



**METRO VANCOUVER REGIONAL DISTRICT
REGIONAL PLANNING COMMITTEE**

REGULAR MEETING

September 8, 2022

9:15 am

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

A G E N D A¹

1. ADOPTION OF THE AGENDA

1.1 September 8, 2022 Regular Meeting Agenda

That the Regional Planning Committee adopt the agenda for its regular meeting scheduled for September 8, 2022, as circulated.

2. ADOPTION OF THE MINUTES

2.1 July 8, 2022 Regular Meeting Minutes

That the Regional Planning Committee adopt the minutes of its regular meeting held July 8, 2022, as circulated.

3. DELEGATIONS

3.1 Dana Parr, City of Pitt Meadows

Subject: City of Pitt Meadows Regional Context Statement

3.2 Joe Carreira, Conwest Developments

Subject: Township of Langley – Gloucester Industrial Park Application Type 3 RGS 2040 Amendment

4. INVITED PRESENTATIONS

4.1 Mike Manion (Chair) and Mike Bose, Metro Vancouver Agricultural Advisory Committee

Subject: AAC Motion Regarding Heppell's Potato Farm, Surrey

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

5. REPORTS FROM COMMITTEE OR STAFF

5.1 City of Pitt Meadows' Regional Context Statement

That the MVRD Board:

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

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

That the MVRD Board:

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

5.3 Regional Invasive Species Working Group Support

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

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

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

5.5 Manager's Report

That the Regional Planning Committee receive for information the report dated August 17, 2022, 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 September 8, 2022.

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 9:15 a.m. on Friday, July 8, 2022 in the 28th Floor Boardroom, 4515 Central Boulevard, Burnaby, British Columbia.

MEMBERS PRESENT:

Chair, Mayor Jonathan Coté*, New Westminster (departed at 10:59 a.m.)
 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
 Councillor Sarah Kirby-Yung*, Vancouver (arrived at 9:20 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 (arrived at 9:50 a.m.)

MEMBERS ABSENT:

None.

STAFF PRESENT:

Heather McNell, Deputy Chief Administrative Officer, Policy & Planning
 Jerry W. Dobrovolny, Chief Administrative Officer
 Sabrina Mann, Legislative Services Coordinator, Board and Information Services

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

1. ADOPTION OF THE AGENDA

1.1 July 8, 2022 Regular Meeting Agenda

It was MOVED and SECONDED

That the Regional Planning Committee:

- a) amend the agenda for its regular meeting scheduled for July 8, 2022 by adding Item 3.2 Late Delegation – Marcus Reuter;
- b) adopt the agenda as amended.

CARRIED

2. ADOPTION OF THE MINUTES

2.1 May 19, 2022 Regular Meeting Minutes

It was MOVED and SECONDED

That the Regional Planning Committee adopt the minutes of its regular meeting held May 19, 2022 as circulated.

CARRIED

3. DELEGATIONS

3.1 Peter DeJong, CAO, The Municipality of the Village of Lions Bay

Peter DeJong, CAO, The Municipality of the Village of Lions Bay, spoke to members regarding Item 5.1, “Village of Lions Bay Context Statement”, requesting that the Regional Planning Committee recommend that the MVRD Board accept the Lions Bay’s amended Regional Context Statement, highlighting Lions Bay’s OCP and *Metro 2040, Strategy 1.3: Protect Rural areas from urban development and Metro Vancouver’s role*.

Presentation material titled “Delegation Village of Lions Bay Regional Context Statement” is retained with the July 8, 2022 Regional Planning Committee agenda.

9:20 a.m. Councillor Sarah Kirby-Yung joined the meeting.

3.2 Marcus Reuter

Marcus Reuter spoke to members regarding Item 5.1, “Village of Lions Bay Context Statement”, requesting the Regional Planning Committee accept the amended Lions Bay Regional Context Statement, highlighting the Lions Bay community support to be recognized as a rural community and that he believes that it aligns with the vision of *Metro 2040* and *Metro 2050*.

4. INVITED PRESENTATIONS

4.1 Dr. Sarah Henderson, Scientific Director of Environmental Health, BC Centre for Disease Control

Dr. Sarah Henderson, Scientific Director of Environmental Health, BC Centre for Disease Control, provided the Regional Planning Committee with a presentation on the 2021 heat dome and Provincial heat preparedness for 2022.

9:50 a.m. Mayor West joined the meeting.

Discussion ensued regarding building codes be updated to address potential future heat domes.

Presentation material titled “Mortality During the Catastrophic 2021 Heat Dome” is retained with the July 8, 2022 Regional Planning Committee agenda.

5. REPORTS FROM COMMITTEE OR STAFF

5.1 Village of Lions Bay Regional Context Statement

Report dated June 6, 2022, from Erin Rennie, Senior Planner, Regional Planning and Housing Services, presenting the Regional Planning Committee and MVRD Board with the opportunity to consider accepting of the Village of Lions Bay’s updated Regional Context Statement.

Discussion ensued regarding adjusting the urban containment boundary, and maintaining the rural community of Lions Bay.

Main Motion

It was MOVED and SECONDED

That MVRD Board:

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

Members discussed the challenges with adjusting the urban containment boundary.

Amendment to the Main Motion

It was MOVED and SECONDED

That the Regional Planning Committee amend the Main Motion, following the phrase “That the MVRD Board”, strike subsections a) and b) and replace with the following:

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

CARRIED

Question on the Main Motion as Amended

Question was then called on the Main Motion as amended and it was

CARRIED

The Main Motion as amended now reads as follows:

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

5.2 Metro 2050: Summary of Affected Local Government Acceptances

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

It was MOVED and SECONDED

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

CARRIED

5.3 Metro 2050 Q1 and Q2 2022 Engagement Update

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

It was MOVED and SECONDED

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

CARRIED

5.4 Manager’s Report

Report dated June 21, 2022 from Heather McNell, General Manager, Regional Planning and Housing Services, providing an update to the Regional Planning Committee on the Regional Planning Committee 2022 work plan, and the Regional hazard, risk, and vulnerability data inventory.

10:59 a.m. Chair Cote departed the meeting and Vice Chair Froese assumed the Chair.

It was MOVED and SECONDED

That the Regional Planning Committee receive for information the report dated June 21, 2022, 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 adjourn its regular meeting of July 8, 2022.

CARRIED

(Time: 11:01 a.m.)

Sabrina Mann,
Legislative Services Coordinator

Jonathan Côté, Chair

Orbit# 53957637 FINAL



Metro Vancouver Regional Planning Committee Meeting, September 8, 2022

City of Pitt Meadows Regional Context Statement Presentation Outline

1. City of Pitt Meadows Community Highlights
 - a. Location / regional context
 - b. Land use and natural features
 - c. Demographics – present and future
 - d. Economy (agriculture)
 - e. Transportation
 - f. Metro Vancouver parks, trails, infrastructure
2. Community Issues
 - a. Small urban area / large farming area
 - b. Floodplain
 - c. Transportation
3. City of Pitt Meadows Official Community Plan
 - a. Highlights
 - New policies addressing reconciliation with Katzie First Nation, hazard and emergency management, climate change, community well-being
 - b. Process and public consultation
4. City of Pitt Meadows Regional Context Statement
 - a. Alignment with the Metro 2040 Goals:
 - 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 communities
 - Goal 5: Support sustainable transportation choices
5. Addressing Mapping Inconsistencies

August 24, 2022

EMAILED

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



LORVAL

9785 201 Street, Langley, BC V1M 3E7

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

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

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

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

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

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

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

Thank you for your time and consideration to this matter.

Sincerely,


Joe Carreira
Vice President of Development
Conwest Developments Ltd.


joe.carreira@conwest.com



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

Brief to Metro Vancouver Regional Planning Committee**July 4, 2022**

Issue: The Metro Vancouver Agricultural Advisory Committee wishes to express concern related to the decision by the Federal Government to sell the parcel of land known as [Heppell's Potato Farm](#), located between 36 and 42 Avenues and between 192 and 196 Streets in Surrey. The sale will likely encourage the property being developed for industrial purposes rather than the continued use of active farmland.

At its June 23, 2022 meeting, the Metro Vancouver Agricultural Advisory Committee passed the following resolution:

“That the Metro Vancouver Agricultural Advisory Committee forward a letter to the Regional Planning Committee expressing: 1) its concern and opposition to the property known as Heppell's Potato Farm, located between 36 and 42 Avenues and between 192 and 196 Streets in Surrey, currently owned by the Federal Government, being removed from active farming and sold; 2) its support for the property to be preserved as farmland, now and into the future; and 3) that the Agricultural Land Commission be requested to consider its inclusion into the Agricultural Land Reserve.”

Background:

- The 300-acre parcel of land (indicated above) owned by the Federal Government, is leased to Heppell's Potatoes Farms. This parcel of land has been in active food production for decades.
- This parcel of land has never been included in the Agricultural Land Reserve (ALR).
- Food production on this parcel of land consists of 220 acres in potatoes, carrots, cabbage and squash, and 80 acres in forests and streams.

Current Status:

- The farmland is exceptionally sandy, well-drained, enjoys its own unique microclimate.
- From May to early July, 25-50% of BC's earliest production of potatoes, carrots and cabbage from this one parcel of land which is unique to this farm.
- An estimated 30 and 50 million servings of fresh, nutritious vegetables are produced annually. Enough for one serving for every Metro Vancouverite for 2-3 weeks.
- Retailers, farmers' markets, restaurants and foodbanks across the province depend on this produce.
- Due to its ability to produce crops so early, food from this parcel directly displaces foreign imports from the United States and Mexico.

The announcement that the sale of this Federally-owned farmland will likely result in the remove this parcel of land from active farming was discussed at the Metro Vancouver Agricultural Advisory Committee meeting June 23, 2022. Given the recent and on-going supply chain issues that have resulted in bare shelves in grocery stores and an explosion in food costs, it seems counter productive and counter intuitive to risk losing such a prolific food-producing piece of land from this region.

Therefore, the Metro Vancouver Agricultural Advisory Committee recommendations, as a result of the recent discussion, are as follows:

1. That the Metro Vancouver Agricultural Advisory Committee send a letter to the Metro Vancouver Regional Board expressing our sincere regret that such a valuable piece of land could be lost to agriculture.
2. Request that Metro Vancouver advocate to senior levels of government to protect these lands for agricultural use.
3. Recognizing the importance of industrial land in regional economic growth, the Metro Vancouver Agricultural Committee suggests a swap be discussed for a parcel of land that would not result in an abrupt halt in food production.
4. That the Metro Vancouver Agricultural Advisory Committee attend a meeting of the Metro Vancouver Regional Planning Committee to present on this matter to further discuss actions to prevent the loss of this parcel and to discuss the loss of productive farm land in general in the region.

Respectfully,

Mike F. Manion

Chair, Metro Vancouver Agricultural Advisory Committee

Resources

[Food security concerns raised over fertile Surrey farmland at risk of industrial development](#)

To: Regional Planning Committee

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

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

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

RECOMMENDATION

That the MVRD Board:

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

EXECUTIVE SUMMARY

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

PURPOSE

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

BACKGROUND

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

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

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

POLICY FRAMEWORK AND ANALYSIS

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

A Review of the Goals of *Metro 2040*

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

Goal 1 – Create a Compact Urban Area

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

Goal 2 – Support a Sustainable Economy

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

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

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

Goal 4 – Develop Complete Communities

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

Goal 5 – Support Sustainable Transportation Choices

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

Regional Land Use Designation Changes

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

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

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

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

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

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

Next Steps

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

ALTERNATIVES

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

FINANCIAL IMPLICATIONS

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

CONCLUSION

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

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

Attachments

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

References

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

53676052



May 27, 2022

File: 6480-20-2022

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

Dear Mr. Galloway:

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

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

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

Kind regards,

Colin O'Byrne
Acting Director of Planning and Development

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

cc: James Stiver, Manager, Growth Management and Transportation

CITY OF PITT MEADOWS REGIONAL CONTEXT STATEMENT



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

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

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

GOAL 1: CREATE A COMPACT URBAN AREA

STRATEGY 1.1

CONTAIN URBAN DEVELOPMENT WITHIN THE URBAN CONTAINMENT BOUNDARY

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

STRATEGY 1.2

FOCUS GROWTH IN URBAN CENTRES AND FREQUENT TRANSIT DEVELOPMENT AREAS

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

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

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

STRATEGY 1.3

PROTECT RURAL AREAS FROM URBAN DEVELOPMENT

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

GOAL 2: SUPPORT A SUSTAINABLE ECONOMY

STRATEGY 2.1

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

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

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

STRATEGY 2.2

PROTECT THE SUPPLY OF INDUSTRIAL LAND

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

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

STRATEGY 2.3

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

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

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

STRATEGY 3.1

PROTECT CONSERVATION AND RECREATION LANDS

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

STRATEGY 3.2

PROTECT AND ENHANCE NATURAL FEATURES AND THEIR CONNECTIVITY

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

STRATEGY 3.3

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

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

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

STRATEGY 3.4

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

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

GOAL 4: DEVELOP COMPLETE COMMUNITIES

STRATEGY 4.1

PROVIDE DIVERSE AND AFFORDABLE HOUSING CHOICES

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

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

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

STRATEGY 4.2

PROVIDE DIVERSE AND AFFORDABLE HOUSING CHOICES

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

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

GOAL 5: SUPPORT SUSTAINABLE TRANSPORTATION CHOICES

STRATEGY 5.1

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

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

STRATEGY 5.2

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

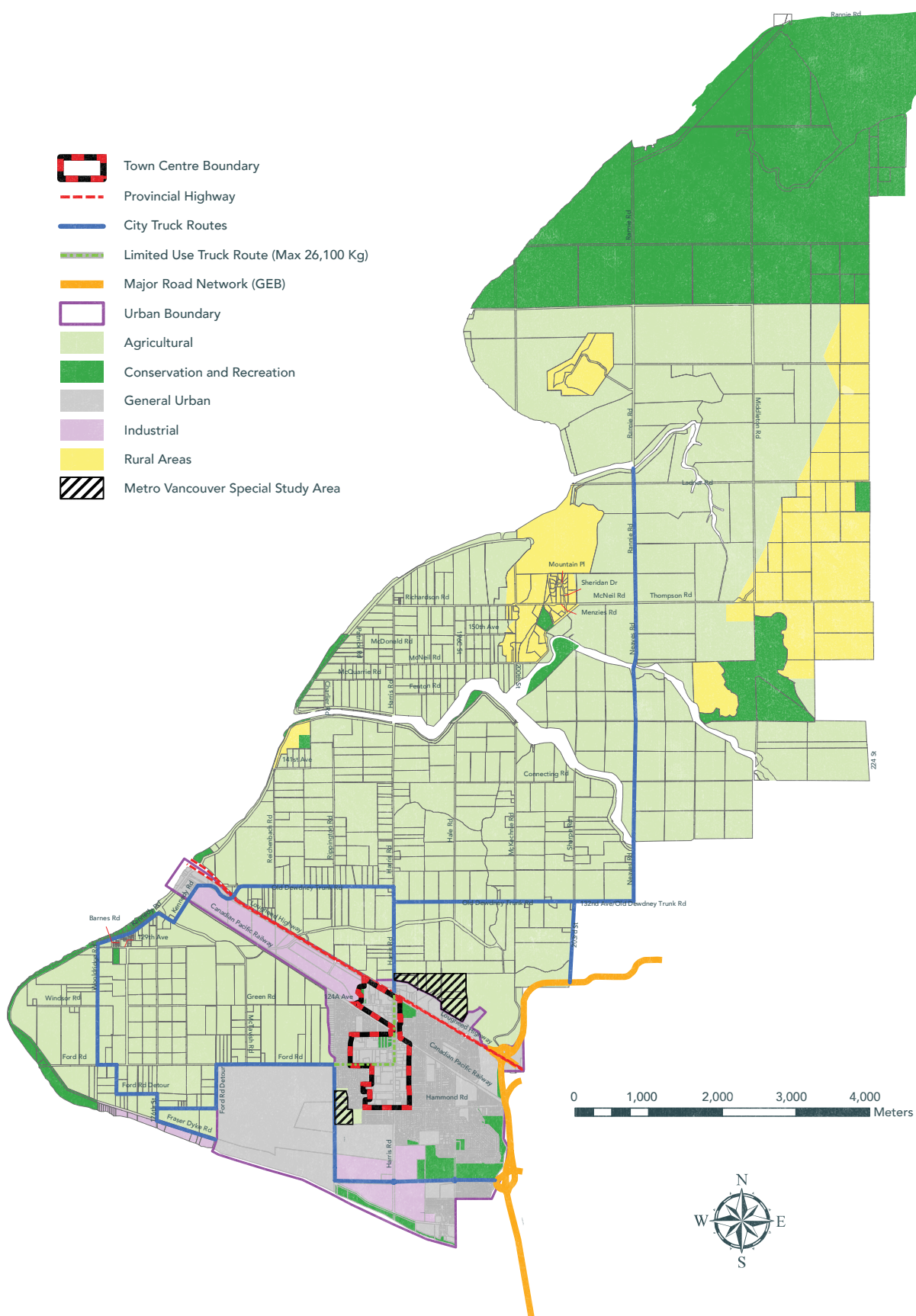
Metro 2040 Strategies Recommended Municipal Role	City of Pitt Meadows OCP
5.2.3 Adopt Regional Context Statements which:	
a. identify routes on a map for the safe and efficient movement of goods and service vehicles to, from and within Urban Centres, Frequent Transit Development Areas, Industrial, Mixed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

6.1: REGIONAL GROWTH STRATEGY IMPLEMENTATION FRAMEWORK

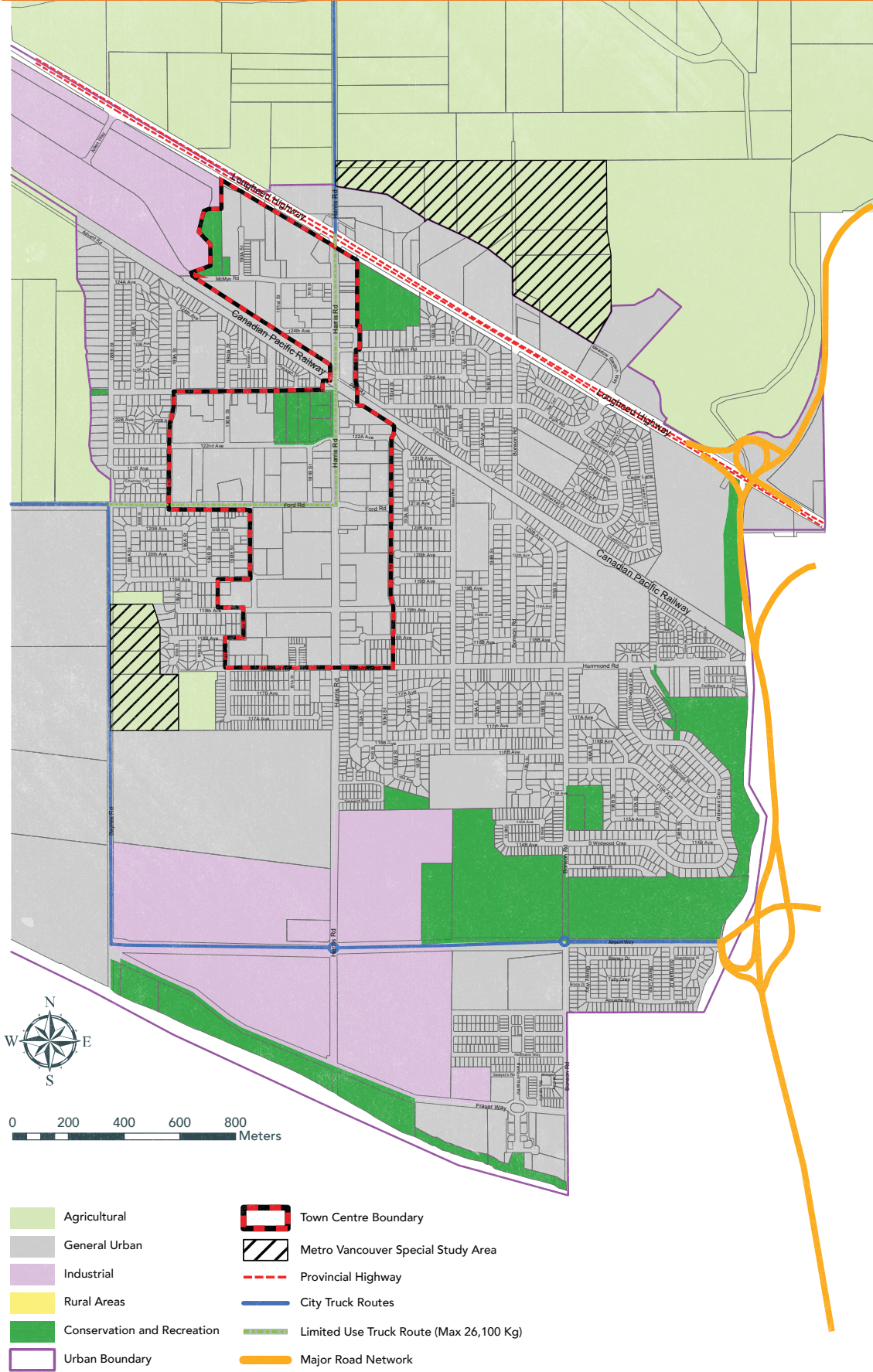
Providing for Appropriate Municipal Flexibility

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

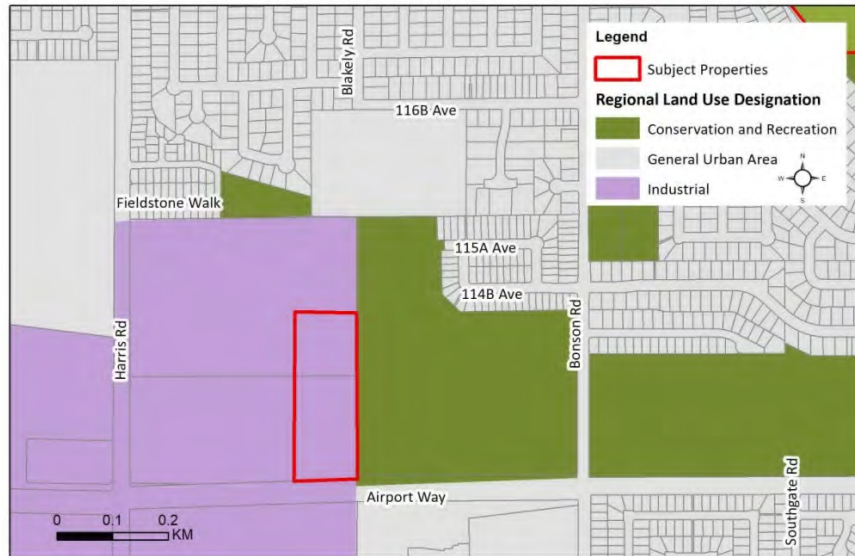
REGIONAL FEATURES MAP 1 – RURAL AREA OF PITT MEADOWS



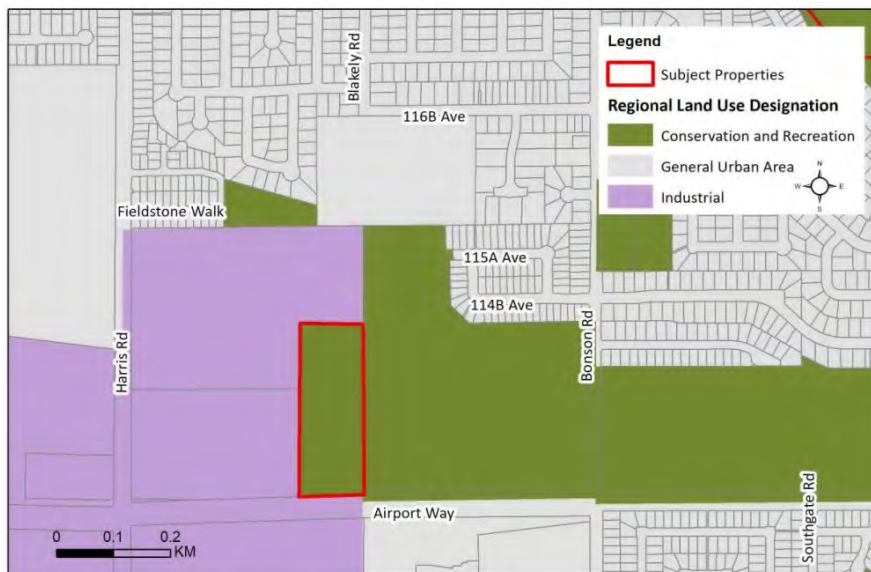
REGIONAL FEATURES MAP 2 – URBAN AREA OF PITT MEADOWS



Parcel 1 – Current Regional Land Use, 19265 Airport Way

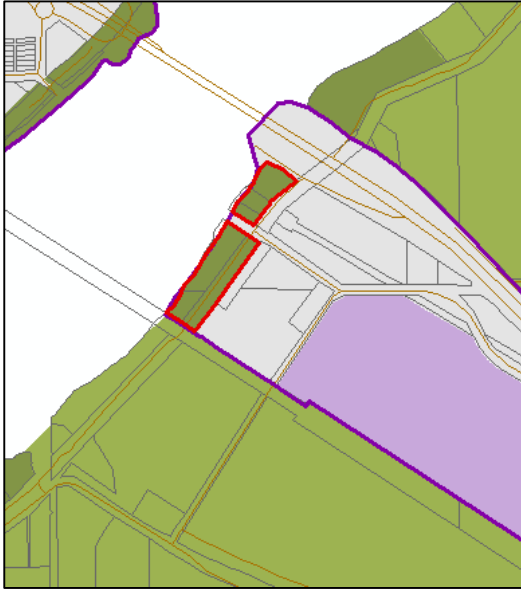


Parcel 1 – Proposed Regional Land Use, 19265 Airport Way

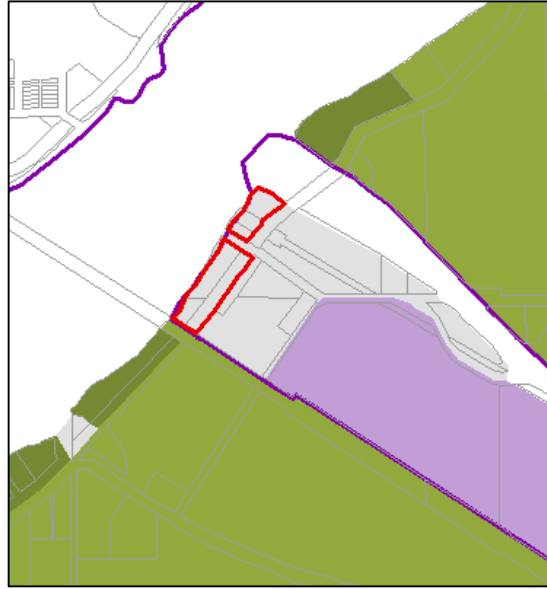


Parcel 2 - 17799 Ferry Slip Road

Metro 2040 – Conservation and Recreation

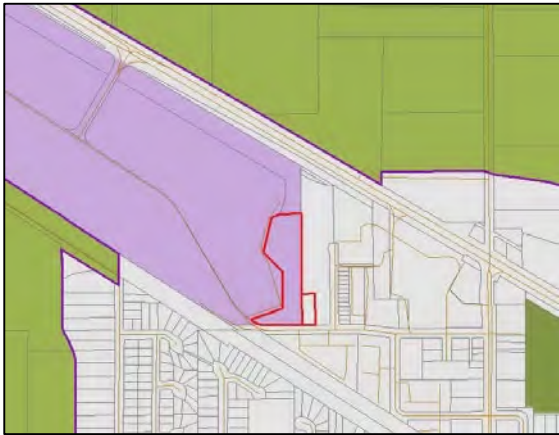


Regional Context Statement – General Urban

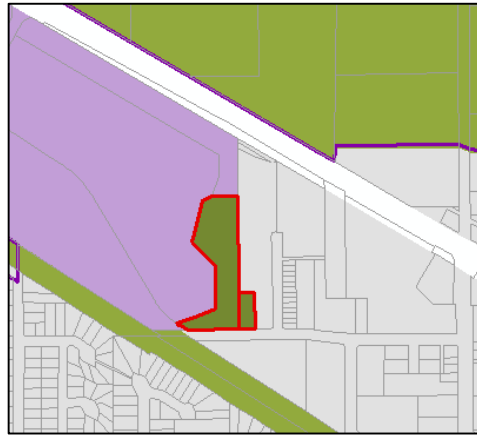


Parcel 3 - 190a Street and 19007 McMyn Road

Metro 2040 – Industrial, General Urban

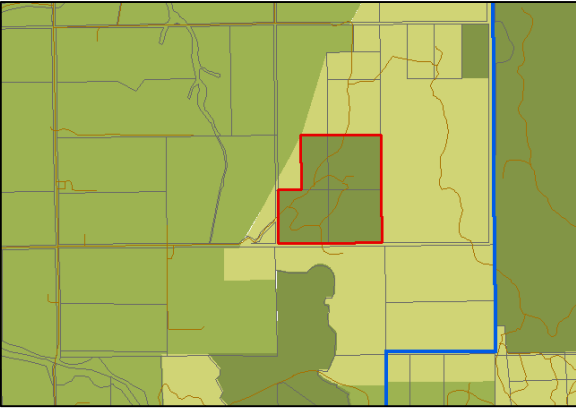


Regional Context Statement – Conservation and Recreation

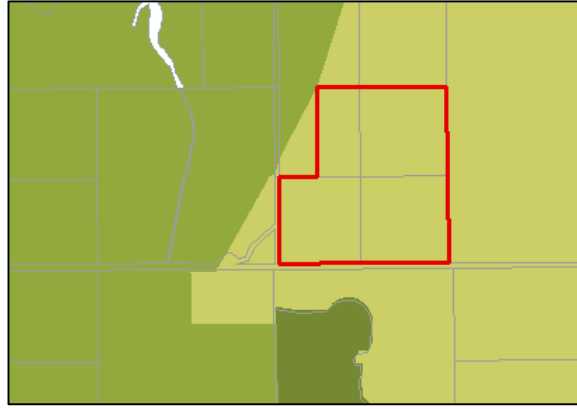


Parcel 4 – 21501 Thompson Road

Metro 2040 – Conservation and Recreation

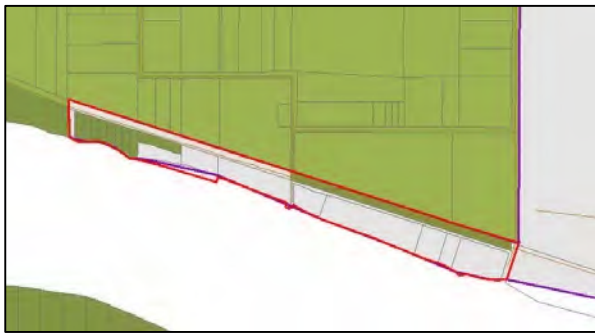


Regional Context Statement – Rural

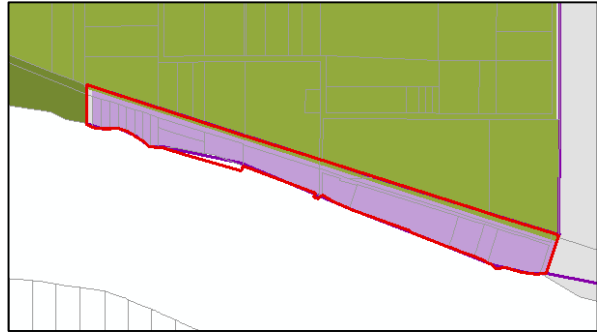


Parcel 5 – Fraser Dyke Road

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

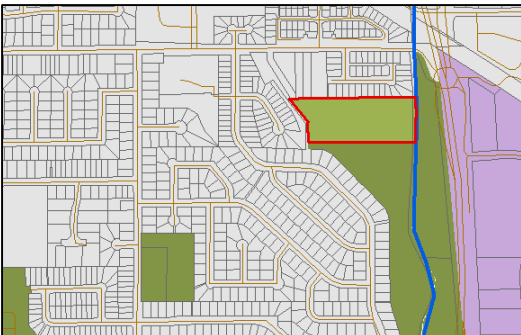


Regional Context Statement – Industrial

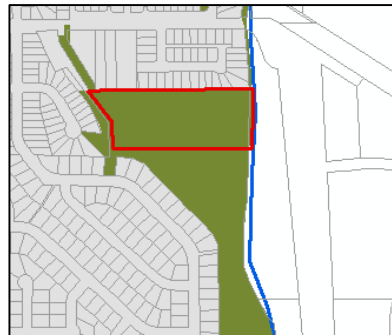


Parcel 6 – Wildwood Crescent N

Metro 2040 – Agriculture



**Regional Context Statement – Conservation and
Recreation**



To: Regional Planning Committee

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

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

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

RECOMMENDATION

That the MVRD Board:

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

EXECUTIVE SUMMARY

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

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

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

PURPOSE

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

BACKGROUND

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

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

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

METRO 2040 AND SEWERAGE AREA EXTENSION REQUEST

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

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

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

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

METRO VANCOUVER ANALYSIS

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

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

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

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

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

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

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

ALTERNATIVES

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

FINANCIAL IMPLICATIONS

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

CONCLUSION

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

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

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

Staff recommend Alternative 1.

Attachments

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

References

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

53686695

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





Community Planning & Development

File: LU008532

June 17, 2022

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

Email: mark.wellman@metrovancover.org

Dear Mr. Wellman:

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

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

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

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

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

Yours truly

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



Attachments

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

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

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CITY OF DELTA

BYLAW NO. 8086

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

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

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

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

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

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

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

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

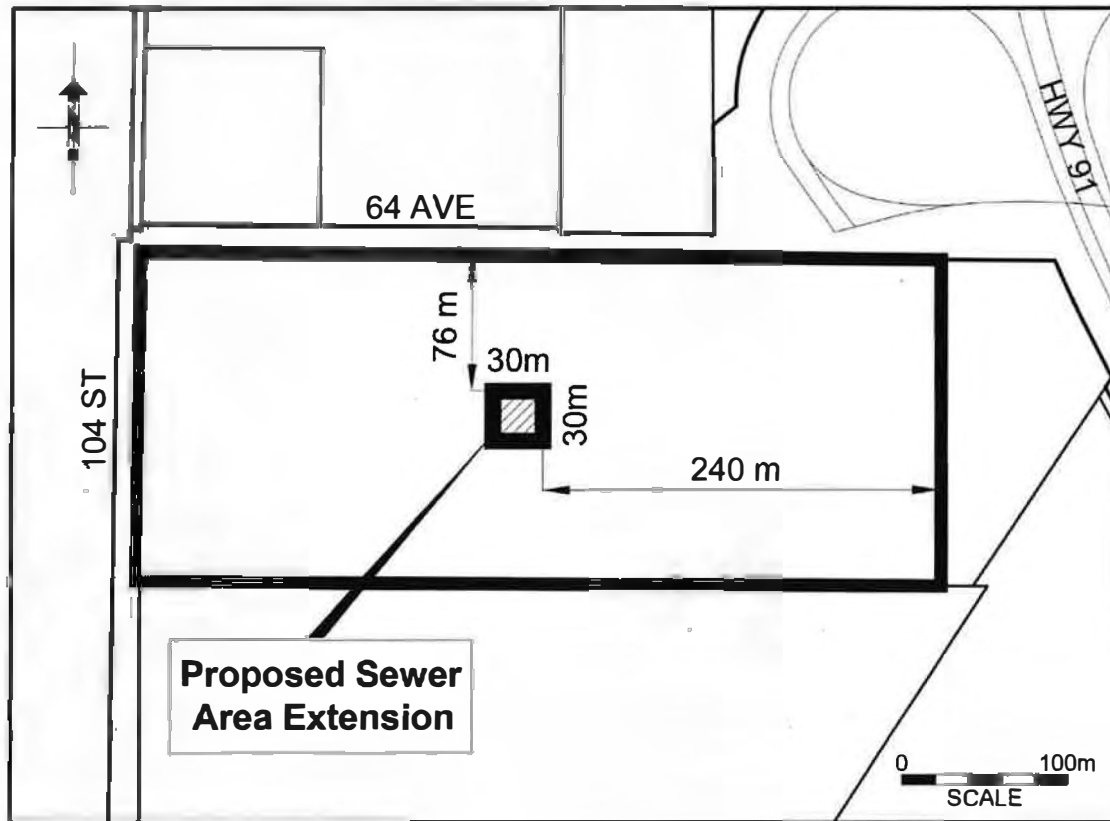
APPROVED BY THE GREATER VANCOUVER SEWER AND DRAINAGE
DISTRICT the day of 202 .

FINALLY CONSIDERED AND ADOPTED the day of , 202 .

George V. Harvie
Mayor

Michelle Jansson
City Clerk, CMC

- 3 -



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

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



City of Delta
COUNCIL REPORT
Regular Meeting

E.08

To: **Mayor and Council**

File No.: **LU008532**

From: **Community Planning &
Development Department**

Bylaw No.: **8086**

Date: **June 1, 2022**

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

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

▪ **RECOMMENDATIONS:**

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

▪ **PURPOSE:**

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

▪ **BACKGROUND:**

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

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

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

Site Description and Context:

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

Council Policy:

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

▪ **DISCUSSION:**

Proposal:

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

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

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

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

Implications:

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

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

▪ CONCLUSION:

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

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



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

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

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

Concurring Department		
Department	Name	Signature
Engineering	Steven Lan	SL

Page 5 of 5
10556 64 Avenue (Sunshine Woods Golf Centre (2017) Inc.)
LU008532

June 1, 2022

▪ **ATTACHMENTS:**

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

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CITY OF DELTA

BYLAW NO. 8086

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

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

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

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

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

- 2 -

Attachment A
Page 2 of 3

READ A FIRST time the day of , 2022.

READ A SECOND time the day of , 2022.

READ A THIRD time the day of , 2022.

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

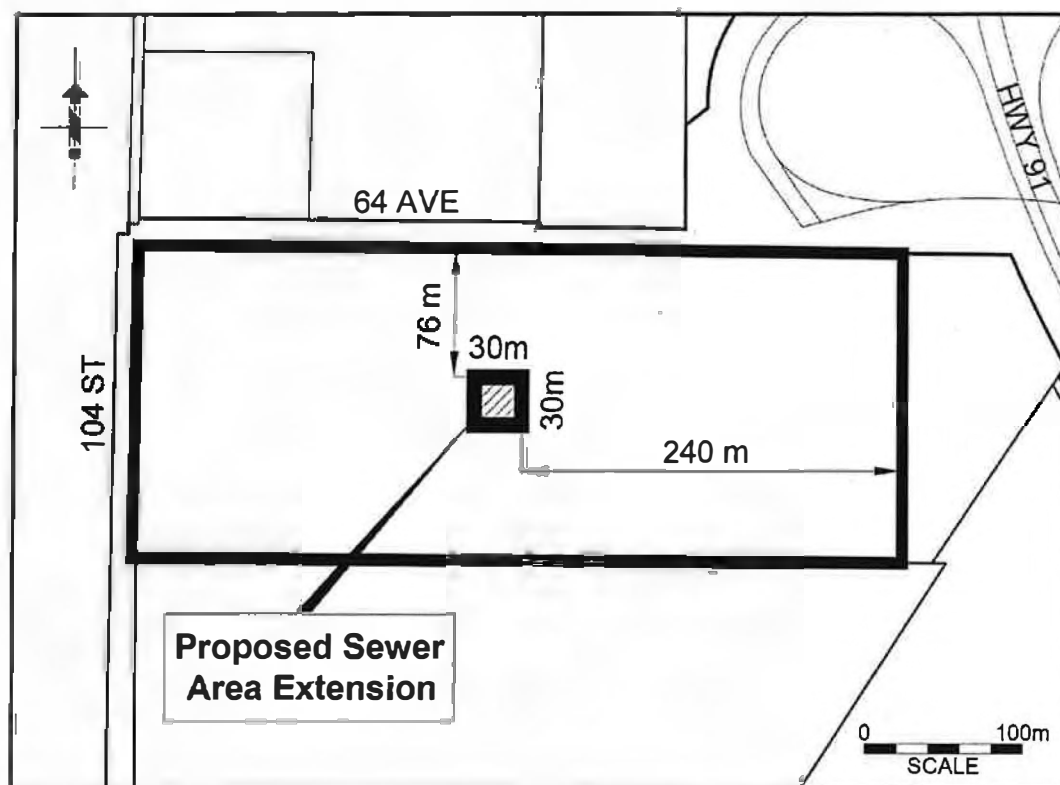
FINALLY CONSIDERED AND ADOPTED the day of , 202 .

George V. Harvie
Mayor

Michelle Jansson
City Clerk, CMC

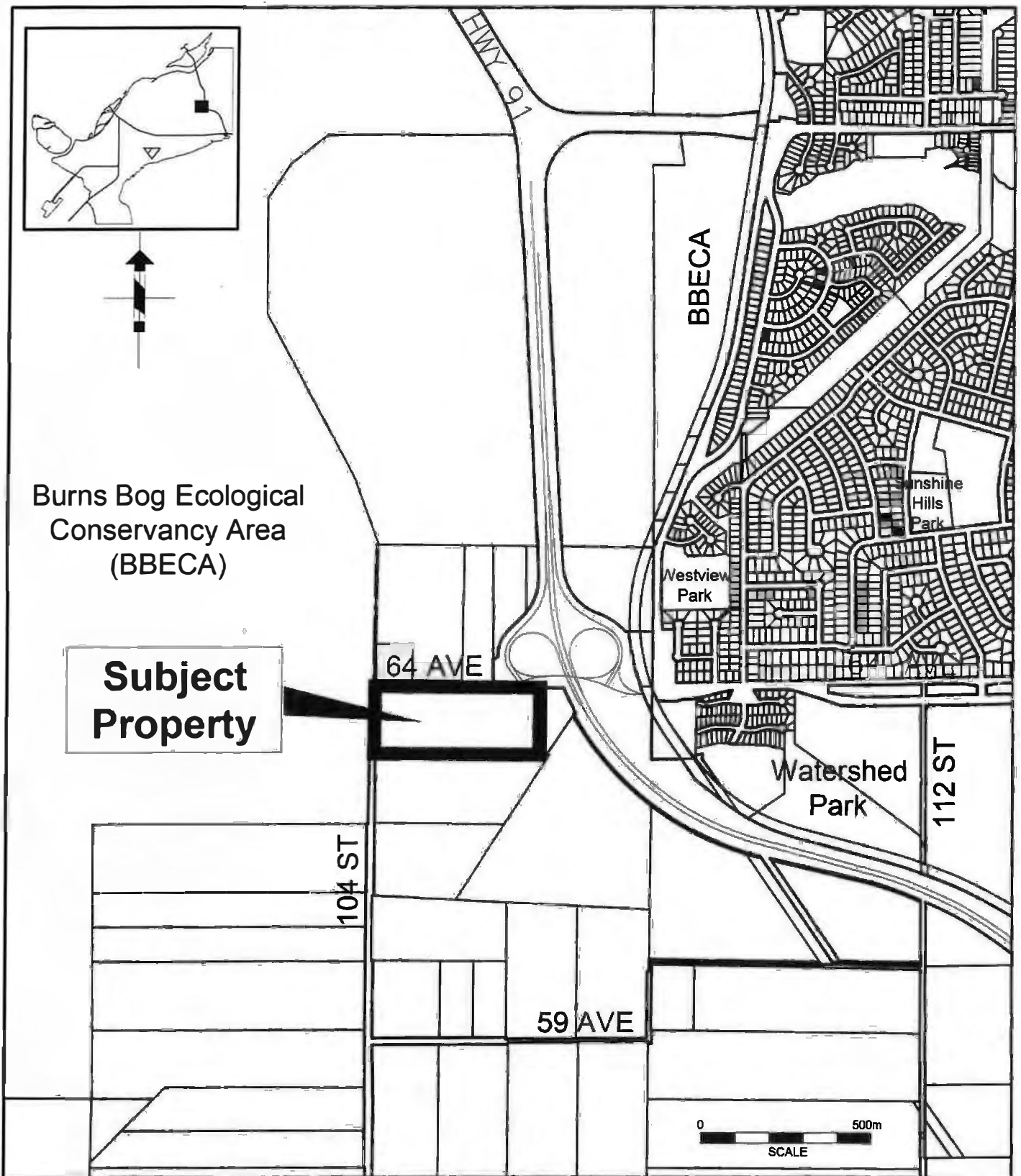
- 3 -

Attachment A
Page 3 of 3



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

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



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View from the West

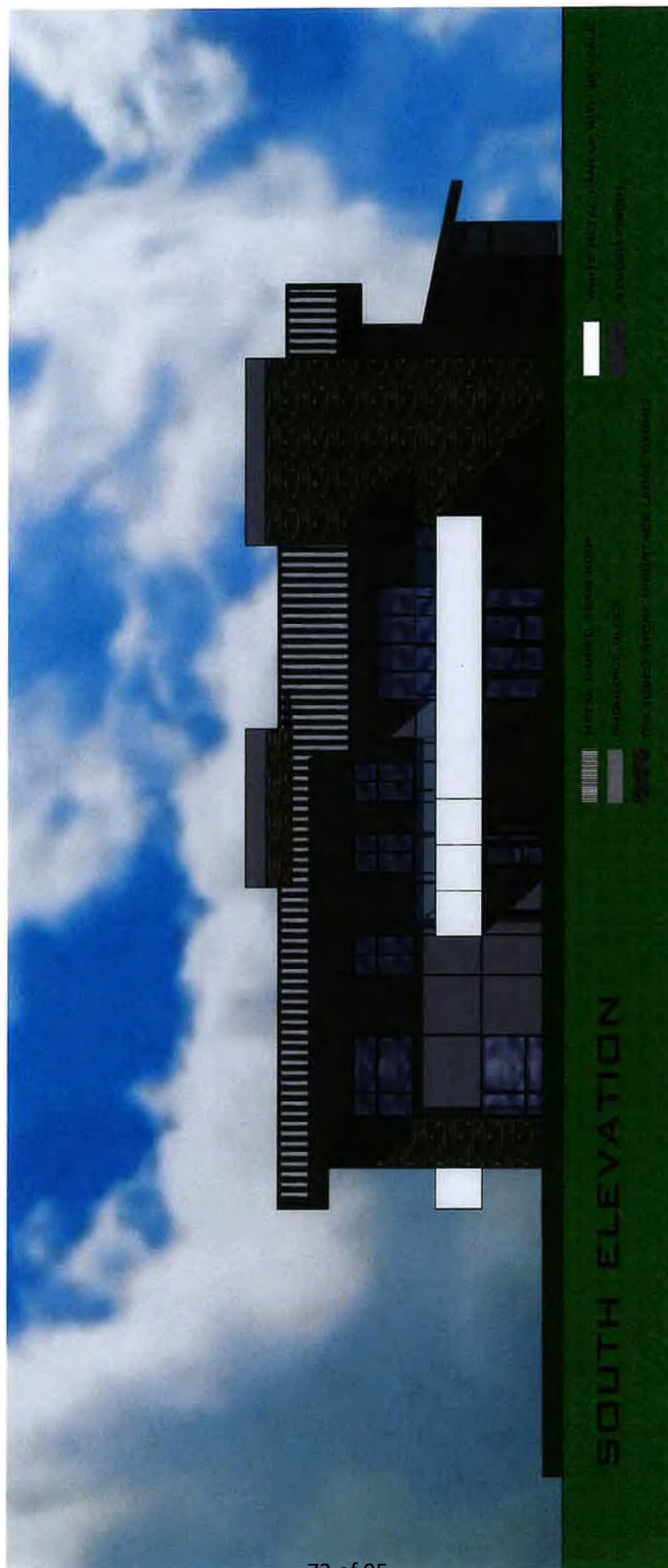


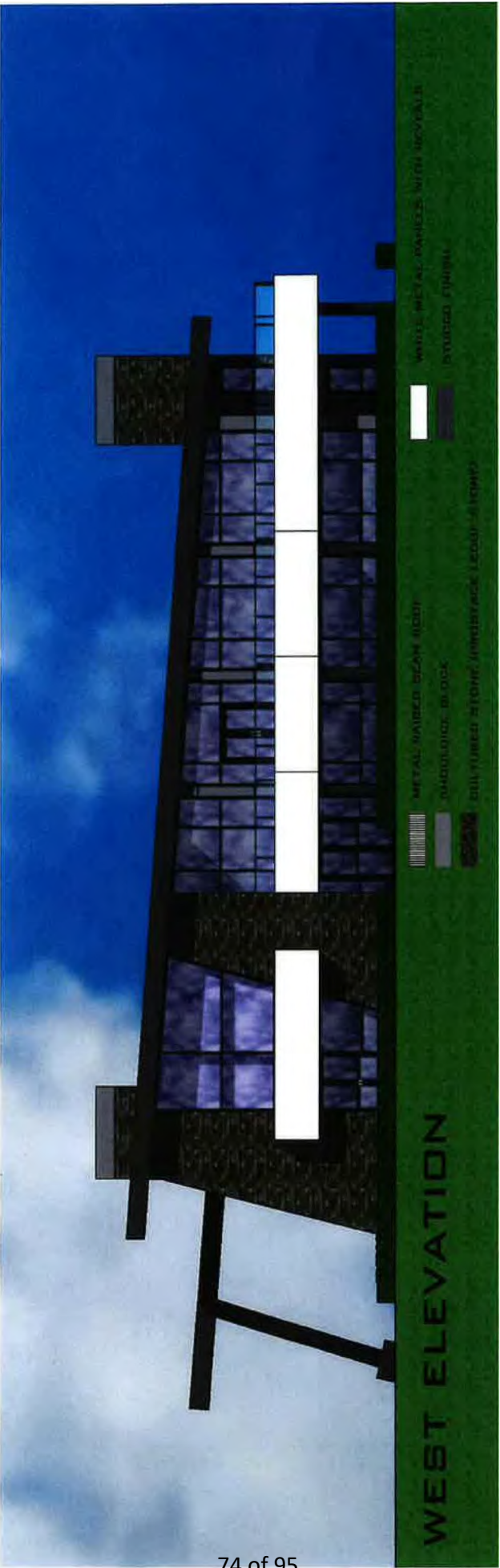
View from the East











Aerial Photo Showing Proposed Sewer Area Extension



Existing Sewer Area Defined in Bylaw No. 4608**THE CORPORATION OF DELTA****BY-LAW NO. 4608**

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

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

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

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

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

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

Existing Sewer Area Defined in Bylaw No. 4608

- 2 -

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


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

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


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

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

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



MAYOR



CLERK

DEPOSITED IN THE LAND TITLE OFFICE
AT NEW WESTMINSTER, B.C.
THIS ____ DAY OF _____ 199

BEARINGS ARE ASTRONOMIC AND ARE DERIVED FROM REF PLAN 6502.

m² DENOTES SQUARE METERS

BOOK OF REFERENCE	
LOT	AREA
'A'	300.0 m ²

CERTIFIED CORRECT ACCORDING TO
LAND TITLE OFFICE RECORDS
THIS 15th DAY OF FEBRUARY, 1990

Admission
B.C.L.S.

THIS PLAN LIES WITHIN THE GREATER VANCOUVER REGIONAL DISTRICT

MALLOTT
SURVEY
SERVICES
17510 241A AVE.
SURREY, BC V4B 5E7
PH. 836-8123

SANITARY DESIGN FLOW AND DOWNSTREAM PIPE CAPACITY CALCULATION

1. PROPOSED DEVELOPMENT SUMMARY

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

2. EXISTING ON-SITE SANITARY SYSTEM

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

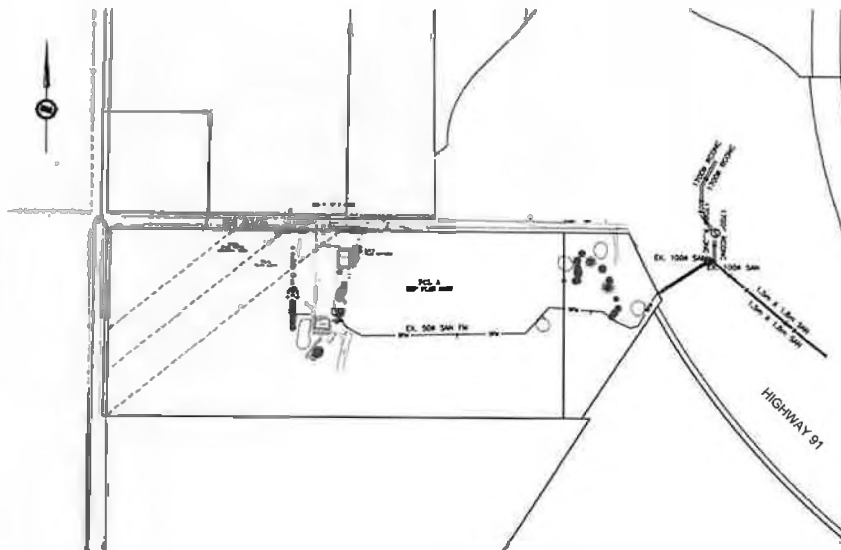


Figure 1 Existing on-site sewer system

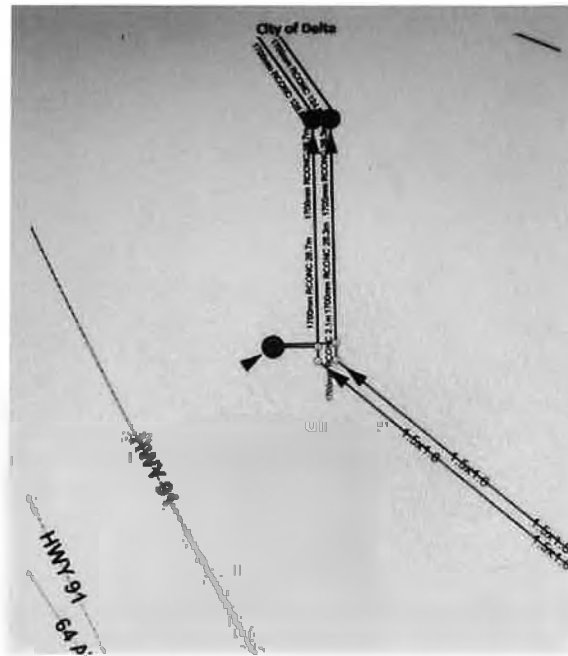


Figure 2 City of Delta connecting sewers to metro Vancouver trunk Sewers

3. DESIGN FLOW CALCULATION FOR THE PROPOSED DEVELOPMENT

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

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

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

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

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

The total design sewage flow:

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

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

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

According to the Manning equation

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

coefficient of roughness $n = 0.013$

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

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

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

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

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

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

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

Richard Zhou , P.Eng

RZ Civil Engineering Consulting Ltd.

Tel: 604-880-1198

Email: rzcivilengineering@gmail.com

To: Regional Planning Committee

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

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

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

RECOMMENDATION

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

EXECUTIVE SUMMARY

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

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

PURPOSE

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

BACKGROUND

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

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

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

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

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

THE NEED FOR REGIONAL INVASIVE SPECIES MANAGEMENT COORDINATION

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

HISTORICAL CONTEXT

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

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

REGIONAL PLANNING ADVISORY COMMITTEE IMPLICATIONS

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

FEEDBACK FROM THE REGIONAL PLANNING ADVISORY COMMITTEE

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

ALTERNATIVES

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

FINANCIAL IMPLICATIONS

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

CONCLUSION

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

References

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

54339615

To: Regional Planning Committee

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

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

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

RECOMMENDATION

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

EXECUTIVE SUMMARY

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

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

PURPOSE

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

BACKGROUND

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

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

REGIONAL INDUSTRIAL LAND STRATEGY OVERVIEW

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

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

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

Since the approval of RILS, Metro Vancouver has:

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

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

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

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

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

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

Preliminary Findings

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

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

Curb Management

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

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

Alternative Delivery Methods: Drone / Automated Vehicle / Cargo Bike

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

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

Industrial Land Use

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

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

Case Study Review

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

Stakeholder Engagement

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

Timeline and Engagement

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

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

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

OTHER IMPLICATIONS

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

CONCLUSION

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

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

References

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

To: Regional Planning Committee

From: Heather McNell, Deputy Chief Administrative Officer, Policy and Planning and General Manager, Regional Planning and Housing Services

Date: August 17, 2022 Meeting Date: September 8, 2022

Subject: **Manager's Report**

RECOMMENDATION

That the Regional Planning Committee receive for information the report dated August 17, 2022, titled "Manager's Report".

REGIONAL PLANNING COMMITTEE 2022 WORK PLAN

The Regional Planning Committee's Work Plan for 2022 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.

AGRICULTURAL ADVISORY COMMITTEE LETTER REGARDING HEPPELL'S FARM IN SURREY

At the Metro Vancouver Agricultural Advisory Committee (AAC) meeting held on June 23, 2022, Committee members discussed the recent announcement by the Federal Government to dispose of a piece of productive farmland in Surrey that has been leased and actively farmed for 50 years. AAC members expressed considerable concern regarding the potential loss of this land from the region for food production. As a result of this discussion, the following motion was passed by the AAC:

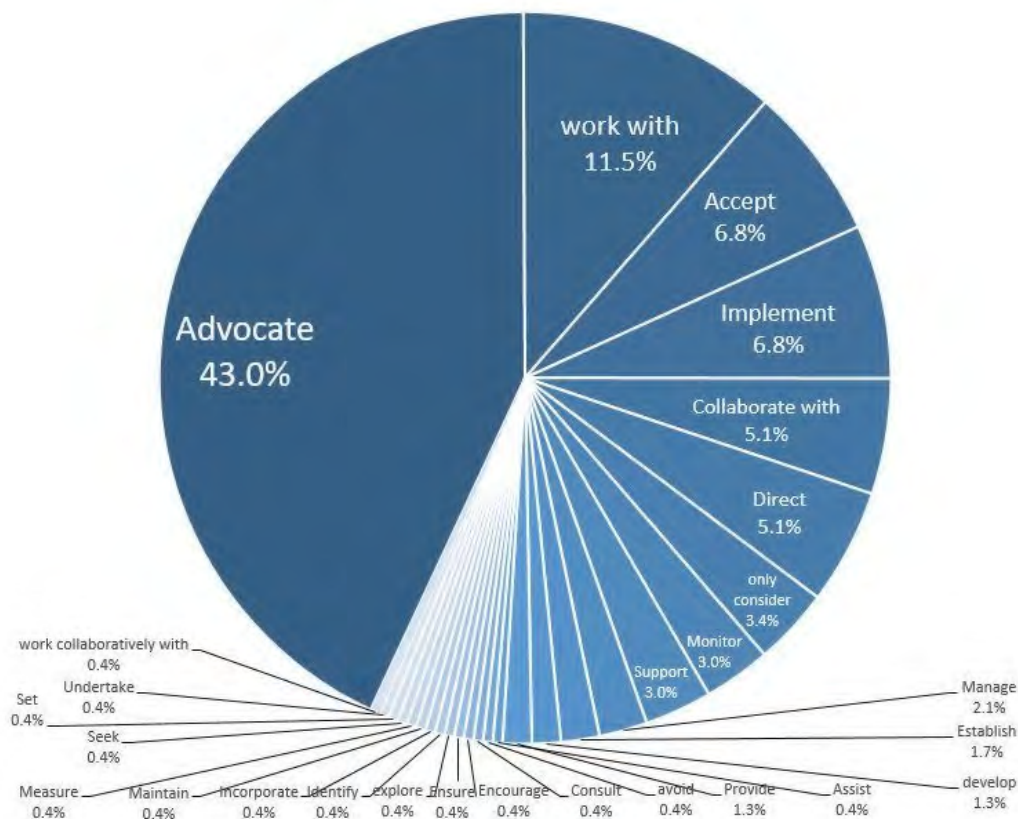
That the Metro Vancouver Agricultural Advisory Committee forward a letter to the Regional Planning Committee expressing: 1) its concern and opposition to the property known as Heppell's Potato Farm, located between 36 and 42 Avenues and between 192 and 196 Streets in Surrey, currently owned by the Federal Government, being removed from active farming and sold; 2) its support for the property to be preserved as farmland, now and into the future; and 3) that the Agricultural Land Commission be requested to consider its inclusion into the Agricultural Land Reserve.

The AAC Terms of Reference states that the Committee provides advice and recommendations to the standing committee responsible for matters related to the protection of agricultural land and the viability of agriculture in the region. As such, and from time-to-time, the AAC seeks to provide comment to the Regional Planning Committee. AAC members Mike Manion (Chair) and Mike Bose have been invited to the September 8, 2022 meeting of the Regional Planning Committee to present the Committee's perspective on protecting this particular parcel of agricultural land and on the pressures and loss of productive farm land in general across the region. An issues brief describing the AAC's concerns and recommendations is attached to the agenda as item 4.1.

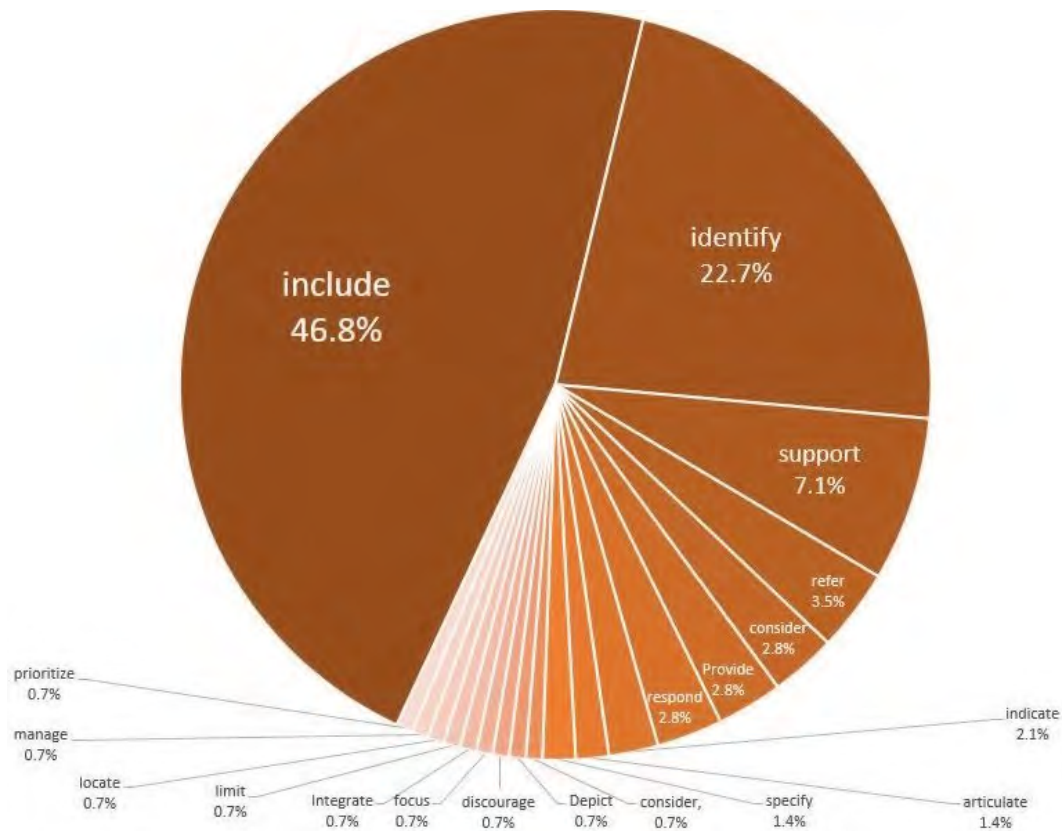
SUMMARY OF METRO 2050 POLICY DIRECTIONS

For ease of reference, Regional Planning staff have compiled all of the proposed policy actions in *Metro 2050* Metro Vancouver (235 actions) and member jurisdictions (157 actions), and categorized them by action verb. As example, almost half of the actions for Metro Vancouver (101 or 43%) are advocacy to other levels of government on behalf of issues of regional interest, while a similar ratio of actions for member jurisdictions (66 or 46.8%) are items to include in Regional Context Statements. These are illustrated below:

Metro Vancouver will...



Members will adopt Regional Context Statements that...



An important proviso for these summaries is that these charts only consider the first action verb for each action, and in some cases there are policies that contain multiple actions. For example, 1.1.9(b) states:

*Member Jurisdictions will: Adopt Regional Context Statements that:
Provide member jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of focusing 98% of residential growth inside the Urban Containment Boundary.*

For the purposes of this graphic, in this example the “provide” action is noted, while the “demonstrate” is not.

It is also noted that these graphics do not include any of the TransLink actions, which are also an important part of *Metro 2050*.

SOCIAL EQUITY IN REGIONAL GROWTH MANAGEMENT PHASE 3 STUDY – PROGRESS UPDATE

Metro Vancouver has been leading a multi-year research project to better understand how social equity and regional planning are related and how to consider social equity in regional planning work. A project Steering Committee has been formed to guide this work and Level Up Planning and Consulting has been hired to prepare the case study maps and associated reports. The work is now underway to prepare the maps and they will be ready by the end of 2022.

This work has been separated into 4 workstreams, and the progress on each is summarized below.

Workstream 1: Social Equity Analysis Case Study maps

A survey of Regional Planning Advisory Committee and Subcommittee members was circulated to solicit case study ideas and volunteers to sit on the Steering Committee. The case study ideas were evaluated against the project criteria and four case studies* have been identified for additional mapping work in 2022:

- Case 1: Tree Canopy Gaps and Heat - Enhancing Social Equity through Urban Forest Management
- Case 2: Park Gaps - Enhancing Social Equity through Park Provision
- Case 3: Regional Park Access Gaps - Enhancing Equitable Access to Large Natural Areas
- Case 4: Active School Travel – Enhancing Social Equity Through Improvements to Walking and Rolling Environments

**Note these case study topics will be subject to further refinement based on stakeholder needs and data availability.*

Workstream 2: Knowledge Sharing and Outreach

Staff have been sharing the findings and Inequity Baseline maps (Reference) produced as part of the Phase 2 Equity study with member jurisdictions and other potential users. In addition to contributing funding to the Metro Vancouver's ongoing partnership with the Hey Neighbour Collective, staff presented at a symposium event on June 7, 2022 to over 100 people which resulted in multiple requests for the mapping datasets. Staff presented on the findings and ongoing work of the *Equity Study* to the Regional Engineers Advisory Committee - Climate Protection Subcommittee, the RPAC Environment Subcommittee, and the RPAC Social Issues Subcommittee. In July staff also presented the Phase 2 *Equity Study* results at the Canadian Institute of Planners National Planning Conference to an audience of over 200 participants. The inequity baseline datasets have been made available on request and have already been distributed to many municipal staff groups for use in a variety of local planning initiatives that can benefit from a spatial equity data analysis. Staff are now planning a webinar for the fall of 2022 that will share the results of the Phase 2 study to a broader audience.

Workstream 3: Social Equity Review of Metro 2050

Staff have prepared an *Equity Policy Review Framework* and a work plan to conduct a review of the policies in the draft Metro 2050 to identify further opportunities to consider better equity outcomes. This review will be done by Metro Vancouver staff and will consider each policy from a series of equity lenses (Gender, Class, Race, and other identity factors), identify if there is a potential equity concern, and then generate ideas to address or mitigate the equity concern. These ideas and mitigation strategies might lead to future recommended amendments to *Metro 2050's* policy language, and / or means to enhance equity outcomes through the implementation of the regional growth strategy such as through further policy research or Implementation Guidelines. This review will be done internally in the fall of 2022 with a report with recommendations being presented to RPAC and the Regional Planning Committee in late 2022 / early 2023.

Workstream 4: Updating Indicator Maps with 2021 Census Data

Updates will not begin until early 2023, as it depends on the collection and use of the *2021 Census data* to update the Inequity Baseline maps that will not be released until late 2022.

Village of Lions Bay Regional Context Statement – Procedural Update

At its July 29, 2022 regular meeting, the Board Directors of the Metro Vancouver Regional District adopted the following resolution:

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

On July 20, 2022 the Village of Lions Bay rescinded 3rd reading of the updated Official Community Plan and made the following amendments that work towards addressing some of the inconsistencies between *Metro 2040* and the Lions Bay Regional Context Statement:

- Replaced Map 1 with a map that shows Lions Bay with a Rural regional land use designation and outside the Urban Containment Boundary; and
- Appended the Lions Bay Housing Needs Report to the Regional Context Statement.

These amendments made on July 20th partially fulfill the conditions noted in the Board resolution. Although it was the April 6th version and not the July 20th version mentioned in the July 29th Board resolution, *in this unique circumstance* the July 20th version will be considered the 'official' version of the Lions Bay Regional Context Statement. Using the July 20th version, Metro Vancouver will update the regional growth strategy to reflect changes made in the new Lions Bay Regional Context Statement through a housekeeping amendment at a future date. Metro Vancouver encourages the Village of Lions Bay to work towards greater consistency between the Regional Context Statement and the regional growth strategy by:

- preparing policies for rural lands that set form and density standards and that protect rural lands (*Metro 2040* 1.3.3.); and
- including local growth projections for Lions Bay that extend to the year 2041 (the projections in the current Housing Needs Report only go out to 2026) (*Metro 2040* 1.1.3).

Attachment

Regional Planning Committee 2022 Work Plan

Reference

[Inequity Baseline maps](#)

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5.5 ATTACHMENT

Regional Planning Committee 2022 Work Plan

Report Date: August 17, 2022

Priorities

1st Quarter	Status
Regional Land Use Assessment – Scope	Complete
Behavioural Model Phase 1 – Report Out	Complete
Equity in Regional Planning Project – Scope	Complete
Sensitive Ecosystem Inventory – Scope	Complete
RILS Implementation E-commerce impacts – Scope	Complete
Housing and Transportation Cost Burden Study – Scope	Complete
Update Urban Centre and FTDA Targets – Scope	In Progress
Behavioural Model Phase 2 – Scope	Complete
Census Data Bulletin – Report Out	In Progress
2 nd Quarter	
Ecosystem Services on Agricultural Lands – Update	In Progress
Regional Parking Strategy – Scope	Complete
Metro 2050 1 st and 2 nd reading and public hearing	Complete
Metro 2050 Draft Implementation Guidelines – Scope	Complete
Census Data Bulletin – Report Out	In Progress
Regional Data Book/Annual Performance Monitoring Report – Report Out	Pending
3 rd Quarter	
Metro 2050 Signatory Acceptance and By-law Adoption	In Progress
RILS Implementation Employment Lands Protection – Update	Complete
Housing and Transportation Cost Burden Study – Update	Complete
Regional Hazards, Risk and Vulnerability Inventory - Scope	Complete
Census Data Bulletin – Report Out	Complete
4 th Quarter	
Regional Land Use Assessment - Update	Pending
Housing and Transportation Cost Burden Study – Update	Pending
Equity in Regional Planning Project – Update	Complete
Sensitive Ecosystem Inventory – Update	Pending
RILS Implementation Employment Lands Protection – Report Out	Pending
Behavioural Model Phase 2 – Update	Pending
Regional Hazards, Risk and Vulnerability Inventory – Report Out	Pending
Ecosystem Services on Agricultural Lands – Report Out	Pending
Where Matters II – Update	Pending
Metro 2050 Draft Implementation Guidelines – Report Out	Pending
Regional Parking Strategy – Update	Pending