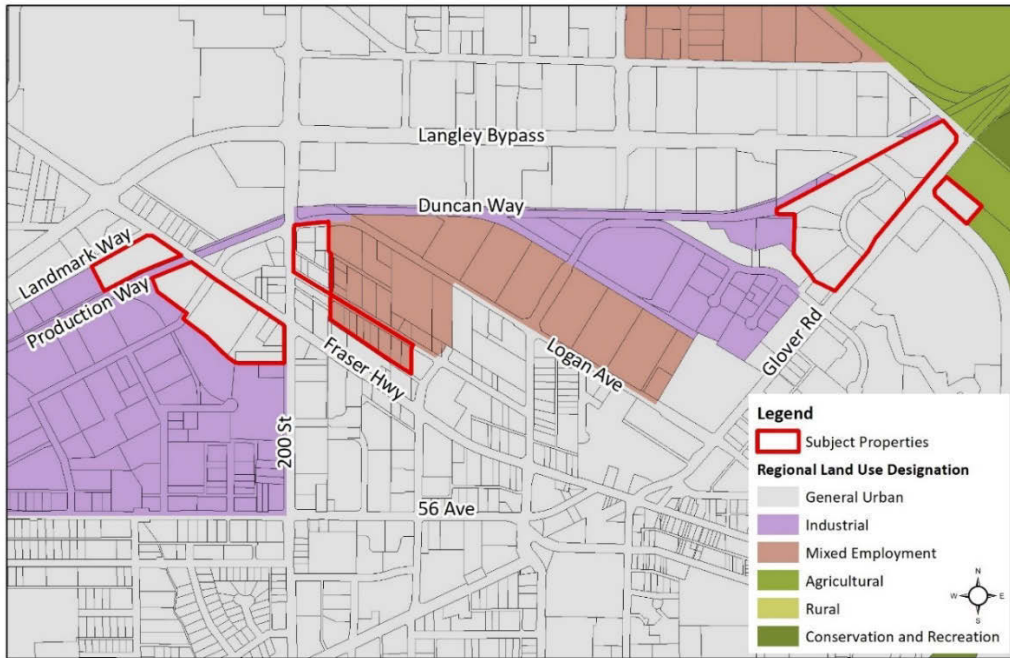
The City of Langley has submitted an amended Regional Context Statement and associated Regional Land Use Designation Map to Metro Vancouver for consideration by way of a notification letter received July 30, 2021 (Attachment 1). The Regional Context Statement and associated Regional Land Use Designation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

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

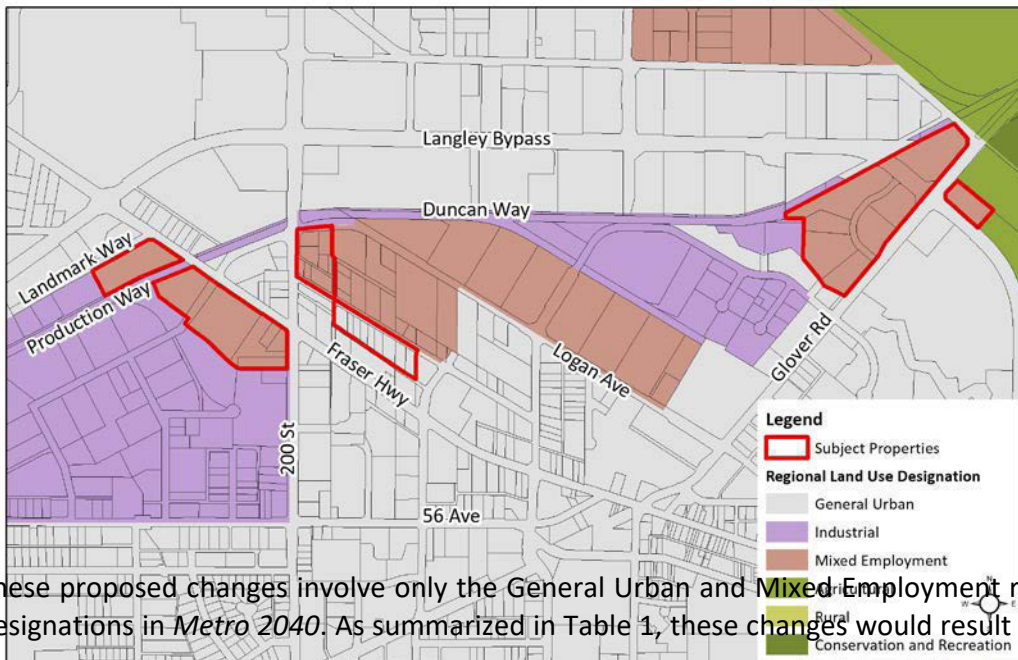
## AMENDED REGIONAL CONTEXT STATEMENT

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

**Figure 1: Existing Regional Land Use Designations**



**Figure 2: Proposed Regional Land Use Designations**



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



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

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

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

## POLICY FRAMEWORK AND ANALYSIS

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

### Regional Context Statement

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

### Regional Land Use Designation Changes

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

#### Goal 1 – Create a Compact Urban Area

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

#### Goal 2 – Support a Sustainable Economy

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

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

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

**Goal 5 – Support Sustainable Transportation Choices**

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

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

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

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

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

**ALTERNATIVES**

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



### **FINANCIAL IMPLICATIONS**

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

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

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

### **CONCLUSION**

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

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

### **Attachments** (47185075)

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

### **References**

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

47122148



Via Email: [bis-secretariat@metrovanancouver.org](mailto:bis-secretariat@metrovanancouver.org)

July 30, 2021

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

Attention: Chris Plagnol, Corporate Officer

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

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

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

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

Yours truly,

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

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



## CITY OF LANGLEY

### CERTIFIED RESOLUTION

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

Certified Resolution:

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

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

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*Paula Kusack*  
*Deputy Corporate Officer, City of Langley*

Dated: July 27, 2021



## 07. REGIONAL CONTEXT STATEMENT

## REGIONAL CONTEXT STATEMENT

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

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

**Goal 1** | Create a Compact Urban Area

**Goal 2** | Support a Sustainable Economy

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

**Goal 4** | Develop Complete Communities

**Goal 5** | Support Sustainable Transportation Choices

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

## RGS GOAL 1: CREATE A COMPACT URBAN AREA

As a fully built out city 10km<sup>2</sup> in area, Langley City can only grow through redevelopment and by intensifying existing land uses. The land use policies within this OCP focus that growth in close proximity to transit, park amenities, services, and infrastructure. (Chapter 3 - Growth, Land Use, & Design)

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

**Strategy 1.1.3a**  
Depict the UCB on a map

See Map 1 - Regional Context Map

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

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

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

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

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

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

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

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



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



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

**Strategy 1.3.3c i**

Specify the allowable density and form for rural land uses

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

**Strategy 1.3.3c ii**

Support agricultural uses within and outside the ALR

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

## RGS GOAL 2: SUPPORT A SUSTAINABLE ECONOMY

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

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

#### Strategy 2.1.4a

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

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

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

#### Strategy 2.1.4b

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

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

- Policy 4.6 Incentivize Office

#### Strategy 2.1.4c

Discourage major commercial and institutional development outside Urban Centres or FTDAs

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

#### Strategy 2.1.4d

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

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

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

### Strategy 2.2 - Protect the supply of industrial land

#### Strategy 2.2.4a

Identify Industrial areas and their boundaries on a map

See **Map 3 - Land Use Plan**

#### Strategy 2.2.4b i

Support and protect industrial uses

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

- Policies 4.7 - 4.12

#### Strategy 2.2.4b ii

Support appropriate accessory uses, including commercial space and caretaker units

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

- Policy 4.9 Industrial Definition

#### Strategy 2.2.4b iii

Exclude uses which are inconsistent with the intent of industrial uses

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

- Policy 4.9 Industrial Definition

#### Strategy 2.2.4b iv

Encourage better utilization and intensification of industrial areas for industrial activities

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

- Policy 4.9 Industrial Definition
- Policy 4.11 Employment Intensification

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

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

### Strategy 2.3.6a

Specify the Agricultural areas and their boundaries on a map

See **Map 3 - Land Use Plan**

### Strategy 2.3.6b i

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

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

### Strategy 2.3.6b ii

Discourage subdivision of agricultural land leading to farm fragmentation

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

### Strategy 2.3.6b iii

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

See **Map 10 - Storm Drainage System**

### Strategy 2.3.6b iv

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

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

See **Policy 5.19 Food and Agriculture**

### Strategy 2.3.6b v

Demonstrate support for economic development opportunities for agricultural operations

See **Policy 5.19 Food and Agriculture**

### Strategy 2.3.6b vi

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

See **Policy 5.19 Food and Agriculture**

### Strategy 2.3.6b vii

Support educational programs that provide information on agriculture

See **Policy 5.19 Food and Agriculture**



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

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

### Strategy 3.1 - Protect Conservation and Recreation lands

#### Strategy 3.1.4 a

Identify Conservation and Recreation areas and their boundaries on a map

See **Map 3 - Land Use Plan**

#### Strategy 3.1.4b i

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

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

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

#### Strategy 3.1.4b ii

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

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

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

#### Strategy 3.1.4b iii

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

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

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

#### Strategy 3.1.4b iv

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

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

#### Strategy 3.1.4b v

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

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

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



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

## RGS GOAL 4: DEVELOP COMPLETE COMMUNITIES

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

### Strategy 4.1 - Provide diverse and affordable housing choices

#### Strategy 4.1.7a i

Articulate the need for diverse housing options

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

#### Strategy 4.1.7a ii

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

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

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

#### Strategy 4.1.7a iii

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

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

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

#### Strategy 4.1.7a iv

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

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

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

#### Strategy 4.1.8a

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

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

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

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

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

#### Strategy 4.1.8b

Implement Housing Action Plans which identify housing priorities

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

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

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

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

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

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



## RGS GOAL 5: SUPPORT SUSTAINABLE TRANSPORTATION CHOICES

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

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

#### Strategy 5.1.6a

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

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

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

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

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

#### Strategy 5.1.6b

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

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

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

- Policies 2.28 - 2.32 Public Transit

#### Strategy 5.1.6c

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

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

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

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

#### Strategy 5.2.3a

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

See **Map 7 - Road Network.**

#### Strategy 5.2.3b

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

See **Map 7 - Road Network.**

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

- Policies 2.18 - 2.22 Vehicles and Parking

#### Strategy 5.2.3c

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

See **Map 7 - Road Network.**

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

- Policies 2.18 - 2.22 Vehicles and Parking

#### Strategy 5.2.3d

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

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

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



08

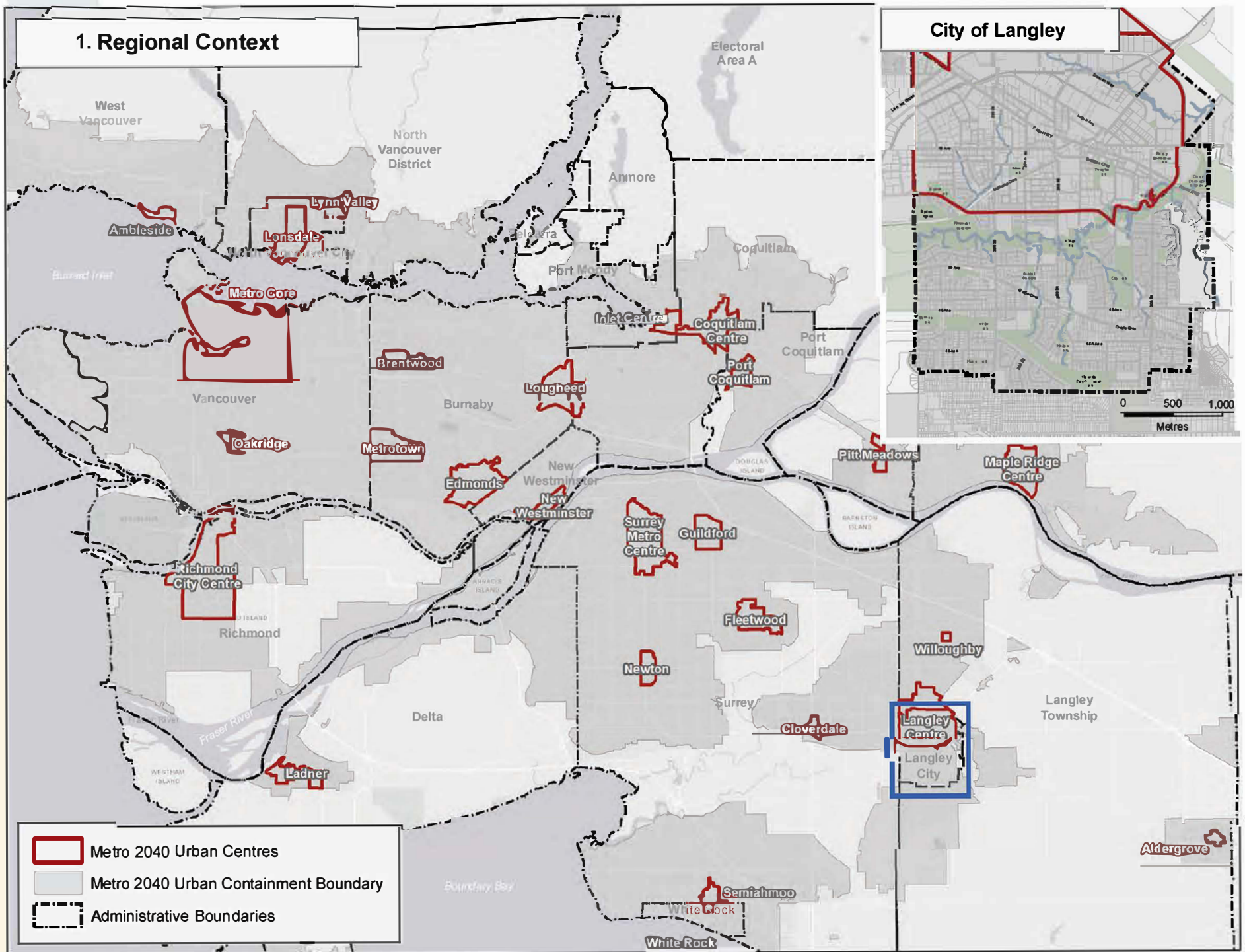
## 08. MAPS

## LIST OF MAPS

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

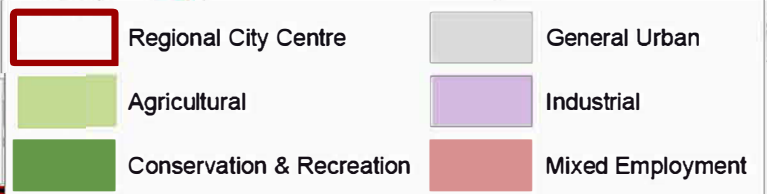


## 1. Regional Context



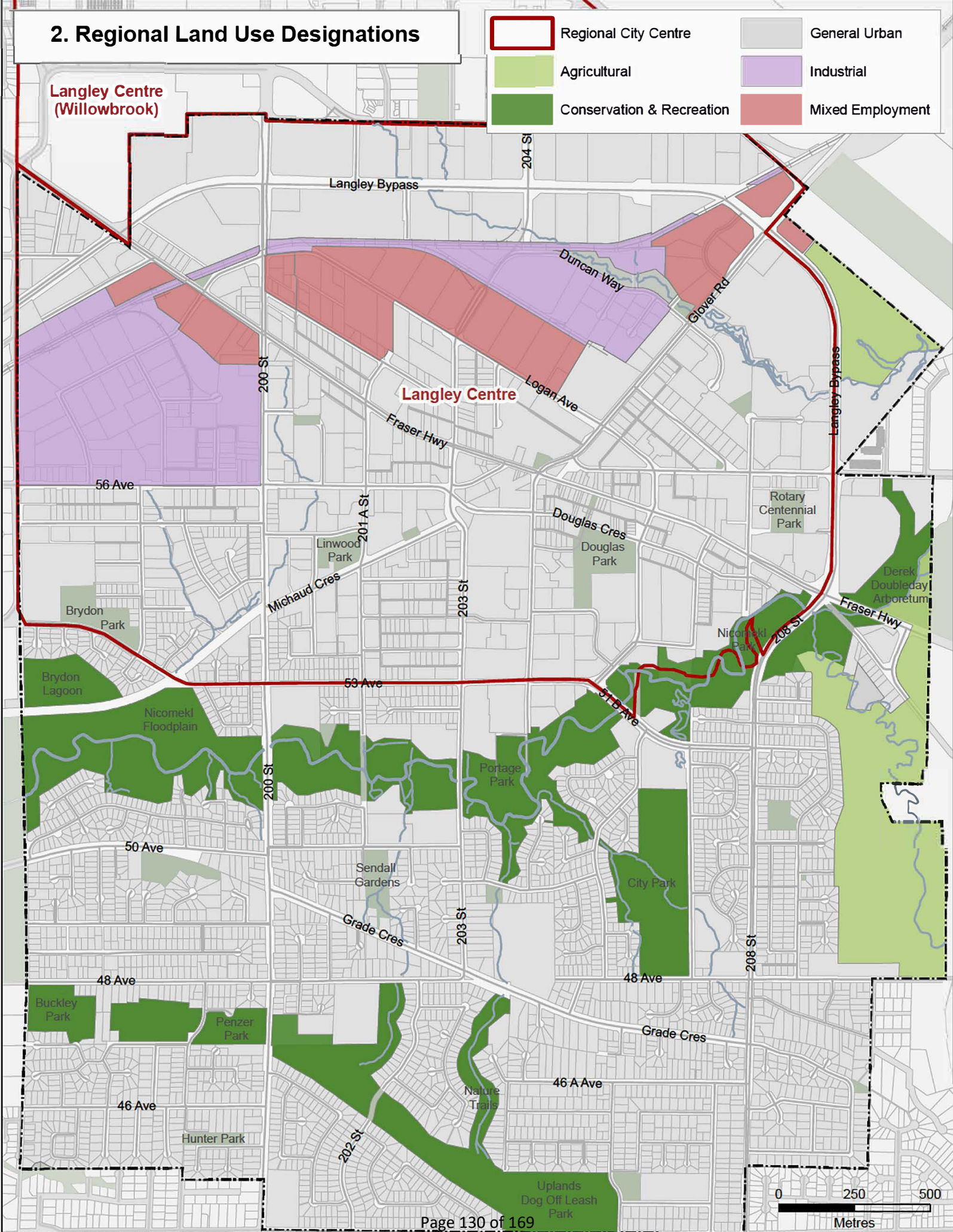


## 2. Regional Land Use Designations



**Langley Centre  
(Willowbrook)**

**Langley Centre**



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To: Regional Planning Committee

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

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

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

---

**RECOMMENDATION**

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

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**EXECUTIVE SUMMARY**

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

**PURPOSE**

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

**BACKGROUND**

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

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

## **METRO 2040 AND SEWERAGE AREA EXTENSION REQUESTS**

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

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

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

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

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

## **REGIONAL PLANNING ANALYSIS**

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

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

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

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

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

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

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

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



## ALTERNATIVES

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

## FINANCIAL IMPLICATIONS

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

## CONCLUSION

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

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

## Attachments (47950091)

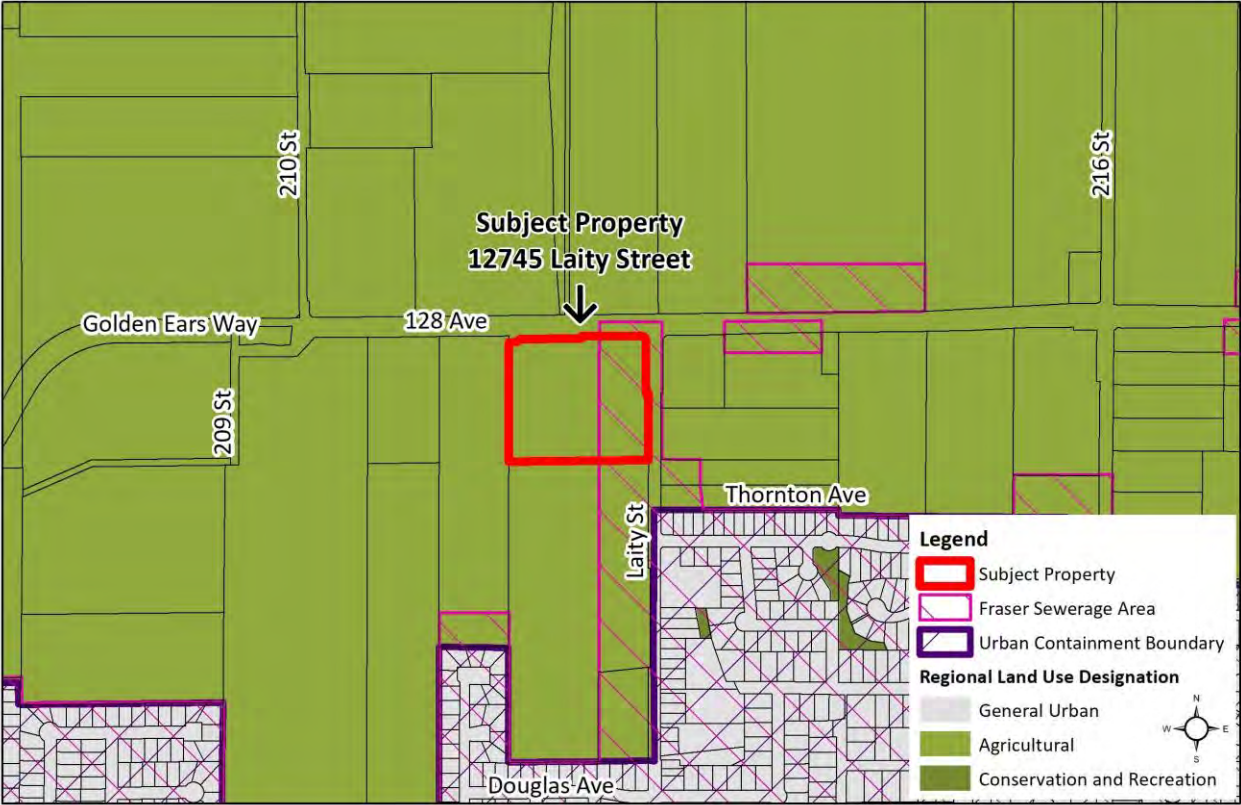
1. Map of 12745 Laity Street, regional land use designations and FSA Boundary
2. Letter from the City of Maple Ridge dated May 20, 2021 to Metro Vancouver Liquid Waste Services staff requesting a sanitary sewer service connection for 12745 Laity Street.
3. Revised Site Plan

## References

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



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



47950091

May 20, 2021

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

Dear Mr. Shoji:

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

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

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

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

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

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

Yours truly,



Rachel Ollenberger, AScT.  
Manager of Infrastructure Development

/mi

Att.

Doc#2754443

TO: His Worship Mayor Michael Morden      **MEETING DATE:** April 6, 2021  
and Members of Council      **FILE NO:** 11-5340-01  
**FROM:** Chief Administrative Officer      **MEETING:** CoW  
**SUBJECT:** 12745 Laity Street – Request for Sanitary Sewer Service Connection Outside the Urban Containment Boundary

---

**EXECUTIVE SUMMARY:**

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

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

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

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

**RECOMMENDATION:**

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

**DISCUSSION:**

**a) Background Context:**

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

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

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

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

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

**b) Desired Outcome:**

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

**c) Alternatives:**

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

**CONCLUSION:**

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

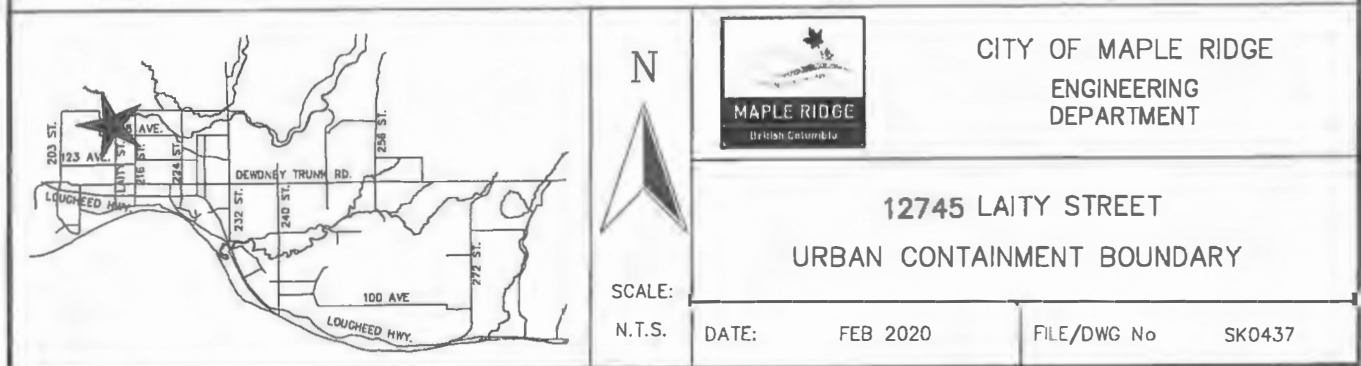
  
Submitted by: **Rachel Ollenberger, ASCT.**  
Manager of Infrastructure Development

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

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

  
Concurrence: **Al Horsman**  
Chief Administrative Officer

Attachments:  
(A) Map



## City of Maple Ridge

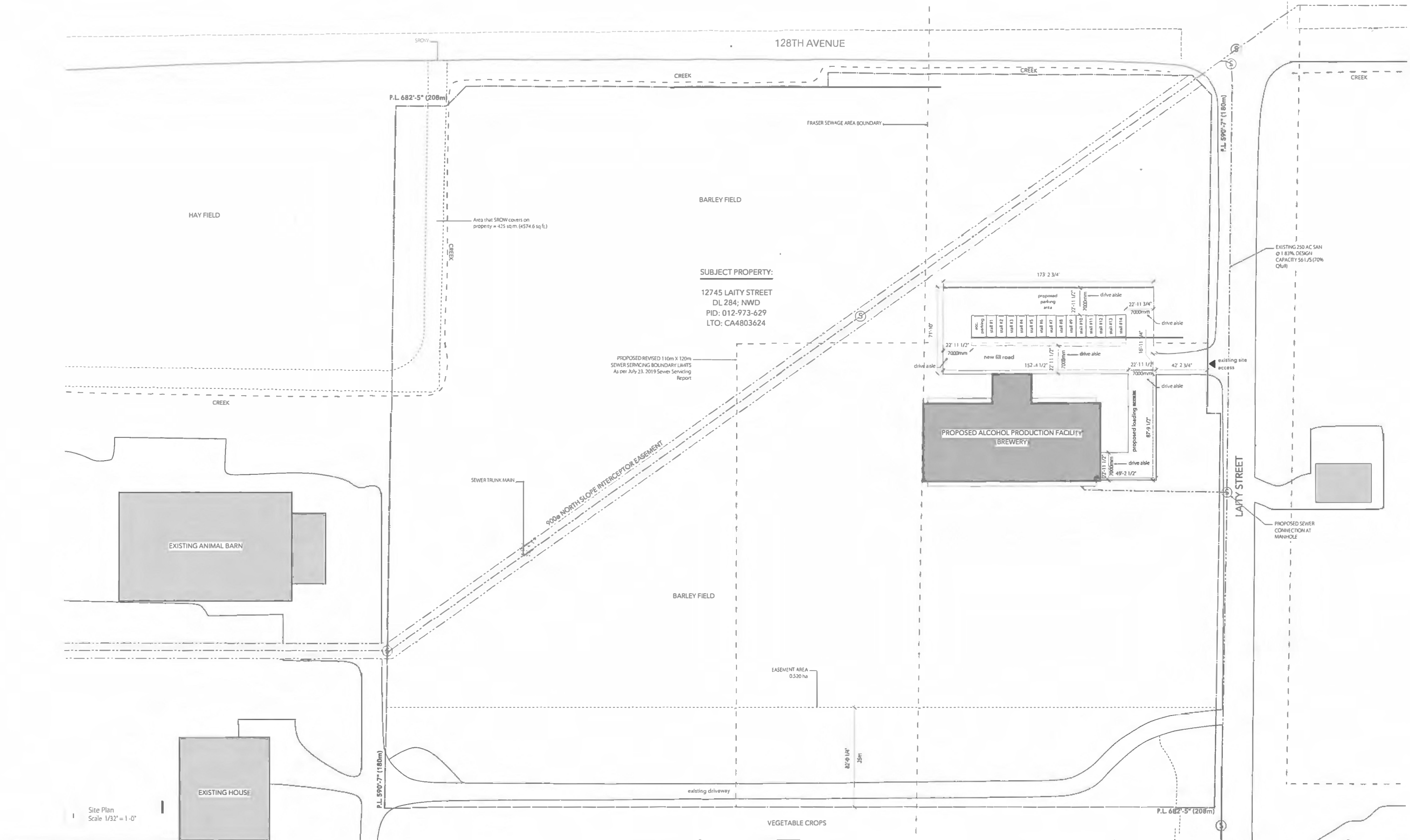
I hereby certify this to be a true and correct copy of a resolution passed by the Maple Ridge Council on April 13, 2021:

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

Dated this 14<sup>th</sup> day of April, 2021

  
\_\_\_\_\_  
D. Denton  
Deputy Corporate Officer





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**SIMCIC + UHRICH**  
ARCHITECTS

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Vancouver BC Canada V5Y 3T8  
604 559 5190  
marko@simcicuhrich.com  
bill@simcicuhrich.com  
www.simcicuhrich.com

Date Issue  
2021-02-12 Issued for The City of Maple Ridge

**THE PATCH BREWERY**  
12745 Laity Street  
Maple Ridge, BC

Site Plan  
As Noted

A 1.00

**WATER STREET ENGINEERING LTD.**  
INFRASTRUCTURE PLANNING AND DESIGN

**TECHNICAL MEMORANDUM**

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

**1. BACKGROUND**

**1.1. PURPOSE**

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

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

**1.2. SITE INFORMATION**

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

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

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



**Figure 1: Existing Site (12745 Loity Street)**

### 1.3. LIMITATIONS

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

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

## 2. DESIGN CRITERIA

### 2.1. LAND USE<sup>REF 3</sup>

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

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

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

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

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

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

## 2.2. SANITARY SEWER SERVICING

The City's Design Criteria Manual<sup>REF4</sup> specifies the following loading rates for design of sanitary sewers:

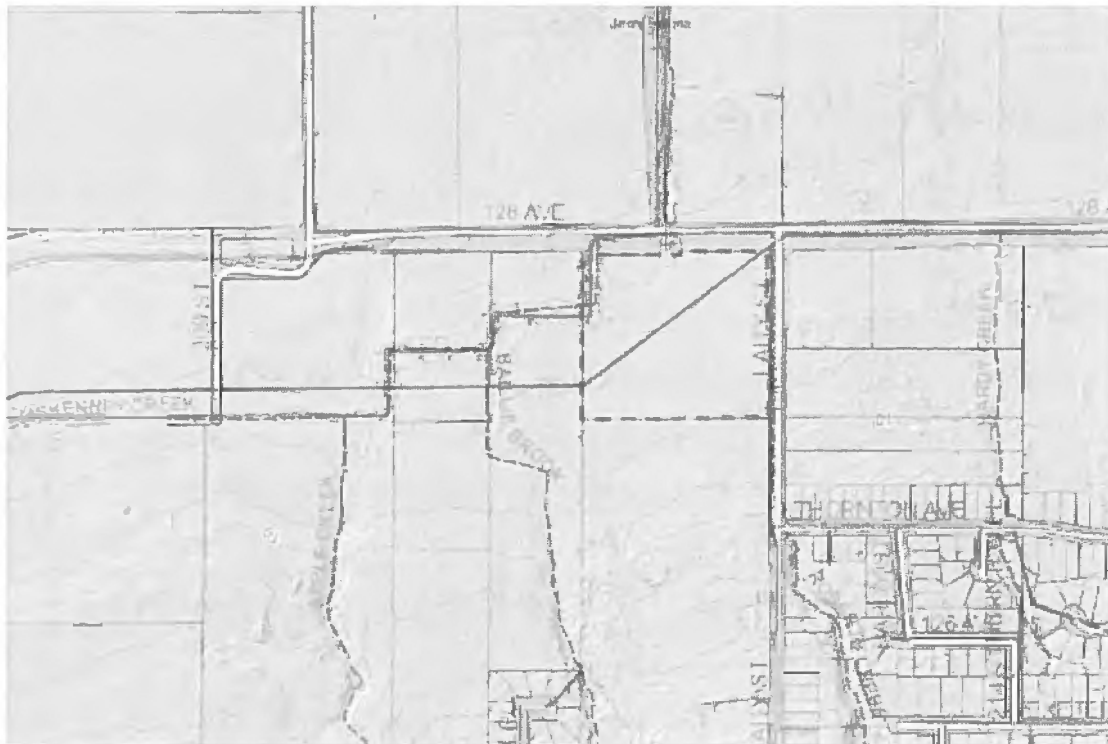
- 300 L/day/capita (Average dry weather flow)
- 2.8 persons/dwelling unit
- Infiltration rate of 0.13 L/s/ha

## 2.3. DRAINAGE

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

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

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



**Figure 2: Drainage / Creeks surrounding the Site**

### 3. PROPOSED DEVELOPMENT

#### 3.1. DESCRIPTION

The proposed developed includes:

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

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

#### 3.2. PROPOSED SANITARY SERVICING CONNECTION

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

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

#### 3.3. SANITARY SEWER LOADS

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

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

Peak dry weather flows were calculated based on City design criteria to be 44 m<sup>3</sup>/day (0.51 L/s).

Table 1 summarizes the proposed loads for the development.

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

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

### 3.4. CAPACITY

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

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

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

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

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

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

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

## 4. RATIONALE FOR CONNECTION

### 4.1. GVSDD BOUNDARY (2013)

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

### 4.2. ON-SITE TREATMENT CHALLENGES

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



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

## 5. CONCLUSIONS AND RECOMMENDATIONS

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

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

### WATER STREET ENGINEERING LTD.

Prepared by

Neal Whiteside, MASC, PEng  
Principal

Attachments

Key Plan

Definitions

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

### References

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

Reviewed by

  
Pádraig Harrington, PEng  
Principal

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

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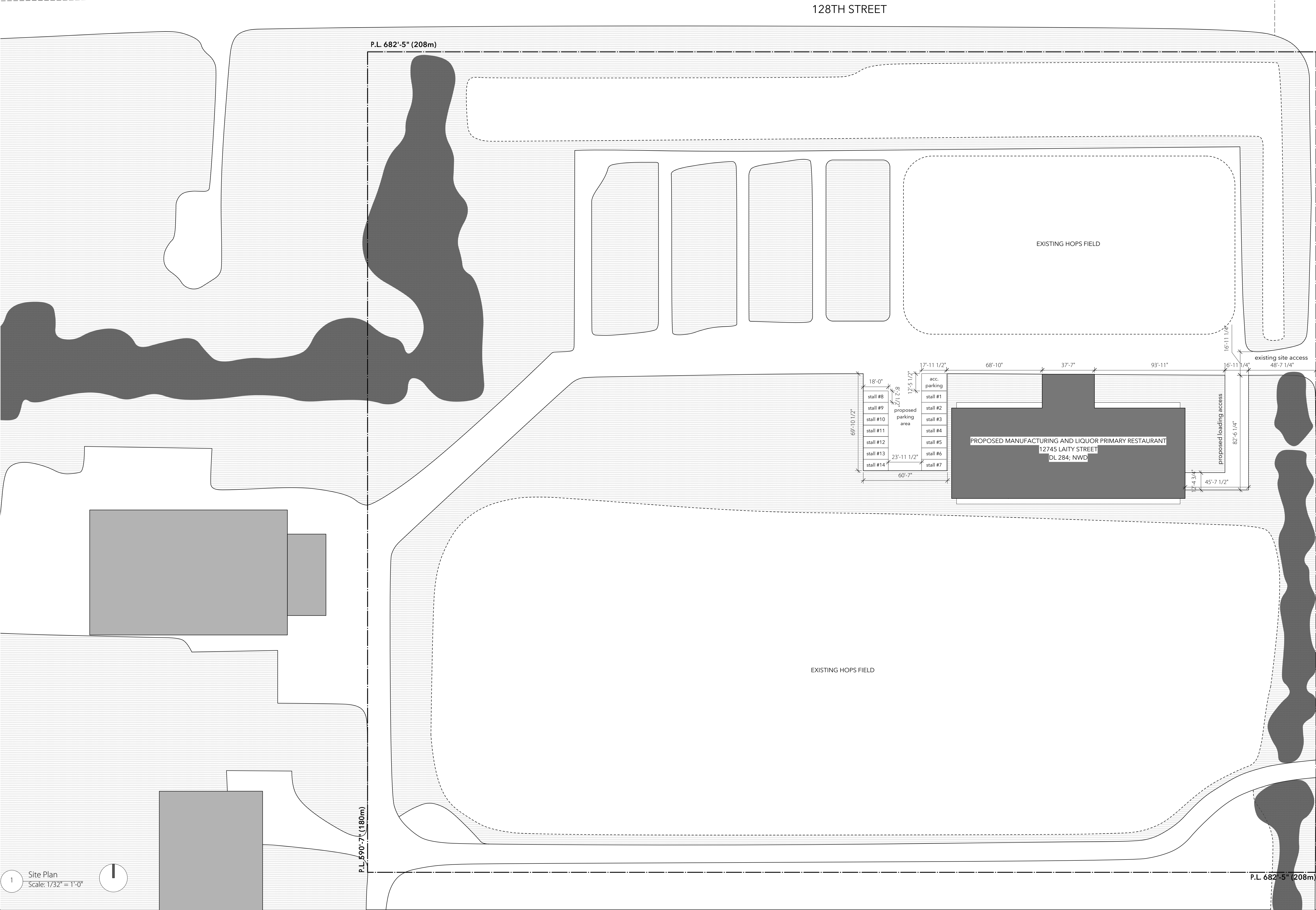
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#### Revision History

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

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





1 Site Plan  
Scale: 1/32" = 1'-0"

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Date	Issue
2020-12-01	Issued for Review

**THE PATCH BREWERY**  
12745 Laity Street  
Maple Ridge, BC

Site Plan  
As Noted

---

To: Regional Planning Committee

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

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

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

---

**RECOMMENDATION**

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

---

**EXECUTIVE SUMMARY**

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

**PURPOSE**

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

**BACKGROUND**

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

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

### **METRO 2040 AND SEWERAGE AREA EXTENSION REQUESTS**

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

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

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

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

### **REGIONAL PLANNING ANALYSIS**

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

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



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

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

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

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

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

## **ALTERNATIVES**

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

## **FINANCIAL IMPLICATIONS**

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

## **CONCLUSION**

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

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

## **Attachments** (47961431)

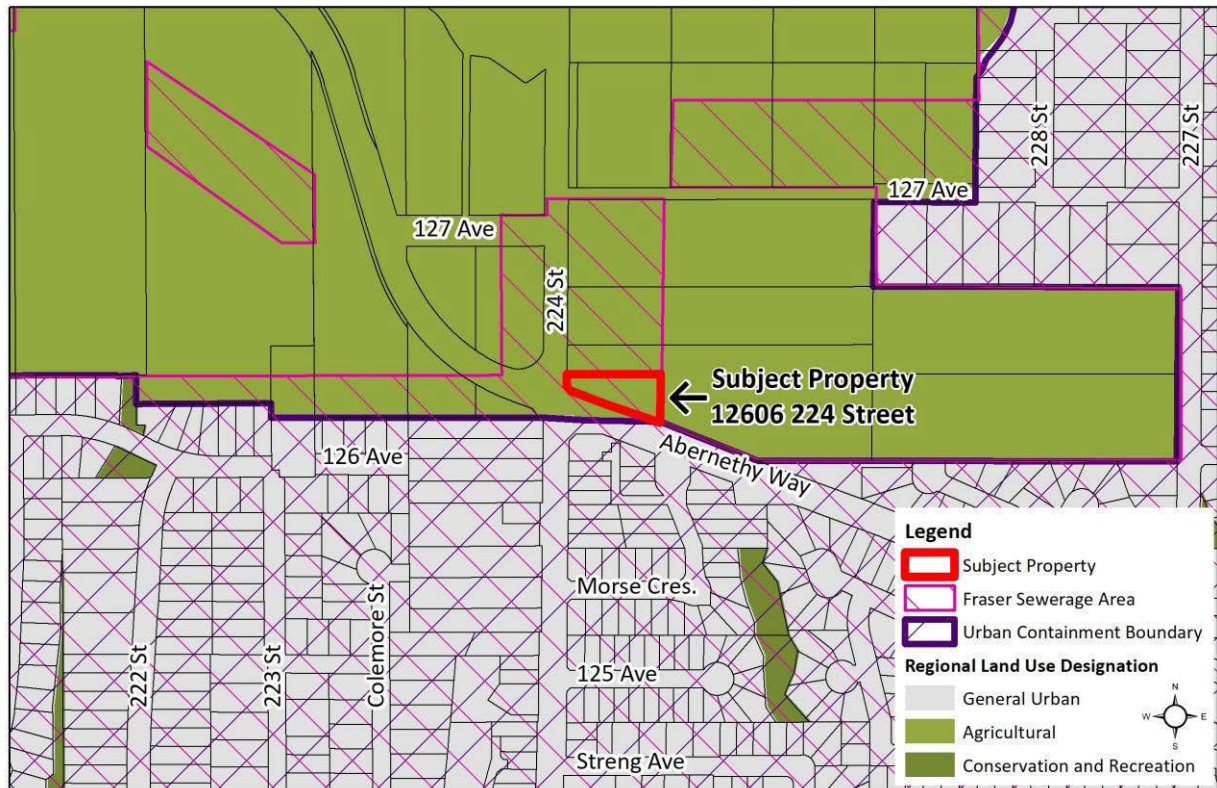
1. Map of 12606 224 Street, regional land use designations and the FSA Boundary
2. Letter from the City of Maple Ridge dated May 20, 2021 to Metro Vancouver Liquid Waste Services staff requesting a sanitary sewer service connection for 12606 224 Street.

## **Reference**

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

47473254

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



47961431



May 20, 2021

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

Dear Mr. Shoji:

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

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

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

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

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

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

Yours truly,

A handwritten signature in blue ink, appearing to read "Rachel Ollenberger".

Rachel Ollenberger, ASCT.  
 Manager of Infrastructure Development

/mi

Att.

Doc#2754439



**TO:** His Worship Mayor Michael Morden  
and Members of Council

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

**FROM:** Chief Administrative Officer

**MEETING:** CoW

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

---

**EXECUTIVE SUMMARY:**

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

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

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

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

**RECOMMENDATION:**

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

**DISCUSSION:**

**a) Background Context:**

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



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

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

**b) Desired Outcome:**

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

**c) Alternatives:**

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

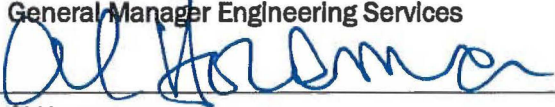
**CONCLUSION:**

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

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

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

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

  
Concurrence: **Al Horsman**  
Chief Administrative Officer

Attachments:  
(A) Map





SCALE:  
N. T. S.



CITY OF MAPLE RIDGE  
ENGINEERING  
DEPARTMENT

12606 224 STREET  
IN RELATION TO THE  
URBAN CONTAINMENT BOUNDARY

DATE: FEB 2021

FILE/DWG No SK0459

## City of Maple Ridge

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

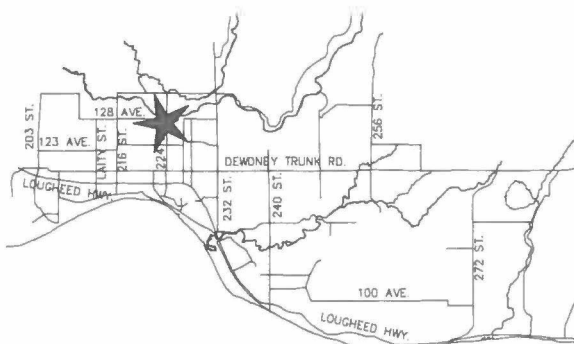
That the request to provide a sanitary sewer service connection to 12606 224 Street be supported and forwarded to the Greater Vancouver Sewerage and Drainage District Board for consideration.

Dated this 14<sup>th</sup> day of April, 2021



\_\_\_\_\_  
D. Denton  
Deputy Corporate Officer





SCALE:  
N. T. S.



CITY OF MAPLE RIDGE  
ENGINEERING  
DEPARTMENT

12606 224 STREET  
IN RELATION TO THE  
FRASER SEWAGE AREA

DATE: FEB 2021

FILE/DWG No

---

To: Regional Planning Committee

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

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

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

---

### **RECOMMENDATION**

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

---

### **EXECUTIVE SUMMARY**

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

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

### **PURPOSE**

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

### **BACKGROUND**

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

### **PHASE 2 METRO 2050 CONTENT DEVELOPMENT STATUS UPDATE**

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

## PHASE 2 METRO 2050 ENGAGEMENT STATUS UPDATE

### Recent Engagement Activities

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

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

### Upcoming Engagement Activities

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

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

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

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

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



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

### **Update on Enhancing Engagement with First Nations**

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

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

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

### **UPDATE ON METRO 2050 TIMELINE**

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

### **NEXT STEPS**

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

### **ALTERNATIVES**

This is an information report. No alternatives are presented.

### **FINANCIAL IMPLICATIONS**

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

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

**CONCLUSION**

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

**References**

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

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To: Regional Planning Committee

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

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

Subject: **Manager's Report**

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**RECOMMENDATION**

That the Regional Planning Committee receive for information the report dated September 21, 2021, titled "Manager's Report".

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**REGIONAL PLANNING COMMITTEE 2021 WORK PLAN**

The Regional Planning Committee's Work Plan for 2021 is attached to this report (Attachment). The status of work program elements is indicated as pending, in progress, ongoing or complete. The listing is updated as needed to include new issues that arise, items requested by the Committee, and changes to the schedule.

**Attachment**

Regional Planning Committee 2021 Work Plan

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## Regional Planning Committee 2021 Work Plan

Report Date: September 21, 2021

## Priorities

1 <sup>st</sup> Quarter	Status
Metro 2050 Implementation Policy Recommendations	Complete
Metro 2050 Climate Change Policy Review Recommendations	Complete
Hey Neighbour Discussion Paper	Complete
Social Equity in Regional Planning – Phase II	Complete
Metro 2050 draft policies – Goal 1	Complete
Metro 2050 draft policies – Goal 2	Complete
Metro 2050 draft policies – Implementation Section	Complete
Housing and Transportation Cost Burden Study – Scope	Pending
Regional Agricultural Land Use Inventory - Scope	In progress
2 <sup>nd</sup> Quarter	
Projections for Population, Housing and Employment (Data Projections)	Complete
Metro 2050 draft policies – Goal 3 (Includes Climate Research and SEI)	Complete
Metro 2050 draft policies – Goal 4	Complete
Metro 2050 draft policies – Goal 5	Complete
Regional Industrial Lands 2020 Inventory	Complete
Regional Industrial Land Implementation Tools - Scope	In progress
Draft Metro 2050 Refer for Comment	In progress
Ecosystem Services from Agricultural Land – Scope	Pending
Regional Land Use Assessment – Implementation Tools – Scope	In progress
3 <sup>rd</sup> Quarter	
Metro 2050 engagement with all affected local governments	In progress
Where Matters Phase II - Update	Pending
Land Use Model Preparation – Land Use Component – Report Out	Pending
Data/Projections Validation – Report Out	In progress
Land Use Model - Scope	Pending
Regional Agricultural Land Use Inventory – Update	Pending
4 <sup>th</sup> Quarter	
Metro 2050 engagement with all affected local governments	In progress
Ecosystem Services from Agricultural Land – Report Out	Pending
Housing and Transportation Cost Burden Study - Report Out	Pending
Regional Land Use Assessment –Update	Pending
Regional Agricultural Land Use Inventory – Report Out	Pending
Land Use Model – Report Out	Pending
Regional Industrial Land Implementation Tools – Update and Report Out	Pending
Metro 2050 – Update on Comment Period	Pending

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