

**METRO VANCOUVER REGIONAL DISTRICT
REGIONAL PLANNING COMMITTEE**

MEETING

June 9, 2023

9:00 am

**Meeting conducted electronically/in-person pursuant to the Procedure Bylaw
28th Floor Committee room, 4515 Central Boulevard, Burnaby, British Columbia**

A G E N D A¹

1. ADOPTION OF THE AGENDA

1.1 June 9, 2023 Meeting Agenda

That the Regional Planning Committee adopt the agenda for its meeting scheduled for June 9, 2023 as circulated.

2. ADOPTION OF THE MINUTES

2.1 May 12, 2023 Meeting Minutes

That the Regional Planning Committee adopt the minutes of its meeting held May 12, 2023 as circulated.

pg. 4

3. DELEGATIONS

3.1 Christopher Lumsden, City of Surrey

Subject: Metro 2050 Type 3 Proposed Amendment – City of Surrey (Fraser Heights)

pg. 10

4. INVITED PRESENTATIONS

5. REPORTS FROM COMMITTEE OR STAFF

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

- 5.1 Metro 2050 Type 3 Proposed Amendment – City of Surrey (Fraser Heights)** *pg. 11*
That the MVRD Board:
a) initiate the Metro 2050 amendment process for the City of Surrey’s requested regional land use designation amendment from Industrial to General Urban for the lands located at 11420 – 157A Street;
b) give first, second, and third readings to “Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1366, 2023”; and
c) direct staff to notify affected local governments as per section 6.4.2 of Metro 2050.
- 5.2 Metro Vancouver Agriculture Portfolio Update** *pg. 87*
That the Regional Planning Committee receive for information the report dated May 16, 2023, titled “Metro Vancouver Agriculture Portfolio Update”.
- 5.3 Historical and Future Growth of Immigrants to Metro Vancouver** *pg. 99*
Verbal Update
Designated Speaker: Sinisa Vukicevic, Program Manager, Planning Analytics, Regional Planning and Housing Services
- 5.4 Development Approval Process Review: Policy Implications** *pg. 106*
That the MVRD Board:
a) endorse the comments as set out in the report dated May 17, 2023, titled “Development Approval Process Review: Policy Implications”; and,
b) direct staff to forward comments to the Ministry of Housing staff for consideration when drafting the pending legislative changes for the Small Scale Multi-Unit Housing Initiative.
- 5.5 Metro 2050 Implementation Guideline - Regional Context Statements** *pg. 115*
That the MVRD Board endorse the Metro 2050 Implementation Guideline - Regional Context Statements as presented in the report dated May 16, 2023.
- 5.6 Manager’s Report** *pg. 153*
That the Regional Planning Committee receive for information the report dated May 16, 2023, 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 meeting of June 9, 2023.

Membership:

Woodward, Eric (C) – Langley Township
Kruger, Dylan (VC) – Delta
Albrecht, Paul – Langley City
Dueck, Judy – Maple Ridge
Girard, Angela – North Vancouver City

Hodge, Craig – Coquitlam
Hurley, Mike – Burnaby
Knight, Megan – White Rock
Lahti, Meghan – Port Moody

Lambur, Peter – West Vancouver
Locke, Brenda - Surrey
McEwen, John – Anmore
West, Brad – Port Coquitlam

**METRO VANCOUVER REGIONAL DISTRICT
REGIONAL PLANNING COMMITTEE**

Minutes of the Regular Meeting of the Metro Vancouver Regional District (MVRD) Regional Planning Committee held at 9:00 am on Friday, May 12, 2023 in the 28th Floor Committee Room, 4515 Central Boulevard, Burnaby British Columbia.

MEMBERS PRESENT:

Chair, Mayor Eric Woodward, Langley Township
 Vice Chair, Councillor Dylan Kruger, Delta
 Councillor Paul Albrecht, Langley
 Councillor Judy Dueck*, Maple Ridge
 Councillor Angela Girard*, North Vancouver City
 Councillor Craig Hodge*, Coquitlam
 Mayor Mike Hurley*, Burnaby (arrived at 9:01 am)
 Mayor Megan Knight*, White Rock
 Mayor Meghan Lahti*, Port Moody
 Councillor Peter Lambur*, West Vancouver
 Mayor Brenda Locke*, Surrey
 Mayor John McEwen, Anmore
 Mayor Brad West*, Port Coquitlam (arrived at 9:58 am)

MEMBERS ABSENT:

None.

STAFF PRESENT:

Heather McNell, Deputy Chief Administrative Officer, Policy and Planning
 Jonathan Cote, Deputy General Manager, Regional Planning and Housing Development, Regional Planning and Housing Services
 Rapinder Khaira, Legislative Services Coordinator, Board and Information Services

1. ADOPTION OF THE AGENDA

1.1 May 12, 2023 Meeting Agenda

It was MOVED and SECONDED

That the Regional Planning Committee adopt the agenda for its meeting scheduled for May 12, 2023 as circulated.

CARRIED

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

2. ADOPTION OF THE MINUTES

2.1 April 14, 2023 Meeting Minutes

It was MOVED and SECONDED

That the Regional Planning Committee adopt the minutes of its meeting held April 14, 2023 as circulated.

CARRIED

3. DELEGATIONS

The Committee considered the late delegation application by Stephen Richardson and Joel Nagtegaal, Township of Langley, to speak to Item 5.1 *Metro 2050 Amendment Request - Township of Langley (23699 and 23737 Fraser Highway)*.

It was MOVED and SECONDED

That the Regional Planning Committee approve the late delegation application by Stephen Richardson and Joel Nagtegaal, Township of Langley, to speak to Item 5.1 at the May 12, 2023 Regional Planning Committee.

CARRIED

3.1 Stephen Richardson and Joel Nagtegaal, Township of Langley

Stephen Richardson and Joel Nagtegaal, Township of Langley, spoke to Item 5.1, providing an overview and background information on the *Metro 2050* amendment application.

9:01 am Mayor Hurley arrived at the meeting.

Presentation material titled "Township of Langley (Bath Investments LTD.)" is retained with the May 12, 2023 Regional Planning Committee agenda.

4. INVITED PRESENTATIONS

4.1 David Williams, Vice President of Policy, Business Council of British Columbia

David Williams, Vice President of Policy, Business Council of British Columbia provided a presentation on the Canada and BC Head Offices and Jobs Report highlighting benefits and number of head offices, head office employment, and strategies and policy areas to improve operating environments.

Presentation material titled "Canada and BC are losing Head Offices and Staff" is retained with the May 12, 2023 Regional Planning Committee agenda.

5. REPORTS FROM COMMITTEE OR STAFF

5.1 Metro 2050 Amendment Request - Township of Langley (23699 and 23737 Fraser Highway)

Report dated April 14, 2023, from Jessica Jiang, Regional Planner, Regional Planning and Housing Services, seeking MVRD Board initiation of the regional growth strategy amendment process and first through third reading for the *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1365, 2023*.

Members were provided an overview of the *Metro 2050* amendment request, including regional designations, consistency analysis, the recommendation presented to Committee, and next steps of the application process.

Presentation material titled "*Metro 2050* Amendment Request – Township of Langley" is retained with the May 12, 2023 Regional Planning Committee agenda.

It was MOVED and SECONDED

That the MVRD Board:

- a) initiate the regional growth strategy amendment process for the Township of Langley's requested regional land use designation amendment from Rural to Industrial for the lands located at 23699 and 23737 Fraser Highway;
- b) give first, second, and third readings to "*Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1365, 2023*"; and
- c) direct staff to notify affected local governments as per section 6.4.2 of *Metro 2050*.

CARRIED

5.2 Office Development in Metro Vancouver - 2022 Inventory and Report

Report dated April 6, 2023, from Eric Aderneck, Senior Planner, Regional Planning and Housing Services, providing the MVRD Board with information on office development in Metro Vancouver.

Members were provided a presentation on the purpose and findings of the 2022 Office Development Inventory and Report.

Presentation material titled "*2022 Office Development Inventory and Report*" is retained with the May 12, 2023 Regional Planning Committee agenda.

It was MOVED and SECONDED

That the MVRD Board receive for information the report dated April 6, 2023, titled "*Office Development in Metro Vancouver - 2022 Inventory and Report*".

CARRIED

5.3 **Agricultural Ecosystem Services in Metro Vancouver**

Report dated April 19, 2023, from Carla Stewart, Senior Planner, Regional Planning and Housing Services, seeking MVRD Board direction to prepare a white paper considering the feasibility of the recommendations contained in the Scoping Ecosystem Services on Agricultural Land within Metro Vancouver study.

Members were provided with an overview and background on the Scoping Ecosystem Services on Agricultural Land project and its recommendations for the continued use of ecosystem services on agricultural land.

9:58 am Mayor West arrived at the meeting.

Presentation material titled “Scoping Ecosystem Services on Agricultural Land” is retained with the May 12, 2023 Regional Planning Committee agenda.

It was MOVED and SECONDED

That the MVRD Board direct staff to prepare a white paper considering the feasibility of the recommendations contained in the Scoping Ecosystem Services on Agricultural Land within Metro Vancouver study, as presented in the report dated April 19, 2023, titled “Agricultural Ecosystem Services in Metro Vancouver”.

CARRIED

5.4 **Regional Land Use Assessment**

Sinisa Vukicevic, Program Manager, Planning Analytics, Regional Planning and Housing Services provided a verbal update on the Regional Land Assessment project, highlighting challenges with existing Official Community Plan (OCP) designations, OCP standardization processes, aggregation of residential designations, residential growth capacity, residential land demand, employment, and next steps for the Regional Land Use Model.

Presentation material titled “Regional Land Use Assessment” is retained with the May 12, 2023 Regional Planning Committee agenda.

5.5 **2023 Agriculture Awareness Grant Recommendations**

Report dated April 20, 2023, from Carla Stewart, Senior Planner, Regional Planning and Housing Services, seeking MVRD Board endorsement to award grants to 14 non-profit organizations from around the region that are leading public awareness activities about the importance of local agriculture and food production and educating residents on how to grow and cook food produced in the region.

It was MOVED and SECONDED

That the MVRD Board award the annual Agriculture Awareness Grants, as presented in the report dated April 20, 2023, titled “2023 Agriculture Awareness Grant Recommendations”, to the following 14 non-profit organizations:

a) BC Agriculture in the Classroom, for “Take a Bite of BC” in the amount of \$5,000;

- b) BC Chicken Grower’s Association, for “Poultry in Motion Educational Mini Barn Program” in the amount of \$4,000;
- c) CEED Centre Society, for “CEED Centre Farm Market + Urban Ag Educational Series” in the amount of \$2,000;
- d) Delta Farmland and Wildlife Trust, for “Day at the Farm” in the amount of \$1,750;
- e) Earthwise Society, for “Tomato Festival” in the amount of \$2,000;
- f) Environmental Youth Alliance, for “Plant Gifts for Community Projects” in the amount of \$5,000;
- g) Farm Folk/City Folk, for “Sustainable Bites: Growing Agricultural Awareness” in the amount of \$5,000;
- h) BC Association of Farmer’s Markets, for “In the Raw: BC Farm and Food Champions” in the amount of \$4,000;
- i) Growing Chef’s Society, for “Classroom Gardening & Cooking Program” in the amount of \$3,000;
- j) Langley Environmental Partners Society, for “Langley Eats Local” in the amount of \$3,000;
- k) The Sharing Farm, for “Garlic Festival” in the amount of \$2,250;
- l) Lower Mainland Sheep Producers Association, for “Wool n’ Ewe A’Fair” in the amount of \$4,500;
- m) Society Promoting Environmental Awareness (SPEC), for “Growing Food Literacy and Food System Engagement Campaign” in the amount of \$4,750; and
- n) Village Vancouver Transition Society, for “Permaculture Corridor Expansion” in the amount of \$3,750.

CARRIED

5.6 Manager’s Report

Report dated April 18, 2023, from Jonathan Cote, Deputy General Manager, Regional Planning and Housing Development, Regional Planning and Housing Services, providing the Regional Planning Committee an update on the Regional Planning Committee 2023 Work Plan, Regional Land Use Assessment Project, and Canada and BC Head Offices and Jobs report.

It was MOVED and SECONDED

That the Regional Planning Committee receive for information the report dated April 18, 2023, titled “Manager’s Report”.

CARRIED

6. INFORMATION ITEMS

6.1 Metro Vancouver’s Climate 2050 Nature and Ecosystems Roadmap

It was MOVED and SECONDED

That the Regional Planning Committee receive for information Item 6.1 titled “Metro Vancouver’s Climate 2050 Nature and Ecosystems Roadmap”.

CARRIED

7. **OTHER BUSINESS**
No items presented.
8. **BUSINESS ARISING FROM DELEGATIONS**
No items presented.
9. **RESOLUTION TO CLOSE MEETING**
No items presented.
10. **ADJOURNMENT/CONCLUSION**

It was MOVED and SECONDED

That the Regional Planning Committee conclude its meeting of May 12, 2023.

CARRIED

(Time: 10:24 am)

Rapinder Khaira,
Legislative Services Coordinator

Eric Woodward,
Chair

59792453 FINAL

DELEGATION EXECUTIVE SUMMARY

Name or Organization: Christopher Lumsden, City of Surrey

Subject: Type 3 Minor Amendment to Metro 2050

Presenting to: Regional Planning Committee

Date of Meeting: June 9, 2023

The City of Surrey is requesting a Type 3 Minor Amendment to *Metro 2050* for a 10.2-hectare site located at 11420 – 157A Street in the City’s Fraser Heights area. The proposed regional land use designation amendment would redesignate the site from **Industrial to General Urban** to accommodate a residential development of 38 single-detached lots on the subject site as well as two (2) lots to be conveyed to the City for riparian, biodiversity and open space protection purposes. In addition to the proposed Type 3 RGS Amendment the proposed development requires the following land development application processes through the City of Surrey:

- **OCP Amendment** from Industrial to Suburban;
- **Rezoning** from “One-Acre Residential Zone (RA)” and “Light Impact Industrial Zone (IL)” to “Cluster Residential Zone (RC)”;
- **Development Permit** for Hazard Lands (Steep Slopes) and Sensitive Ecosystems (Streamside and Green Infrastructure Areas); and
- **Development Variance Permit** for reduced front (south) yard setbacks on proposed Lots 8-22 as well as to reduce the Part 7A Streamside Protection setback on the northern-most, off-site Class B watercourse.

City of Surrey staff that the proposed Type 3 Minor RGS Amendment has merit given: (1) that the proposed residential density and lot typology is consistent with the existing pattern of suburban single family development to the east, south and west of the subject site; that the development of the South Fraser Perimeter Road has ‘orphaned’ the property from the rest of the contiguous Industrial-designated lands to the north; (3) that the existing on-site topography, as well as the presence of several on-site and off-site watercourses, would prevent direct access to the adjacent South Fraser Perimeter Road as well as the development of large-format industrial buildings on the subject site; and (4) that the redevelopment of the subject site to an industrial-type use would likely cause significant use-interface issues with the adjacent suburban single family uses, especially as it relates to access of industrial-related truck traffic.

To: Regional Planning Committee

From: Victor Cheung, Senior Policy and Planning Analyst
Regional Planning and Housing Services

Date: May 29, 2023 Meeting Date: June 9, 2023

Subject: **Metro 2050 Type 3 Proposed Amendment – City of Surrey (Fraser Heights)**

RECOMMENDATION

That the MVRD Board:

- a) initiate the Metro 2050 amendment process for the City of Surrey’s requested regional land use designation amendment from Industrial to General Urban for the lands located at 11420 – 157A Street;
 - b) give first, second, and third readings to “Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1366, 2023”; and
 - c) direct staff to notify affected local governments as per section 6.4.2 of Metro 2050.
-

EXECUTIVE SUMMARY

The City of Surrey is requesting a Type 3 Amendment to *Metro 2050* for a 10.2-hectare site located at 11420 – 157A Street in the City’s Fraser Heights area. The proposed regional land use designation amendment would redesignate the site from Industrial to General Urban to accommodate a residential development of 38 single-detached lots on the subject site.

The proposed amendment has been considered in relation to *Metro 2050*’s goals, strategies, and policies. Staff has concluded that, on balance, the proposed amendment is supportable. The proposed amendment:

- utilizes land that is unsuitable for industrial uses because it lacks access to the adjacent highway and industrial lands due to a steep slope escarpment;
- allows for 38 single-detached lots;
- will result in a net increase in tree canopy cover over the long-term; and
- is consistent with the adjacent residential land uses to the south.

The requested *Metro 2050* Type 3 Amendment bylaw requires adoption through an affirmative 50%+1 weighted vote of the MVRD Board.

PURPOSE

To provide the Regional Planning Committee and the MVRD Board with the opportunity to consider the City of Surrey’s request to amend *Metro 2050* to accommodate a 38-lot residential development through a Type 3 regional growth strategy amendment.

BACKGROUND

On January 30, 2023, Surrey Council passed a resolution requesting that the MVRD Board consider a Type 3 Amendment to *Metro 2050* to amend the regional land use designation of the site located at 11420 – 157A Street from Industrial to General Urban (Reference). On March 15, 2023, Metro Vancouver received the City’s request to consider the proposed Regional Growth Strategy amendment.

SITE CONTEXT

The subject site is 10.2 hectares in size, and is bounded by the South Fraser Perimeter Road (Highway 17) and Canadian National Railway yard to the north, Surrey Bend Regional Park to the east, suburban single-detached dwellings and City-owned parkland to the south, and Highway 17 and City-owned parkland to the west.

The subject site is currently designated Industrial in the City’s Official Community Plan (OCP) and zoned One-Acre Residential Zone and Light Impact Industrial Zone in the City’s Zoning Bylaw. The current regional land use designation in *Metro 2050* is Industrial (Figure 1). The site is undeveloped, though since late 2021, significant site disturbance and tree removal has occurred as part of the Trans Mountain Pipeline Expansion Project. Additional site information can be found in the City of Surrey staff report (Attachment 1), and a summary of the existing site description is provided in Table 1.

Table 1 – Existing Site Description

Site Size	10.2 Hectares
Site Location	11420 – 157A Street
Current Metro 2050 Land Use Designation	Industrial
Current City OCP Designation	Industrial
Current Zoning	One-Acre Residential Zone (RA) and Light Impact Industrial Zone (IL)
Agricultural Land Reserve	No

PROPOSED REGIONAL LAND USE DESIGNATION AMENDMENT

The City of Surrey can only adopt the proposed OCP amendment after the MVRD Board approves the corresponding *Metro 2050* Type 3 amendment given the change of land use being requested. The proposal would amend the City’s OCP and Zoning Bylaw for the subject site to accommodate residential uses on the site. The proposed land use changes are outlined in Table 2.

Table 2 – Proposed Site Designations

	Current	Proposed
Metro 2050	Industrial	General Urban
OCP	Industrial	Suburban
Zoning	One-Acre Residential Zone (RA) and Light Impact Industrial Zone (IL)	Cluster Residential Zone

Should the application proceed, an updated Regional Context Statement (RCS) that reflects the proposed regional land use designation change will be required. It is expected that the City will submit an updated RCS for consideration of acceptance should the MVRD Board choose to initiate the proposed amendment process and give initial readings to the *Metro 2050* amendment bylaw.

Figure 1. Existing Regional Land Use Designation

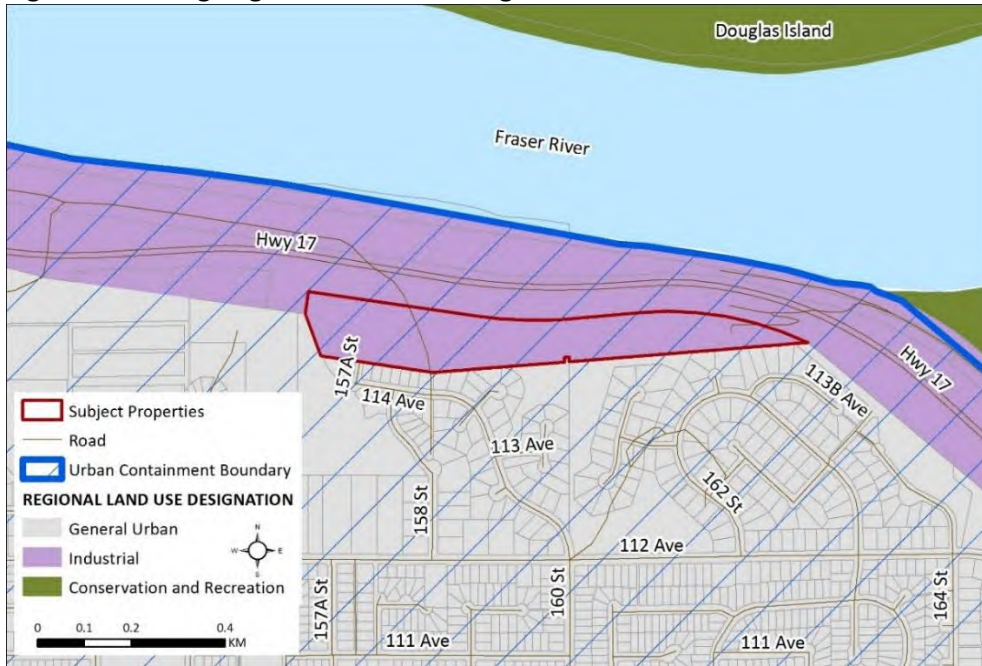
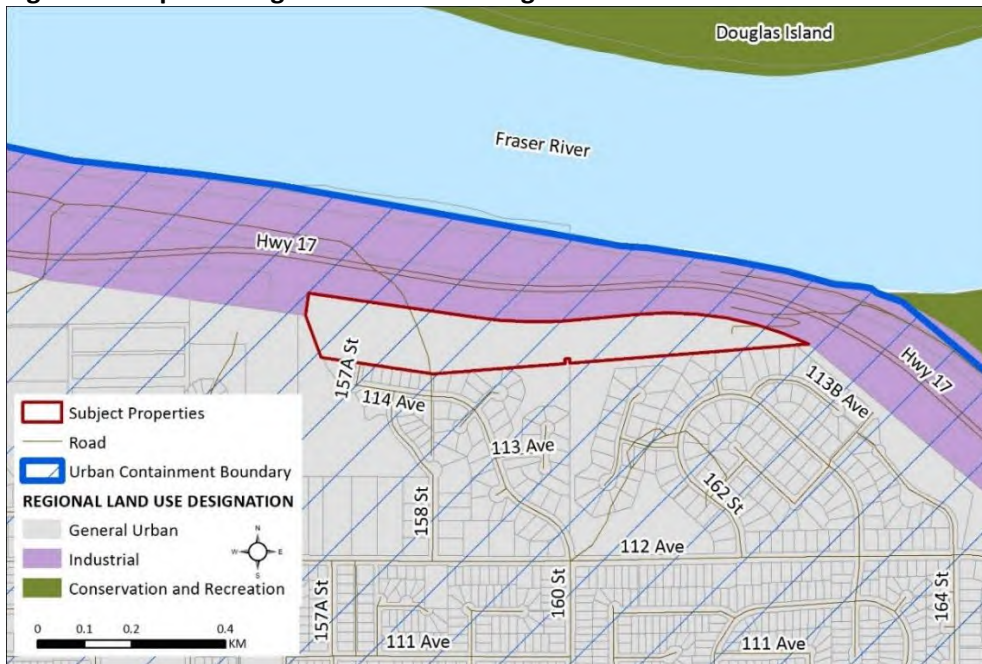


Figure 2. Proposed Regional Land Use Designation



REGIONAL PLANNING ANALYSIS

The City of Surrey's proposed *Metro 2050* amendment has been assessed in relation to the applicable goals and policies of the regional growth strategy. The intent of the assessment is not to duplicate the municipal planning process, but rather to identify any potential regional planning implications and the regional significance of the proposed land use changes in consideration of *Metro 2050*. A summary of the regional analysis is provided as follows.

Goal 1: Create a Compact Urban Area

Goal 1 includes strategies to concentrate urban development within the Urban Containment Boundary, and to support the development of resilient, healthy, connected, and complete communities with a range of services and amenities.

The subject site is located within the Urban Containment Boundary (UCB). The proposal would be consistent with the region's target of focusing 98% of residential growth inside the UCB, though the proposed low density residential development does not contribute to creating a compact urban area. The subject site is a limited size and orientation, and does not have good access to transit service that would support higher development density or transit-oriented growth.

Goal 2: Support a Sustainable Regional Economy

Goal 2 includes strategies to promote land development patterns that support a diverse regional economy. This includes the protection and enhancement of the supply of industrial lands.

The subject site is designated Industrial in *Metro 2050*. Given the critical shortage of industrial lands in the region, applications to redesignate such lands must have a very strong rationale to be supported.

As shown on Figure 1, while it appears that the site is connected to the industrial lands to the north of Highway 17 and the Fraser River, the subject site is physically disconnected from highway access and the adjacent industrial lands by the South Fraser Perimeter Road escarpment; this can be seen in Figure 3. The escarpment has significant slopes (between 30-45%) creating a natural boundary between the subject site and the highway and industrial lands to the north, making direct access from the site to the highway unfeasible.

The subject site can instead be considered in the context of the adjacent lands to the immediate south, with which it shares a common topography and has a direct road connection (see Figure 4). The abutting lands to the south are developed as a single-detached residential neighbourhood. City of Surrey Planning staff's assessment (Attachment 1) is that allowing industrial uses on this site as currently permitted would create potential conflicts, particularly as it relates to the access and egress of industrial-related vehicle traffic. Metro Vancouver staff concur with this conclusion.

Given how disconnected this site is from the highway and adjacent industrial lands, its limited size and its orientation to the residential areas immediately south, staff do not anticipate this amendment will set a precedent for converting other industrial lands to residential uses. The City of Surrey will continue to support the protection and intensification of industrial lands where possible.

Figure 3 – Subject Site Contour Map



Figure 4 – Ortho Photo of Surrounding Area



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

Goal 3 includes strategies to protect, enhance, restore and connect ecosystems while advancing land uses that reduce greenhouse gas emissions and improve resilience to climate change impacts.

The subject site is undeveloped, though since late 2021 significant site disturbances and tree removal has occurred as part of the Trans Mountain Pipeline Expansion Project. The site includes some modified ecosystems, specifically mature broadleaf forest (coastal western hemlock eastern variant) with riparian fringe subclass, as well as mature coniferous forest in its eastern portion.

The City of Surrey's staff report (Attachment 1) confirms that ecosystem protection measures will be in place to enable ecosystem connectivity, with 54.6% of the site being dedicated to the City for riparian, biodiversity and open space protection purposes. The development proponent is proposing 190 replacement trees on the site, or five trees per proposed lot, thereby greatly exceeding the City of Surrey's requirements. A total of 193 trees are proposed to be retained or replaced on the site. Overall this amendment is consistent with the region's goals to enhance natural environments and increase the regional tree canopy cover.

Goal 4: Provide Diverse and Affordable Housing Choices

Goal 4 includes strategies that promote the expansion of the supply and diversity of housing to meet a variety of needs.

The proposed amendment includes 38 single-detached lots which will provide additional housing. However, since all the proposed housing units will be single-detached homes with opportunity for secondary suites, the project will not likely make a significant contribution to regional housing affordability objectives. As noted in the City's Staff Report (Attachment 1), the applicant adequately addresses the City's Affordable Housing Strategy which requires a contribution per new lot to support the development of new affordable housing elsewhere within the City of Surrey. The proposed development is limited in scale and will not significantly contribute to improving the diversity of housing options in the region.

Goal 5: Support Sustainable Transportation Choices

Goal 5 includes strategies that encourage the coordination of land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking, and support the safe and efficient movement of vehicles for passengers, goods and services.

The transportation impact of this application is anticipated to be relatively limited with expected traffic generation of 38 vehicle trips per weekday peak hour. The site is not transit-oriented and residents would likely be reliant on personal vehicles to access the site. Given the limited transportation options for this location, the size of the site, and the adjacent existing neighbourhood with only one road access connection, low-density development forms are the most appropriate housing form for this location.

Since the proposal does not include a roadway connection to Highway 17, the development would not fundamentally alter movement patterns in the area or attract through-traffic. As the Fraser Heights area develops, the City of Surrey may wish to work with the Province and TransLink to

explore the feasibility of expanding transit service on nearby Highway 17 and Highway 1, along with associated active transportation connections to provide greater transportation choices in this area.

Analysis Summary

Although protecting industrial lands is an important policy direction of *Metro 2050*, this site is disconnected from the adjacent highway and industrial lands to the north by a prominent escarpment. The site forms part of an existing residential area immediately to the south, and the proposed amendment would allow for the development of 38 single-detached homes. Over half of this highly-disturbed site will be dedicated to the City as a natural area, and trees will be replaced at a higher ratio than typically required by the City, thereby adding to the regions overall tree canopy over the long-term. Despite the fact that the proposed application does not support all of the goals outlined in *Metro 2050*, the unique and limiting characteristics of this site should be considered when evaluating this application. Staff has concluded that, on balance, given all of the factors involved the proposed amendment is supportable.

IMPLICATIONS FOR METRO VANCOUVER UTILITY SERVICES

Below is a summary of anticipated impacts on Metro Vancouver’s utilities.

Liquid Waste Services (GVS&DD)

The proposed residential development would result in a net flow reduction as compared to permitted industrial development under the existing regional land use designation. The development will contribute to existing North Surrey Interceptor overflows under wet weather conditions. Minimization of wet weather inflow and infiltration to reduce impacts are recommended. Should the proposed regional land use designation amendment be approved by the MVRD Board, the City of Surrey is encouraged to consider the use of green infrastructure, where practical, and minimize wet weather inflow and infiltration to reduce impacts on regional sewerage infrastructure.

Water Services (GVWD)

The City of Surrey must notify Metro Vancouver of any forecasted increase in the drinking water demand beyond the demand of the 38 single-detached lots, in advance. The City is encouraged to implement good water management practices.

REGIONAL GROWTH STRATEGY AMENDMENT PROCESS AND NEXT STEPS

If the amendment bylaw receives 1st, 2nd, and 3rd readings, it will then be referred to affected local governments and relevant agencies, as well as posted on the Metro Vancouver website for a minimum of 45 days as an opportunity for the public to provide comment. Following that, comments received will be summarized and included in a report advancing the bylaw to the MVRD Board for consideration of adoption. An updated Regional Context Statement from the City will be considered at the same time as adoption of the proposed amendment.

ALTERNATIVES

1. That MVRD Board:
 - a) initiate the Metro 2050 amendment process for the City of Surrey’s requested regional land use designation amendment from Industrial to General Urban for the lands located at 11420 – 157A Street;
 - b) give first, second, and third readings to “Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1366, 2023”; and
 - c) direct staff to notify affected local governments as per section 6.4.2 of Metro 2050.
2. That the MVRD Board decline the proposed amendment for 11420 – 157A Street and notify the City of Surrey of the decision.

FINANCIAL IMPLICATIONS

If the MVRD Board chooses Alternative 1, there are no financial implications for Metro Vancouver related to the initiation of the City of Surrey’s proposed Type 3 Amendment. If the MVRD Board chooses Alternative 2, a dispute resolution process may take place as prescribed by the *Local Government Act*. The cost of a dispute resolution process is prescribed based on the proportion of assessed land values. Metro Vancouver would be responsible for most of those associated costs.

CONCLUSION

The City of Surrey is requesting a Type 3 Amendment to *Metro 2050* for a 10.2-hectare site located at 11420 – 157A Street in the City’s Fraser Heights area. The proposed regional land use designation amendment would redesignate the site from Industrial to General Urban to accommodate a residential development of 38 single-detached lots and an extension of the existing residential area immediately to the south.

The proposed amendment has been considered in relation to *Metro 2050*’s goals, strategies, and policies. Although protecting industrial lands is an important policy in the *Metro 2050*, this site is disconnected from the adjacent highway and industrial lands to the north by a prominent escarpment. The site is immediately abutting an existing residential area and the proposed amendment would allow for the development of 38 single-detached homes. Over half of the highly disturbed site will be dedicated to the City as a natural area, and trees will be replaced at a higher ratio than typically required by the City, thereby adding to the overall tree canopy over the long-term. Staff’s analysis demonstrates that, on balance, the proposed amendment is supportable and is aligned with *Metro 2050*’s goals and strategies. Staff recommend Alternative 1.

Attachments

1. City of Surrey Regional Growth Strategy Amendment Application for land located at 11420 – 157A Street (Development Application No. 7916-0130-00), and Staff Report
2. Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022
3. Presentation re: *Metro 2050* Amendment Request from City of Surrey

References

[City of Surrey Regular Council – Land Use Minutes, Dated January 30, 2023](#)



the future lives here.

March 15, 2023

File No.: 7916-0130-00

Metro Vancouver Board
 c/o Dorothy Shermer, Director/Corporate Officer, Board & Information Services
 Metrotower III, 4730 Kingsway
 Burnaby, BC V5H 0C6
Dorothy.Shermer@metrovancouver.org

Dear Ms. Shermer,

RE: City of Surrey Regional Growth Strategy Amendment Application for land located at 11420 – 157A Street (Development Application No. 7916-0130-00)

The City of Surrey is processing a land development application in Fraser Heights to permit the development of 38 single family suburban gross density lots and two (2) lots to be conveyed to the City for open space/biodiversity/riparian protection purposes. The proposal includes a Regional Growth Strategy (RGS) amendment application, to redesignate the subject site from “Industrial” to “General Urban”.

Summary of Proposal and Background

To allow subdivision into 38 single family suburban gross density lots and two (2) lots to be conveyed to the City for open space/biodiversity/riparian protection purposes, the following is required:

- **Regional Growth Strategy Amendment** from Industrial to General Urban;
- **Official Community Plan Amendment** from Industrial to Suburban;
- **Rezoning** from “One-Acre Residential Zone (RA)” and “Light Impact Industrial Zone (IL)” to “Cluster Residential Zone (RC)”;
- **Development Permit** for Hazard Lands (Steep Slopes) and Sensitive Ecosystems (Streamside and Green Infrastructure Areas); and
- **Development Variance Permit.**

The proposed RGS and OCP amendments are deemed to have merit given the existing suburban residential pattern of development in this portion of Fraser Heights, the isolated nature of this particular pocket of “Industrial” designated land, as well as the potential conflicts between a future industrial use on the subject site and adjacent existing residential uses, particularly as it relates to access and egress of industrial-related vehicle traffic.

The proposed amendments will also provide additional housing opportunities in this portion of Fraser Heights.

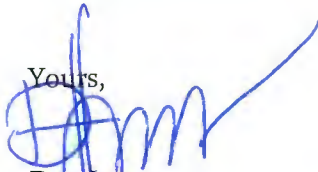
Council Resolution

At the Regular Council – Land Use meeting held on January 30, 2023, Surrey City Council passed Resolution R23- 83 (Attachment A) to refer Development Application No. 7916-0130-00 to Metro Vancouver for consideration and approval of a Type 3 Minor Amendment to the Regional Growth Strategy (RGS) designation of the subject site from “Industrial” to “General Urban”, upon the application receiving Third Reading. This resolution was passed after reviewing Planning & Development Report No. 7916-0130-00 on January 30, 2023 (Attachment B) detailing the extent of the proposed development as well as subsequent Metro Vancouver RGS and Surrey Official Community Plan (OCP) amendments that would be required prior to any final development approvals being granted. Application No. 7916-0130-00 subsequently received Third Reading from Surrey City Council at its Regular Council – Public Hearing meeting on February 13, 2023 (Attachment A). Therefore, an application is now being made to Metro Vancouver for the above proposed amendments.

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

The City of Surrey requests that the Metro Vancouver Board amend the Regional Growth Strategy for the illustrated property (Attachment C) from “Industrial” to “General Urban”.

Should Metro Vancouver staff require any additional information regarding this matter, please contact Christopher Lumsden, the project Planner, at 604-598-5729 or at Christopher.Lumsden@surrey.ca.

Yours,

Don Luymes
General Manager
Planning & Development Department

CRL/

Attachments:

- Attachment A: January 30, 2023, and February 13, 2023, Surrey Council Resolutions Supporting Application to Metro Vancouver, and granting Third Reading to the Application.
- Attachment B: City of Surrey Planning & Development Report No. 7916-0130-00, dated January 30, 2023.
- Attachment C: Proposed Regional Growth Strategy Land Use Designation Adjustment

Cc: Christopher Lumsden, Planner 2, City of Surrey, Christopher.Lumsden@surrey.ca
Preet Heer, Manager, Community Planning, City of Surrey, PHeer@surrey.ca
Victor Cheung, Senior Policy & Planning Analyst, Metro Vancouver, Victor.Cheung@metrovancover.org
Heather McNell, Deputy CAO, Policy & Planning, Metro Vancouver, Heather.McNell@metrovancover.org
Jonathan Cote, Deputy GM, Regional Planning and Housing Development, Metro Vancouver, Jonathan.Cote@metrovancover.org

**Regular Council - Land Use
Minutes****Present:**

Chairperson - Mayor Locke
Councillor Annis
Councillor Bains
Councillor Bose
Councillor Elford
Councillor Hepner
Councillor Kooner
Councillor Nagra
Councillor Stutt

Absent:**Staff Present:**

City Manager
City Clerk
General Manager, Corporate Services
General Manager, Engineering
General Manager, Finance
General Manager, Parks, Recreation & Culture
General Manager, Planning & Development
City Solicitor
Manager, Area Planning & Development, North Division
Manager, Area Planning & Development, South Division
Land Development Engineer

A. ADOPTION OF THE AGENDA

It was

Moved by Councillor Kooner
Seconded by Councillor Stutt
That the agenda of the January 30, 2023,

Regular Council Land Use meeting be adopted.

RES.R23-82

Carried

B. LAND USE APPLICATIONS**1. 7916-0130-00**

11420 - 157A Street

Owner: 1071948 B.C. Ltd.

Director Information: Karl Schmidt, Donald Kent Sillars

Officer Information as at April 13, 2022: Donald Kent Sillars (President),
Karl Schmidt (Secretary)

Agent: Pacific Land Resources Group Inc. (Oleg Verbenkov)

RGS Amendment from Industrial to General Urban

OCP Amendment from Industrial to Suburban

Rezoning from RA and IL to RC

Development Permit / Development Variance Permit

*to allow subdivision into 38 single family lots and two lots to be conveyed to the City
for riparian, biodiversity and open space protection purposes.*

It was

Moved by Councillor Kooner
Seconded by Councillor Bains
That:

1. A Bylaw be introduced to:
 - (a) amend the Official Community Plan (OCP) Figure 3: General Land Use Designations for the subject site from Industrial to Suburban (Appendix VII), and a date for Public Hearing be set; and
 - (b) amend Official Community Plan (OCP) Figure 42: Major Employment Areas by removing the Industrial designation for the subject site (Appendix VIII), and a date for Public Hearing be set.
2. Council determine the opportunities for consultation with persons, organizations and authorities that are considered to be affected by the proposed amendment to the OCP, as described in the Report, to be appropriate to meet the requirement of Section 475 of the Local Government Act.
3. Council authorize staff to refer the application to Metro Vancouver Board for consideration and approval of a Type 3 Minor Amendment to the Regional Growth Strategy (RGS) designation of the subject site from Industrial to General Urban, following upon the application receiving Third Reading.
4. A Bylaw be introduced to rezone that portion the subject property shown as Block A on the Survey Plan attached as Appendix I from "One-Acre Residential Zone (RA)" to "Cluster Residential Zone (RC)" and that portion of the subject property shown as Block B on the Survey Plan attached Appendix I from "Light Impact Industrial Zone (IL)" to "Cluster Residential Zone (RC)" and a date be set for Public Hearing.
5. Council authorize staff to draft Development Permit No. 7916-0130-00 for Hazard Lands (Steep Slopes) and Sensitive Ecosystems (Streamside and Green Infrastructure Areas) generally in accordance with the finalized Geotechnical Report and Ecosystem Development and Mitigation Plan (Appendix VI).
6. Council approve Development Variance Permit No. 7916-0130-00, varying the following, to proceed to Public Notification:
 - (a) to reduce the minimum front yard setback of the RC Zone from 7.5 metres to 6 metres to the principal building face for proposed Lots 8 to 22; and
 - (b) to reduce the minimum setback distance for a Class B (yellow-coded) watercourse from 15 metres, as measured from the top-of-bank, to a minimum of 55.3 metres as measured from the high water mark, which is equivalent to between 9.1 to 40.9 metres below top-of-bank.

7. Council instruct staff to resolve the following issues prior to final adoption:
- (a) ensure that all engineering requirements and issues including restrictive covenants, dedications, and rights-of-way where necessary, are addressed to the satisfaction of the General Manager, Engineering;
 - (b) submission of a subdivision layout to the satisfaction of the Approving Officer;
 - (c) approval from Metro Vancouver for a Type 3 Minor Regional Growth Strategy (RGS) amendment for the subject site from Industrial to General Urban;
 - (d) submission of a finalized tree survey and a statement regarding tree preservation to the satisfaction of the City Landscape Architect;
 - (e) the applicant satisfy the deficiency in tree replacement on the site, to the satisfaction of the Planning and Development Department;
 - (f) submission of a finalized Ecosystem Development Plan and Impact Mitigation Plan to the satisfaction of City staff, including provision of securities for proposed fencing, habitat planting and enhancement measures on Lots 10 to 22;
 - (g) registration of a combined Statutory Right-of-Way and Section 219 Restriction Covenant on proposed Lots 10-22 as per the "minimum safeguarding" requirements of the Sensitive Ecosystems Development Permit Area guidelines;
 - (h) conveyance of the proposed open space areas, containing both Streamside and Green Infrastructure Areas, to the City without compensation;
 - (i) submission of a finalized Geotechnical Report to the satisfaction of City staff;
 - (j) the applicant provide a density bonus amenity contribution consistent with the Tier 2 Capital Projects CACs in support of the requested increased density, to the satisfaction of the General Manager, Planning and Development Department;
 - (k) the applicant adequately address the City's needs with respect to the City's Affordable Housing Strategy, to the satisfaction of the General Manager, Planning & Development Services;
 - (l) submission of an acoustical report for the units adjacent to Highway 10 and the registration of Section 219 Restrictive Covenant to ensure the implementation of noise mitigation measures; and

(m) registration of a Section 219 Restrictive Covenant to ensure that future buildings, structures and site improvements comply with the accepted geotechnical recommendations on proposed Lots 1-38.

RES.R23-83

Carried

It was Moved by Councillor Kooner
Seconded by Councillor Stutt
That "Surrey Official Community Plan Bylaw, 2013, No. 18020, Amendment Bylaw, 2023, No. 20833" pass its first reading.

RES.R23-84

Carried

The said Bylaw was then read for the second time.

It was Moved by Councillor Kooner
Seconded by Councillor Stutt
That "Surrey Official Community Plan Bylaw, 2013, No. 18020, Amendment Bylaw, 2023, No. 20833" pass its second reading.

RES.R23-85

Carried

It was then Moved by Councillor Kooner
Seconded by Councillor Bose
That the Public Hearing on "Surrey Official Community Plan Bylaw, 2013, No. 18020, Amendment Bylaw, 2023, No. 20833" be held at City Hall on February 13, 2023, at 7:00 p.m.

RES.R23-86

Carried

It was Moved by Councillor Hepner
Seconded by Councillor Kooner
That "Surrey Zoning Bylaw, 1993, No. 12000, Amendment Bylaw, 2023, No. 20834" pass its first reading.

RES.R23-87

Carried

The said Bylaw was then read for the second time.

It was Moved by Councillor Kooner
Seconded by Councillor Annis
That "Surrey Zoning Bylaw, 1993, No. 12000, Amendment Bylaw, 2023, No. 20834" pass its second reading.

RES.R23-88

Carried

It was then Moved by Councillor Annis
Seconded by Councillor Hepner
That the Public Hearing on "Surrey Zoning Bylaw, 1993, No. 12000, Amendment Bylaw, 2023, No. 20834" be held at City Hall on February 13, 2023, at 7:00 p.m.

RES.R23-89

Carried

b. Regular Council - Land Use - January 30, 2023

It was Moved by Councillor Kooner
 Seconded by Councillor Stutt
 That the minutes of the Regular Council –
 Land Use meeting held on January 30, 2023, be adopted.
 RES.R23-284 Carried

c. Regular Council - Public Hearing - January 30, 2023

It was Moved by Councillor Hepner
 Seconded by Councillor Bains
 That the minutes of the Regular Council -
 Public Hearing meeting held on January 30, 2023, be adopted.
 RES.R23-285 Carried

B. DELEGATIONS - PUBLIC HEARING

1. "Surrey Official Community Plan Bylaw, 2013, No. 18020, Amendment Bylaw, 2023, No. 20833"
 "Surrey Zoning Bylaw, 1993, No. 12000, Amendment Bylaw, 2023, No. 20834"
 Application No. 7916-0130-00

CIVIC ADDRESS: 11420 - 157A Street

APPLICANT: Owner: 1071948 B.C. Ltd.
 (Director Information: Karl Schmidt, Donald Kent Sillars)
 Agent: Pacific Land Resources Group Inc. (Oleg Verbenkov)

PURPOSE: The applicant is requesting an amendment to the Official Community Plan (OCP) Figure 3: General Land Use Designations to redesignate the site from Industrial to Suburban, and an amendment to Figure 42: Major Employment Areas by removing the Industrial designation for the subject site.

The proposal also includes rezoning a portion of the subject site from One-Acre Residential Zone to Cluster Residential Zone and a portion of the subject site from Light Impact Industrial Zone to Cluster Residential Zone in order to allow subdivision into 38 single family lots and two lots to be conveyed to the City for riparian, biodiversity and open space protection purposes.

In addition, the proposal includes a Development Variance Permit to reduce the minimum front yard setback from 7.5 metres to 6 metres to the principal building face for proposed Lots 8 to 22; and to reduce the minimum setback distance for a Class B (yellow-coded) watercourse from 15 metres, as measured from the top-of-bank, to a minimum of 55.3 metres as measured from the high water mark, which is equivalent to between 9.1 to 40.9 metres below top-of-bank.

The Notice of the Public Hearing was read by the City Clerk.

Y. Zhang, Surrey: The delegation expressed concerns regarding road safety.

D. Jack, Surrey Environmental Partners: The delegation spoke to site development and tree removal.

O. Verbenkov, Pacific Land Resources Group Inc. (Agent on behalf of the Application): The agent spoke to proposed road improvements to address road and traffic safety concerns and the current use of the site for the pipeline construction.

F. Zhao, Guildford: The delegation expressed concerns regarding road safety, and tree removal.

Resident, Surrey: The delegation expressed concerns regarding road safety, loss of views, and impacts on wildlife.

Written submissions were received as follows:

- Received 23 Petition Signatures expressing opposition for the proposal citing safety, traffic accidents, density, trees, shrubs, noise, oil pipeline and air quality.
- Y. Lee expressing opposition for the proposal citing privacy, noise and view.
- K. Jeong expressing opposition for the proposal citing privacy, noise, dust, property value, traffic, safety and schools.
- K. Yu expressing opposition for the proposal citing traffic and safety.
- Two pieces of correspondence received from S. Purewal expressing opposition for the proposal citing dangerous traffic hazard, safety, density, schools, and oil pipeline.
- C. Chen expressing opposition for the proposal citing safety.
- M. Beyhaghi expressing concerns for the proposal citing property value, greenspace, traffic and safety.

2. **"Surrey Comprehensive Development Zone 83 (CD 83), Bylaw, 2023, No. 20842"
Application No. 7922-0212-00**

CIVIC ADDRESS: 5718 Woodside Place

APPLICANT: Owners: H. Sahi, H. Sahi
Agent: CitiWest Consulting Ltd. (Roger Jawanda)

PURPOSE: The applicant is requesting to rezone the subject site from Half-Acre Residential Zone to Comprehensive Development Zone in order to allow subdivision into two single-family lots with the retention of an existing house.

The Notice of the Public Hearing was read by the City Clerk.

It was Moved by Councillor Hepner
 Seconded by Councillor Annis
 That Council provide staff with direction to proceed with Option 1, that the City supports the addition of the currently farmed portion of the lands included in the Agricultural Land Commission's proposal into the Agricultural Land Reserve, as outlined in Corporate Report Ro20 and related map.

RES.R23-293 Carried

It was Moved by Councillor Bose
 Seconded by Councillor Hepner
 That Council direct the City Clerk to forward a copy Corporate Report Ro20, along with the related Council Resolution, to the Agricultural Land Commission as the City's written comments to their Inclusion Proposal prior to their extended deadline for comments of February 15, 2023.

RES.R23-294 Carried

H. BYLAWS AND PERMITS

BUSINESS ARISING OUT OF THE PUBLIC HEARING

- "Surrey Official Community Plan Bylaw, 2013, No. 18020, Amendment Bylaw, 2023, No. 20833"
 7916-0130-00
 Owner: 1071948 B.C. Ltd. (Director Information: Karl Schmidt, Donald Kent Sillars)
 Agent: Pacific Land Resources Group Inc. (Oleg Verbenkov)
 To amend OCP Figure 3: General Land Use Designations from Industrial to Suburban and Figure 42: Major Employment Areas by removing the Industrial designation for subject site 11420 - 157A Street.

Council direction received January 30, 2023

It was Moved by Councillor Kooner
 Seconded by Councillor Bose
 That "Surrey Official Community Plan Bylaw, 2013, No. 18020, Amendment Bylaw, 2023, No. 20833" pass its third reading.

RES.R23-295 Carried

"Surrey Zoning Bylaw, 1993, No. 12000, Amendment Bylaw, 2023, No. 20834"
 RA and IL to RC – Portions of 11420 - 157A Street – to subdivide into 38 single family lots and two lots to be conveyed to the City for riparian, biodiversity and open space protection purposes.

Council direction received January 30, 2023

RES.R23-296 It was Moved by Councillor Kooner
 Seconded by Councillor Stutt
 That "Surrey Zoning Bylaw, 1993, No. 12000,
 Amendment Bylaw, 2023, No. 20834" pass its third reading.
Carried

Development Variance Permit No. 7916-0130-00
 11420 - 157A Street
 To reduce the minimum front yard setback from 7.5 metres to 6 metres to the principal building face for proposed Lots 8 to 22; and to reduce the minimum setback distance for a Class B (yellow-coded) watercourse from 15 metres, as measured from the top-of-bank, to a minimum of 55.3 metres as measured from the high water mark, which is equivalent to between 9.1 to 40.9 metres below top-of-bank.

RES.R23-297 It was Moved by Councillor Bose
 Seconded by Councillor Annis
 That Council support Development Variance
 Permit No. 7916-0130-00 and consider issuance of the Permit upon final adoption of the associated rezoning bylaw.
Carried

2. "Surrey Comprehensive Development Zone 83 (CD 83), Bylaw, 2023, No. 20842"
 7922-0212-00
 Owners: H. Sahi, H. Sahi
 Agent: CitiWest Consulting Ltd. (Roger Jawanda)
 RH to CD – 5718 Woodside Place – to allow subdivision into two single-family lots with the retention of an existing house.

Council direction received January 30, 2023

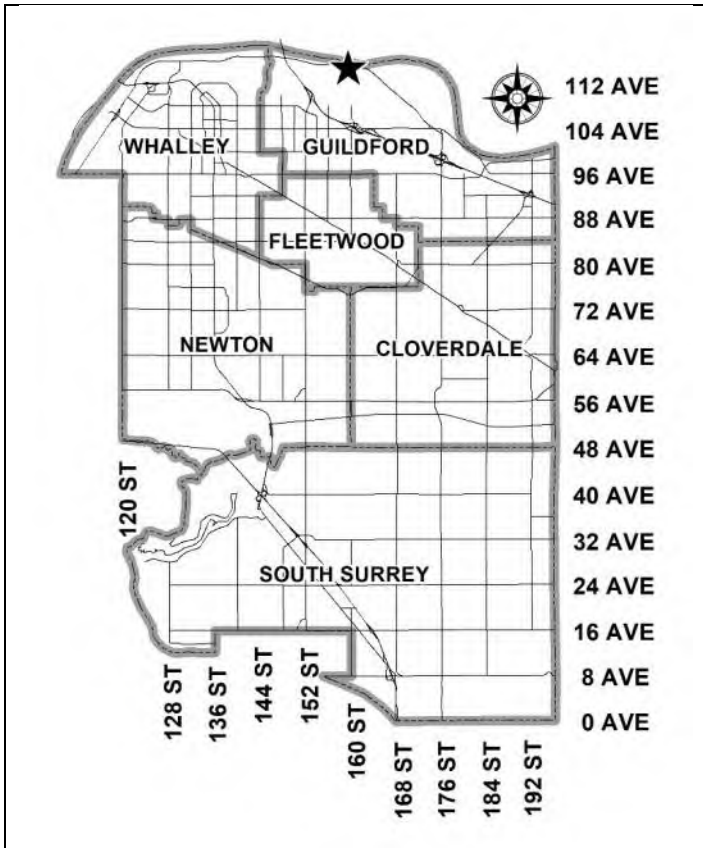
RES.R23-298 It was Moved by Councillor Stutt
 Seconded by Councillor Kooner
 That "Surrey Comprehensive Development
 Zone 83 (CD 83), Bylaw, 2023, No. 20842" pass its third reading.
Carried

3. "Surrey Zoning Bylaw, 1993, No. 12000, Amendment Bylaw, 2023, No. 20838"
 7916-0415-00
 Owners: 20 Development Inc. (Director Information: Tarlok Sablok),
 1050127 B.C. Ltd. (Director Information: Rajinder Bhandall, Kuldip Rawan)
 Agent: Hub Engineering Inc. (Jakub Czoch)
 RA to RF, RF-13, RF-10, RF-SD; RA and RF-SD to RM-23 – portions of 16437 Avenue and portion 16483 - 20 Avenue – to allow the development of six row house units and a total of 21 single family lots.

Council direction received January 30, 2023

ATTACHMENT B

City of Surrey
PLANNING & DEVELOPMENT REPORT
 Application No.: 7916-0130-00
 Planning Report Date: January 30, 2023



PROPOSAL:

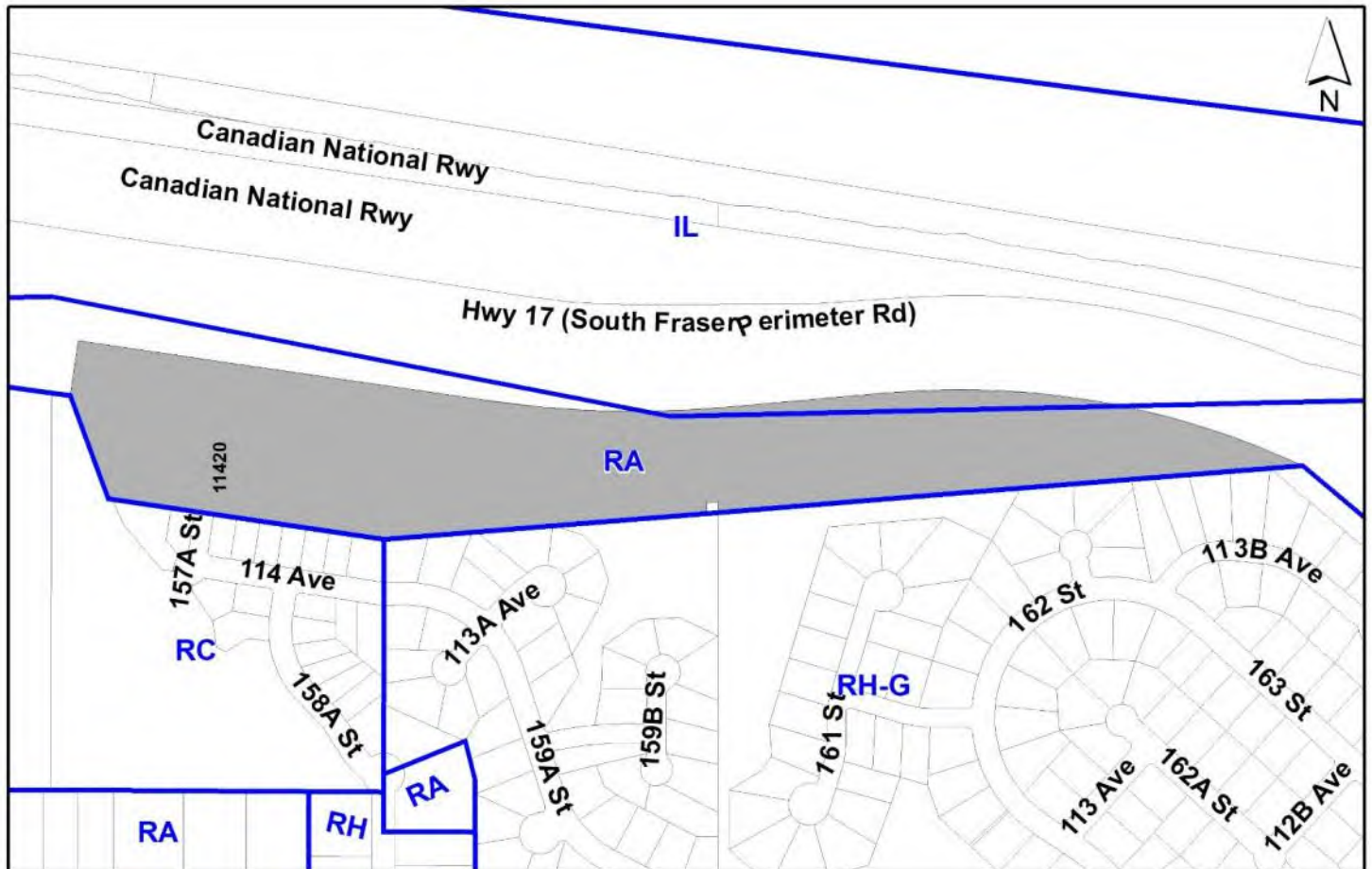
- **RGS Amendment** from Industrial to General Urban
- **OCP Amendment** from Industrial to Suburban
- **Rezoning** from RA and IL to RC
- **Development Permit**
- **Development Variance Permit**

to allow subdivision into 38 single family lots and two (2) lots to be conveyed to the City for riparian, biodiversity and open space protection purposes.

LOCATION: 11420 - 157A Street

ZONING: RA

OCP DESIGNATION: Industrial



RECOMMENDATION SUMMARY

- By-law Introduction and set date for Public Hearing for:
 - OCP Amendment; and
 - Rezoning.
- Refer to Metro Vancouver, upon Council granting Third Reading, for consideration of a Type 3 Minor amendment to the Regional Growth Strategy (RGS) from “Industrial” to “General Urban”.
- Approval to draft Development Permit for Hazard Lands (Steep Slopes) and Sensitive Ecosystems (Streamside and Green Infrastructure Areas).
- Approval for Development Variance Permit to proceed to Public Notification.

DEVIATION FROM PLANS, POLICIES OR REGULATIONS

- Proposing an amendment to the Metro Vancouver Regional Growth Strategy (RGS) designation from “Industrial” to “General Urban”.
- Proposing an amendment to the Official Community Plan (OCP) from “Industrial” to “Suburban”.
- Proposing to reduce the front yard setbacks of the RC Zone from 7.5 metres to 6.0 metres on proposed Lots 8 to 22.
- Proposing to reduce the Part 7A Streamside Protection setback for the northern-most Class B (yellow-coded) watercourse from 15.0 metres, as measured from the top-of-bank, to a minimum of 55.3 metres as measured from the high water mark, which is equivalent to between 9.1 to 40.9 metres below top-of-bank.

RATIONALE OF RECOMMENDATION

- The proposal does not comply with the “Industrial” designation in the Metro Vancouver Regional Growth Strategy (RGS), However, the proposed RGS amendment is supportable given the existing single family suburban context and access limitations of the subject property.
- The proposed single family residential lots are consistent with the existing lot pattern in the adjacent residential neighbourhood to the south.
- The proposed OCP Amendment will ensure that the OCP designation is consistent with the proposed RGS Amendment to General Urban.
- The applicant will provide a density bonus amenity contribution consistent with the Tier 2 Capital Projects Community Amenity Contributions (CACs), in support of the requested increased density.
- The proposal generally complies with the Development Permit requirements in the OCP for Hazard Lands (Steep Slopes).

- The proposal generally complies with the Development Permit requirements in the OCP for Sensitive Ecosystems (Streamside and Green Infrastructure Areas).
- The applicant is proposing to convey approximately 5.55 hectares, or 54.6% of the gross site area, to the City for riparian, biodiversity and open space protection purposes. The proposed conveyance area contains the Part 7A Streamside Protection area of several on-site or adjacent watercourses.
- The proposed variance to Part 7A Streamside Protection of the Surrey Zoning Bylaw only applies to a portion of an unnamed Class B (yellow-coded) watercourse which is located within the South Fraser Perimeter Road (Highway 17) road allowance.
- The project Qualified Environmental Professional (QEP) has confirmed that subject watercourse has little to no morphological association with the adjacent escarpment, having been constructed at the toe of the slope during the completion of the South Fraser Perimeter Road in 2013. However, the definition of top-of-bank utilized by both the Province and City of Surrey - being the break in the slope of the land such that the slope beyond the break is less than 3 to 1 at any point for a minimum of 15 metres measured perpendicularly from the break - results in a riparian protection setback extending approximately 112 metres from the boundary of the watercourse.
- In support of the proposed variance to the Part 7A Streamside Protection setback to the northern-most Class B watercourse the project QEP prepared a Riparian Areas Protection Regulations (RAPR) Assessment Report confirming the Provincial Streamside Protection and Enhancement Area (SPEA) of 10 metres, as measured from the stream boundary which is generally equivalent to the high water mark of the subject watercourse. The RAPR Assessment has been reviewed by the Province and found to be satisfactory.
- While the proposed variance will result in a Part 7A Streamside Protection setback area reduction of 6,216 square metres, over 35% of this area (approximately 2,200 square metres) will be regraded, landscaped, fenced and protected in perpetuity through the registration of combined Statutory Right-of-Way and Section 219 Restrictive Covenant in accordance with the Minimum Safeguarding requirements of the Sensitive Ecosystems Development Permit guidelines.

RECOMMENDATION

The Planning & Development Department recommends that:

1. A By-law be introduced to:
 - (a) amend the OCP Figure 3: General Land Use Designations for the subject site from Industrial to Suburban (Appendix VII) and a date for Public Hearing be set; and
 - (b) amend OCP Figure 42: Major Employment Areas by removing the Industrial designation for the subject site (Appendix VIII) and a date for Public Hearing be set.
2. Council determine the opportunities for consultation with persons, organizations and authorities that are considered to be affected by the proposed amendment to the Official Community Plan, as described in the Report, to be appropriate to meet the requirement of Section 475 of the Local Government Act.
3. Council authorize staff to refer the application to Metro Vancouver Board for consideration and approval of a Type 3 Minor Amendment to the Regional Growth Strategy (RGS) designation of the subject site from Industrial to General Urban, following upon the application receiving Third Reading.
4. A By-law be introduced to rezone that portion the subject property shown as Block A on the Survey Plan attached as Appendix I from "One-Acre Residential Zone (RA)" to "Cluster Residential Zone (RC)" and that portion of the subject property shown as Block B on the Survey Plan attached Appendix I from "Light Impact Industrial Zone (IL)" to "Cluster Residential Zone (RC)" and a date be set for Public Hearing.
5. Council authorize staff to draft Development Permit No. 7916-0130-00 for Hazard Lands (Steep Slopes) and Sensitive Ecosystems (Streamside and Green Infrastructure Areas) generally in accordance with the finalized Geotechnical Report and Ecosystem Development and Mitigation Plan (Appendix VI).
6. Council approve Development Variance Permit No. 7916-0130-00 (Appendix X) varying the following, to proceed to Public Notification:
 - (a) to reduce the minimum front yard setback of the RC Zone from 7.5 metres to 6.0 metres to the principal building face for proposed Lots 8 to 22; and
 - (b) to reduce the minimum setback distance for a Class B (yellow-coded) watercourse from 15.0 metres, as measured from the top-of-bank, to a minimum of 55.3 metres as measured from the high water mark, which is equivalent to between 9.1 to 40.9 metres below top-of-bank.
7. Council instruct staff to resolve the following issues prior to final adoption:
 - (a) ensure that all engineering requirements and issues including restrictive covenants, dedications, and rights-of-way where necessary, are addressed to the satisfaction of the General Manager, Engineering;

- (b) submission of a subdivision layout to the satisfaction of the Approving Officer;
- (c) approval from Metro Vancouver for a Type 3 Minor Regional Growth Strategy (RGS) amendment for the subject site from Industrial to General Urban;
- (d) submission of a finalized tree survey and a statement regarding tree preservation to the satisfaction of the City Landscape Architect;
- (e) the applicant satisfy the deficiency in tree replacement on the site, to the satisfaction of the Planning and Development Department;
- (f) submission of a finalized Ecosystem Development Plan and Impact Mitigation Plan to the satisfaction of City staff, including provision of securities for proposed fencing, habitat planting and enhancement measures on Lots 10 to 22;
- (g) registration of a combined Statutory Right-of-Way and Section 219 Restriction Covenant on proposed Lots 10-22 as per the “minimum safeguarding” requirements of the Sensitive Ecosystems Development Permit Area guidelines;
- (h) conveyance of the proposed open space areas, containing both Streamside and Green Infrastructure Areas, to the City without compensation;
- (i) submission of a finalized Geotechnical Report to the satisfaction of City staff;
- (j) the applicant provide a density bonus amenity contribution consistent with the Tier 2 Capital Projects CACs in support of the requested increased density, to the satisfaction of the General Manager, Planning and Development Department;
- (k) the applicant adequately address the City’s needs with respect to the City’s Affordable Housing Strategy, to the satisfaction of the General Manager, Planning & Development Services;
- (l) submission of an acoustical report for the units adjacent to Highway 10 and the registration of Section 219 Restrictive Covenant to ensure the implementation of noise mitigation measures; and
- (m) registration of a Section 219 Restrictive Covenant to ensure that future buildings, structures and site improvements comply with the accepted geotechnical recommendations on proposed Lots 1-38.

SITE CONTEXT & BACKGROUND

Direction	Existing Use	OCP Designation	Existing Zone
Subject Site	Vacant land containing a Trans Mountain oil pipeline.	Industrial	RA and IL

Direction	Existing Use	OCP Designation	Existing Zone
North (Across South Fraser Perimeter Road):	Canadian National Railway yard	Industrial	IL
East (Across South Fraser Perimeter Road):	Surrey Bend Regional Park	Conservation and Recreation, and Industrial	I-P(2)
South:	Suburban single family dwellings, City-owned parkland (Fraser View)	Suburban	RC and RH-G
West:	City-owned parkland (4F – Community Park)	Suburban	RC

Context & Background

- The 10.2-hectare subject site, located at 11420 – 157A Street in Fraser Heights, is designated “Industrial” in both the Metro Vancouver Regional Growth Strategy (RGS) and the City of Surrey’s Official Community Plan (OCP) and is currently zoned “One-Acre Residential Zone (RA)” and “Light Impact Industrial Zone (IL)”.
- A number of existing Class B (yellow-coded) watercourses are located within and directly adjacent to the north and western property lines of the subject site. On-site elevations vary from approximately 61.0 to 14.0 metres (geodetic), running from north to south, with moderately steep gullies associated with existing riparian features bounding both the east and west portions of the area of the subject site proposed for subdivision.
- Portions of the subject property, directly adjacent to the existing terminus of 157A Street, were previously disturbed to accommodate temporary siltation and other drainage features associated with Development Application No. 7903-0216-00 to the immediate south, which received Final Adoption from Council in September 2003. In addition, a 200-millimetre wide sanitary and 600-millimetre stormwater main bisect the western portion of the subject site, running north-to-south, parallel to the existing terminus of 157A Street.
- Since late 2021 significant site disturbance and tree removal (see Appendix V for details) have occurred on the subject site in association with the Trans Mountain Expansion Project, involving excavation and construction of an east-west oriented oil pipeline which generally bisects the subject site horizontally (see Appendix I for pipeline location).

DEVELOPMENT PROPOSAL

Planning Considerations

- To allow subdivision into 38 single family lots and two (2) lots to be conveyed to the City for riparian, biodiversity and open space protection purposes, the following is required:

- **RGS Amendment** from Industrial to General Urban;
- **OCP Amendment** from Industrial to Suburban;
- **Rezoning** from RA and IL to RC;
- **Development Permit** for Hazard Lands (Steep Slopes) and Sensitive Ecosystems (Streamside and Green Infrastructure Areas); and
- **Development Variance Permit**

Proposed	
Lot Area	
Gross Site Area:	10.16 hectares
Road Dedication:	0.73-hectare
Open Space Dedication:	5.55 hectares
Undevelopable Area:	N/A
Net Site Area:	3.93 hectares
Number of Lots:	38 single family lots
Unit Density:	3.7 units per gross hectare
Range of Lot Sizes	706 – 1311 square metres
Range of Lot Widths	18.0 – 30.0 metres
Range of Lot Depths	30.0 – 62.8 metres

Referrals

Engineering: The Engineering Department has no objection to the project subject to the completion of Engineering servicing requirements as outlined in Appendix II.

School District: **The School District has advised that there will be approximately 53 school-age children generated by this development, of which the School District has provided the following expected student enrollment.**

- 19 Elementary students at Erma Stephenson School
- 10 Secondary students at Fraser Heights School

(Appendix III)

Note that the number of school-age children is greater than the expected enrollment due to students attending private schools, home school or different school districts.

Parks, Recreation & Culture:	<p>Parks will accept the conveyance, without compensation, of 5.53 hectares of parkland to satisfy both the open space requirements of the RC Zone as well as “maximum safeguarding” requirements of the Sensitive Ecosystems Development Permit Area guidelines.</p> <p>The closest active park and natural area is Fraser View Parks directly abutting the subject property.</p>
Ministry of Transportation & Infrastructure (MOTI):	Further review and approval from MOTI will be required prior to Final Adoption of the associated By-laws.
Metro Vancouver:	<p>The applicant is proposing an amendment to the Regional Growth Strategy (RGS) designation of the subject site from Industrial to General Urban.</p> <p>The proposed Type 3 minor RGS amendment would require an affirmative majority (50% plus 1) weighted vote of the Metro Vancouver Board but would not require a regional public hearing.</p>
Trans Mountain:	No concerns provided best practices for land use planning and development around pipeline infrastructure as outlined in CSA Standard Z663-18: Land Use Planning in the Vicinity of Pipeline Systems are upheld.

Transportation Considerations

- The applicant will be required to provide the following road dedications and works as part of the subject application:
 - Dedicate 16.5 metres towards 157A Street and construct to the Local Standard with sidewalk, boulevard with trees and lighting, curb, and pavement widening to accommodate two-way traffic and on-street parking where possible;
 - Dedicate 16.5 metres towards new 114A Avenue and construct to the Local Standard with sidewalks on both sides of the road, boulevards with trees and lighting, curb, pavement to accommodate two-way traffic and on-street parking where possible;
 - Dedicate 14.0-metre radius cul-de-sac bulbs at both the eastern and western terminus of 114A Avenue on the subject site;
 - Dedicate 3.0-metre x 3.0-metre corner cuts at the intersection of 114A Avenue and 157A Street; and
 - Register a 0.5-metre wide statutory right-of-way along all road frontages for IC access and sidewalk maintenance.
- In response to resident concerns regarding traffic operations at the intersection of 114 Avenue and 157A Street, the applicant will be voluntarily providing improvements at the intersection for safer vehicle maneuvers around the curve, over and above typical servicing requirements.
- A number of concerns have been expressed by residents related to traffic and the existing infrastructure in the area (outside of the subject site). Staff have evaluated the various issues and can provide the following information:

- *Parking and sightline concerns on 158A Street:* Parking zones and related parking signage have been adjusted to improve sightlines.
 - *Road conditions due to snow and ice on the existing steep road grades:* 158A Street and 159A Street north of 112 Avenue are currently indicated as priority roads for snow removal and are attended to daily during snow events; this priority treatment will continue to occur on these roads.
 - *Traffic speeds:* The City has a traffic calming program that includes submission of a petition expressing neighbourhood interest in traffic calming, as there are both advantages and disadvantages to different traffic calming devices. The evaluation process (including a speed and volume study, road geometry analysis, and other considerations) would be initiated upon receipt of a petition.
- The proposed development is anticipated to generate approximately 38 vehicle trips in the peak hour (approximately one vehicle every 1 – 2 minutes), according to industry standard rates. A site-specific traffic assessment (“TIA”) was not required as the proposal is well below the City’s threshold for triggering the requirement (the typical threshold for requiring a TIA for a single family proposal is 150 units; the subject proposal is for 38 units).
 - The subject site is approximately 1.5 kilometers, roughly equivalent to a 20 minute walk, from TransLink Bus Route No. 337 (Fraser Heights/Guildford Exchange/Surrey Central Station).

Parkland and/or Natural Area Considerations

- Development Permits for Hazard Lands (Steep Slopes) and Sensitive Ecosystems (Streamside and Green Infrastructure Areas) are required.
- The applicant to proposing to dedicate approximately 5.55 hectares, or 54.6% of the gross site area, as open space as per the requirements of the “Cluster Residential Zone (RC)”.
- Portions of the proposed open space conveyance contain the Part 7A Zoning Bylaw setbacks of several on-site or adjacent watercourses as well as portions of Biodiversity Conservation Strategy (BCS) Green Infrastructure Network (GIN) Corridor No. 112.
- The eastern 4.94-hectare open space conveyance area will be consolidated with both Fraser View Park and North Slope Buffer Park to the immediate south and south-east of the subject property. The western 0.58-hectare open space conveyance area will be consolidated with 4F – Community Park to the immediate south-west.
- Disturbance associated with the Trans Mountain Expansion Project within the future conveyance area will be addressed through an existing reclamation management plan negotiated between Trans Mountain and the City of Surrey.
- More information on the proposed Streamside and Green Infrastructure Area protections for the subject site can found in the Sensitive Ecosystems (Streamside and Green Infrastructure Areas) Development Permit Requirement section of this report.
- Further detailed design coordination with Parks and Engineering staff is required for the proposed looped water main and access path within a portion of Fraser View Park (15955 – 113

Avenue). Any servicing through parkland must be approved by Parks staff and replanted to Parks standards.

Sustainability Considerations

- The applicant has met all of the typical sustainable development criteria, as indicated in the Sustainable Development Checklist.

POLICY & BY-LAW CONSIDERATIONS

Regional Growth Strategy

- The subject site is currently designated “Industrial” in the Metro Vancouver’s Regional Growth Strategy (RGS). Areas designated as “Industrial” in the RGS are primarily intended for heavy and light industrial activities, and appropriate accessory uses.
- As part of the subject application, the applicant is seeking an RGS amendment, through Metro Vancouver, from “Industrial” to “General Urban”. Areas designated as “General Urban” in the RGS are intended for residential neighbourhoods and centres, and are supported by shopping, services, institutions, recreational facilities and parks.
- Amendments from the “Industrial” to “General Urban” designation are classified as Type III Minor Amendments and require an affirmative majority (50% + 1) weighted vote of the Metro Vancouver Board, but do not require a regional public hearing.
- RGS amendment applications are forwarded to Metro Vancouver for consideration upon endorsement by Council, after a municipal public hearing is held and Third Reading of the OCP Amendment By-law is granted.
- The proposed RGS amendment is deemed to have merit given the existing suburban residential pattern of development in this section of Fraser Heights, the isolated nature of this pocket of “Industrial” designated land, as well as the potential conflicts between a future industrial use on the subject site and adjacent residential uses, particularly as it relates to the access and egress of industrial-related vehicle traffic.

Official Community Plan

Land Use Designation

- The subject site is currently designated “Industrial” in the Official Community Plan (OCP). As part of the subject application, the applicant is seeking an OCP amendment from “Industrial” to “Suburban”.

Amendment Rationale

- The proposed OCP amendment is deemed to have merit given the existing suburban residential pattern of development in this section of Fraser Heights, the isolated nature of this pocket of “Industrial” designated land, as well as the potential conflicts between a future

industrial use on the subject site and adjacent residential uses, particularly as it relates to the access and egress of industrial-related vehicle traffic.

- The proposed development will be subject to the Tier 2 Capital Plan Project CACs for proposed density greater than the OCP designation, as described in the Community Amenity Contribution section of this report.
- The applicant will be required to provide the per unit flat rate for the number of units above the Official Community Plan in order to satisfy the proposed amendment. The contribution will be payable at the rate applicable at the time of Rezoning Final Adoption.

Public Consultation for Proposed OCP Amendment

- Pursuant to Section 475 of the Local Government Act, it was determined that it was not necessary to consult with any persons, organizations or authorities with respect to the proposed OCP amendment, other than those contacted as part of the pre-notification process.

Themes/Policies

- The proposal is consistent with the following OCP Themes and Policies:
 - Growth Management
 - *Growth Priorities*: Accommodate urban land development in serviced infill areas and redevelopment sites in appropriate locations within existing residential neighbourhoods, when developed compatibly with existing neighbourhood character.
 - *Sensitive Infill*: Requirement redevelopment and infill development to enhance public open spaces and greenspaces within existing neighbourhoods through the retention of existing trees and natural features.
 - Ecosystems
 - *Green Infrastructure Network*: Preserve riparian areas and watercourses in their natural state and link them with upland natural areas to develop a connected network of natural areas throughout Surrey.

Zoning By-law

- The applicant proposes to rezone the subject site from "One-Acre Residential Zone (RA)" and "Light Impact Industrial Zone (IL)" to "Cluster Residential Zone (RC)".
- The table below provides an analysis of the development proposal in relation to the requirements of the Zoning By-law, including the "Cluster Residential Zone (RC)", streamside setbacks and parking requirements.

RC Zone (Part 15A)	Permitted and/or Required	Proposed
Unit Density:	5.0 units per gross hectare where a minimum of 50% of the site of subdivision is provided as open space.	3.7 units per gross hectare with 54.6% of the site of subdivision provided as open space.
Yards and Setbacks		
Front Yard:	7.5 metres	Minimum of 6.0 metres for proposed Lots 8-22*
Side Yard:	1.8 metres	1.8 metres
Side Yard Flanking:	3.6 metres	3.6 metres
Rear:	7.5 metres	7.5 metres
Lot Size (for Type I - Single Family, where amenity contributions are provided in accordance with Schedule G of the Zoning Bylaw and where a minimum of 50% of site area for subdivision is preserved as open space).		
Lot Size:	700 square metres	706 – 1311 square metres
Lot Width:	18 metres	18.0 – 30.0 metres
Lot Depth:	30 metres	30.0 – 62.8 metres
Streamside (Part 7A)	Required	Proposed
Streamside Setbacks		
Class B (yellow-coded) Stream:	15.0 metres as measured from the top-of-bank.	Minimum of 40.9 metres <u>below</u> top-of-bank for the northern watercourse*
Parking (Part 5)	Required	Proposed
Number of Spaces	Minimum three (3) parking space per lot	Minimum three (3) parking space per lot.

* variance requested

Front Yard Setback Variance (Lots 8-22)

- The applicant is requesting to reduce the minimum front yard setback of the RC Zone from 7.5 metres to 6.0 metres to the principal building.
- As the rear yards of proposed Lots 8-22 will contain a contiguous fenced landscape buffer, varying from 10 to 24 metres in width, associated with the permanent protection of both riparian and biodiversity areas on the subject development site, the proposed variance will help to facilitate a more typical building footprint and useable rear yard space on each of the proposed lots.
- Despite the proposed front yard setback reduction proposed Lots 8-22 will still be able to achieve a minimum of four (4) off-street parking spaces, two (2) spaces within the garage and two (2) spaces within the driveway, thereby exceeding the requirements of the Surrey Zoning Bylaw.
- Staff support the requested variance to proceed for consideration.

Streamside Variance (see Development Permits section and Appendix VI for details)

- The applicant is requesting the following streamside variance:

- To reduce the minimum setback distance for a Class B (yellow-coded) watercourse from 15.0 metres, as measured from the top-of-bank, to a minimum of 55.3 metres as measured from the high water mark, which is equivalent to between 9.1 to 40.9 metres below top-of-bank.
- The proposed variance only applies to a portion of an unnamed Class B (yellow-coded) watercourse which is located within the South Fraser Perimeter Road (Highway 17) road allowance.
- The project Qualified Environmental Professional (QEP) has confirmed that subject watercourse has little to no morphological association with the adjacent escarpment, having been constructed at the toe of the slope during the completion of the South Fraser Perimeter Road in 2013. However, the definition of top-of-bank utilized by both the Province and City of Surrey - being the break in the slope of the land such that the slope beyond the break is less than 3 to 1 at any point for a minimum of 15 metres measured perpendicularly from the break - results in a riparian protection setback extending approximately 112 metres from the boundary of the watercourse.
- In support of the proposed variance to the Part 7A Streamside Protection setback to the northern-most Class B watercourse, the project QEP prepared a Riparian Areas Protection Regulations (RAPR) Assessment Report confirming the Provincial Streamside Protection and Enhancement Area (SPEA) of 10 metres, as measured from the stream boundary which is generally equivalent to the high water mark of the subject watercourse. The RAPR Assessment has been reviewed by the Province and found to be satisfactory.
- While the proposed variance will result in a Part 7A Streamside Protection setback area reduction of 6,216 square metres, over 35% of this area (approximately 2,200 square metres) will be regraded, landscaped, fenced and protected in perpetuity through the registration of a combined Statutory Right-of-Way and Section 219 Restrictive Covenant in accordance with the Minimum Safeguarding requirements of the Sensitive Ecosystems Development Permit guidelines.
- Staff support the requested variance to proceed for consideration.

Lot Grading and Building Scheme

- The applicant retained Mike Tynan of Tynan Consulting Ltd. as the Design Consultant. The Design Consultant conducted a character study of the surrounding homes and based on the findings of the study, proposed a set of building design guidelines (Appendix IV).
- Styles recommended for this site include “Neo-Traditional”, “Neo-Heritage” and “West Coast Contemporary”.
- A preliminary lot grading plan, submitted by Hub Engineering Ltd., and dated November 18, 2022, has been reviewed by staff and found to be generally acceptable. The applicant does propose in-ground basements. The feasibility of in-ground basements will be confirmed once the City’s Engineering Department has reviewed and accepted the applicant’s final engineering drawings.

Capital Projects Community Amenity Contributions (CACs)

- On December 16, 2019, Council approved the City's Community Amenity Contribution and Density Bonus Program Update (Corporate Report No. R224; 2019). The intent of that report was to introduce a new City-wide Community Amenity Contribution (CAC) and updated Density Bonus Policy to offset the impacts of growth from development and to provide additional funding for community capital projects identified in the City's Annual Five-Year Capital Financial Plan.
- The proposed development will be subject to the Tier 2 Capital Plan Project CACs for proposed density greater than the OCP designation.
- The applicant will be required to provide the per unit flat rate for the number of units above the approved OCP densities in order to satisfy the proposed OCP Amendment. The current rate is \$15,000 per unit for single family lots; however, the contribution will be payable at the rate applicable at the time of Rezoning Final Adoption,

Affordable Housing Strategy

- On April 9, 2018, Council approved the City's Affordable Housing Strategy (Corporate Report No. Ro66; 2018) requiring that all new rezoning applications for residential development contribute \$1,000 per new unit to support the development of new affordable housing. The funds collected through the Affordable Housing Contribution will be used to purchase land for new affordable rental housing projects.
- The applicant will be required to contribute \$1,000 per new lot to support the development of new affordable housing within the City of Surrey.

PUBLIC ENGAGEMENT

- Pre-notification letters were sent on August 12, 2022, and the Development Proposal Signs were installed on August 19, 2022. Staff received the following responses from neighbouring (*staff comments in italics*):
 - Two (2) residents requested additional information with respect to the redevelopment of the eastern portion of the subject site.

(City staff confirmed that the development proposal includes the conveyance of a 4.94-hectare lot to the City for a combination of riparian, biodiversity and open space protection purposes which generally comprises the entirety of the eastern half of the subject property.

Following the disclosure of this information the area residents indicated that they had no further questions or concerns with the development proposal.)
 - Nine (9) residents expressed concerns about tree canopy loss, the proposed density, existing road conditions along 114 Avenue and 157A Street as well as the potential for increased traffic congestion in the immediate neighbourhood.

(As part of the subject development application the applicant is proposing the conveyance of 5.55 hectares, or 54.6% of the gross site area, to satisfy the open space requirements of the RC Zone as well as the maximum safeguarding requirements of the Sensitive Ecosystems

Development Permit. Though 93 on-site protected trees have now been removed as part of the ongoing Trans Mountain Expansion Project (TMEP) these open space areas still contain a number of remaining protected trees proposed for retention, approximately 22 identified by the Arborist in the western and a portion of the eastern portion.

In addition, the applicant is proposing 190 replacement trees, or five (5) trees per proposed single-family lot, greatly exceeding City requirements.

Though the subject development proposal includes both an RGS Amendment, from Industrial to General Urban, and OCP Amendment, from Industrial to Suburban, the proposed density and unit typology is consistent with the existing pattern of suburban residential development in this portion of Fraser Heights. Consideration of the redevelopment of the subject site to a suburban residential use was reviewed and supported by Council under Development Application No. 7903-0216-00, which received Final Adoption on July 26, 2004.

In response to resident concerns about the vandalization of existing parking signage as well as parking issues on 158A Street, between 112 and 114 Avenue, City staff confirmed that the vandalized parking signs will be replaced and that additional parking restrictions will be reviewed.

In response to resident concerns regarding traffic operations at the intersection of 114 Avenue and 157A Street, the applicant will be voluntarily providing improvements at this intersection for safer vehicle maneuvers around the curve, over and above typical servicing requirements.

A number of concerns have been expressed by residents related to traffic and the existing infrastructure in the area (outside of the subject site); staff have evaluated the various issues and can provide the following information:

- *Road conditions due to snow and ice on the existing steep road grades: 158A Street and 159A Street north of 112 Avenue are currently indicated as priority roads for snow removal and are attended to daily during snow events; this priority treatment will continue to occur on these roads.*
- *Traffic speeds: The City has a traffic calming program that includes submission of a petition expressing neighbourhood interest in traffic calming, as there are both advantages and disadvantages to different traffic calming devices. The evaluation process (including a speed and volume study, road geometry analysis, and other considerations) would be initiated upon receipt of a petition.*

Should Council grant Third Reading to the subject development application the City's Engineering Department will continue to engage both internal and external stakeholders to address off-site road improvements.

The proposal does not meet the Surrey Design Criteria Manual for requiring a Traffic Impact Analysis (TIA) based on a threshold of generating 100 trips during the peak hour. Based off the Institute of Transportation Engineers (ITE) Trip General Manual for Single-family Detached Housing, approximately 38 vehicle trips are expected to be generated in the Weekday AM/PM peak hour (approximately 1-2 vehicles per minute).

- *One (1) resident expressed concerns with respect to the proximity of the Trans Mountain pipeline to existing and future residential lots.*

DEVELOPMENT PERMITS

Hazard Lands (Steep Slope) Development Permit Requirement

- The subject property falls within the Hazard Lands (Steep Slope) Development Permit Area (DPA) in the OCP, given that the site contains steep slopes in excess of 20% gradient. The Hazard Land (Steep Slope) Development Permit is required to protect developments from hazardous conditions.
- The geodetic elevations of that portion of the subject property proposed for redevelopment, spanning from the western property line to the western top-of-bank of the unnamed Class B watercourse running north-south through the midpoint of the property, vary from approximately 61.0 to 14.0 metres, running from north to south, with moderately steep gullies associated with existing riparian features to the east and west. Significant slopes, between 30% to 45%, occur both within and adjacent to the northern portion of the subject property as part of the South Fraser Perimeter Road escarpment.
- A geotechnical report, prepared by Kevin Bodnar, *P. Eng.*, of GeoPacific Consultants Ltd., and dated May 6, 2022, was peer reviewed by Harman Dhillon, *P. Eng.*, of Braun Geotechnical Ltd., and found to be generally acceptable by the peer reviewer. The report and peer review were reviewed by staff and found to generally conform to the OCP Development Permit guidelines for Hazard Lands, with some modifications to content of the report still required. The finalized geotechnical report will be incorporated into the Development Permit.
- The geotechnical report investigated issues related to slope stability and natural storm water drainage, from a geotechnical perspective, to determine the feasibility of development the site and proposes recommendations to ensure the ongoing stability of the slope.
- Stepped landscaped retaining walls, between 0.8 to 1.0 metres in height, are planned within the rear yards of proposed Lots 13-22. Slope regrading within the rear yards of proposed Lots 10-22 is proposed, generally within DP3 minimum safeguarding portion of each lot. Slope stability will be maintained through both the application of vegetative groundcover, in association of the approved Ecosystem Development and Impact Mitigation Plan, as well as a reinforced geogrid for sections in excess of a 2.5 to 1 slope.
- The consultant has determined that the development is feasible provided that the recommendations in their report are incorporated into the overall design of the site, including temporary and permanent lot grading, foundation design, foundation drainage, seismic design as well as utility installation.
- Registration of a Section 219 Restrictive Covenant that requires the owner to develop the site in accordance with the conditions in the geotechnical report is required as a condition of final adoption.
- At Building Permit stage, the Building Division will require Letters of Assurance from a geotechnical engineer to ensure that the building plans comply with the recommendations in the approved geotechnical report.

Sensitive Ecosystems (Streamside and Green Infrastructure Areas) Development Permit Requirement

Streamside Areas

- The subject property falls within the Sensitive Ecosystems Development Permit Area (DPA) for Streamside Areas in the OCP, given the location of several existing Class B (yellow-coded) watercourses both within and adjacent to the subject property (see Appendix VI). The Sensitive Ecosystems (Streamside Areas) Development Permit is required to protect aquatic and terrestrial ecosystems associated with streams from the impacts of development.
- In accordance with Part 7A Streamside Protection setbacks of the Zoning By-law, a Class B (yellow-coded) watercourse requires a minimum streamside setback of 15 metres, as measured from the top of bank. The proposed setbacks for both the western-most off-site Class B watercourses and seepages as well as the centrally located, north-to-south flowing Class B watercourse comply with the requirements outlined in the Zoning By-law.
- The applicant is requesting the following streamside variance:
 - To reduce the minimum setback distance for a Class B (yellow-coded) watercourse from 15.0 metres, as measured from the top-of-bank, to a minimum of 55.3 metres as measured from the high water mark, which is equivalent to between 9.1 to 40.9 metres below top-of-bank.
- The proposed variance only applies to a portion of an unnamed Class B (yellow-coded) watercourse which is located within the South Fraser Perimeter Road (Highway 17) road allowance.
- The project Qualified Environmental Professional (QEP) has confirmed that subject watercourse has little to no morphological association with the adjacent escarpment, having been constructed at the toe of the slope during the completion of the South Fraser Perimeter Road in 2013. However, the definition of top-of-bank utilized by both the Province and City of Surrey - being the break in the slope of the land such that the slope beyond the break is less than 3 to 1 at any point for a minimum of 15 metres measured perpendicularly from the break - results in a riparian protection setback extending approximately 112 metres from the boundary of the watercourse.
- While the proposed variance will result in a Part 7A Streamside Protection setback area reduction of 6,216 square metres, over 35% of this area (approximately 2,200 square metres) will be regraded, landscaped, fenced and protected in perpetuity through the registration of a combined Statutory Right-of-Way and Section 219 Restrictive Covenant in accordance with the Minimum Safeguarding requirements of the Sensitive Ecosystems Development Permit guidelines.
- The streamside protection areas associated with both the western off-site Class B watercourses and seepages, as well as the centrally located north-to-south flowing watercourse, are proposed to be conveyed to the City as lots for conservation purposes as a condition of rezoning approval in perpetuity, in compliance with the OCP.

Green Infrastructure Areas

- The City of Surrey Biodiversity Conservation Strategy (BCS) Green Infrastructure Network (GIN) map, adopted by Council on July 21, 2014 (Corporate Report No. R141; 2014), identifies a portion of a Regional BCS Corridor within the subject site with a High ecological value. As such, the subject property falls within the Sensitive Ecosystems DPA for Green Infrastructure Areas in the OCP, which is required to protect environmentally sensitive and/or unique natural areas from the impacts of development.
- The BCS further identifies the GIN area of the subject site as having a High ecological value, derived from species at risk presence, species accounts and known ecosystem habitat inventories. The BCS recommends a target Corridor width of 100 metres.
- The development proposal conserves approximately 33,185 square metres (or 69.4% of the total) of the approximately 47,800 square metres of BCS Corridor No. 112 that falls within the subject property through the conveyance of open space associated with the proposed RC Zone.
- This method of GIN retention/enhancement will assist in the long-term protection of the natural features and allows the City to better achieve biodiversity at this location consistent with the guidelines contained in the BCS. An additional 4,100 square metres of the identified GIN corridor, falling within the rear yards of proposed Lots 10-22, will be regraded, landscaped, fenced, and protected in perpetuity through the registration of a combined Statutory Right-of-Way and Section 219 Restrictive Covenant. Securities will be collected to ensure installation of the fencing and landscaping.
- In total approximately 37,285 square metres, equivalent to 78% of the total area of that portion of GIN Corridor No. 112 falling within the subject property, with a minimum width of approximately 71.3 metres, is being conserved and/or enhanced as part of the subject development.
- An Ecosystem Development Plan, prepared by Ian Whyte, P. Ag., of Envirowest Consultants Limited and dated May 31, 2022, was reviewed by staff and found to be generally acceptable, with some modifications to content and format of the report still required. The finalized report and recommendations will be incorporated into the Development Permit.

TREES

- Jason Emery, ISA Certified Arborist of Central Valley Tree & Arborist Services Ltd., prepared an Arborist Assessment for the subject property. The table below provides a summary of the tree retention and removal by tree species:

Table 1: Summary of Tree Preservation by Tree Species:

Tree Species	Existing	Remove	Retain
Alder and Cottonwood Trees			
Alder	1	1	0
Cottonwood	7	4	3
Deciduous Trees (excluding Alder and Cottonwood Trees)			
Bigleaf Maple	3	3	0
Coniferous Trees			
Western Red Cedar	2	2	0
Total (excluding Alder and Cottonwood Trees)	5	5	0
Additional Trees in the proposed Riparian/Biodiversity/Open Space Areas	22	0	22
Off-Site Trees (associated with proposed Water main loop).	61	0	61
Total Replacement Trees Proposed (excluding Boulevard Street Trees)		190	
Total Retained and Replacement Trees		193	
Contribution to the Green City Program		No Contribution Required.	

- The Arborist Assessment states that there are a total of five (5) protected trees on that portion of the subject property comprising the area of future residential re-development, excluding Alder and Cottonwood trees. Eight (8) existing trees are Alder and Cottonwood trees. It was determined that three (3) trees can be retained as part of this development proposal. The proposed tree retention was assessed taking into consideration the location of services, building footprints, road dedication and proposed lot grading.
- In addition, the project Arborist has confirmed that 93 protected trees identified within the Arborist Assessment have been removed as part of the Trans Mountain Expansion Project (TMEP) occurring within the subject property.
- Table 1 includes an additional twenty-two (22) protected trees to be retained within a portion of the eastern proposed open space, to the west of the centrally located north-south flowing Class B watercourse.
- Table I also includes an additional sixty-one (61) off-site trees (6 on private property and 55 located within Fraser View Park) within close proximity to the proposed water main loop associated with the subject development. All trees are proposed to be retained.

- For those trees that cannot be retained, the applicant will be required to plant trees on a 1 to 1 replacement ratio for Alder and Cottonwood trees, and a 2 to 1 replacement ratio for all other trees. This will require a total of fifteen (15) replacement trees. The applicant is proposing 190 replacement trees, or five (5) trees per proposed single family lot, on the site thereby greatly exceeding City requirements.
- In summary, a total of 193 trees are proposed to be retained or replaced on the site with a no required contribution to the Green City Program.

INFORMATION ATTACHED TO THIS REPORT

The following information is attached to this Report:

Appendix I.	Rezoning Block Plan, Proposed Subdivision Layout
Appendix II.	Engineering Summary
Appendix III.	School District Comments
Appendix IV.	Building Scheme Summary
Appendix V.	Summary of Tree Survey and Tree Preservation
Appendix VI.	EDP-IMP Site Plans
Appendix VII.	OCP Redesignation Map – Figure 3
Appendix VIII.	OCP Redesignation Map – Figure 42
Appendix IX.	Aerial Photo
Appendix X.	Development Variance Permit No. 7916-0130-00

approved by Ron Gill

Jeff Arason
Acting General Manager
Planning and Development

CRL/ar

**SURVEY PLAN TO ACCOMPANY CITY OF SURREY REZONING BYLAW
No: _____ OF: LOT 1 EXCEPT: PART SHOWN IN PLAN EPP53159,
SECTIONS 10, 11, 12 AND 13 BK 5 N R 1 W NWD PLAN EPP32066**

FOR REZONING PURPOSES

LEGEND

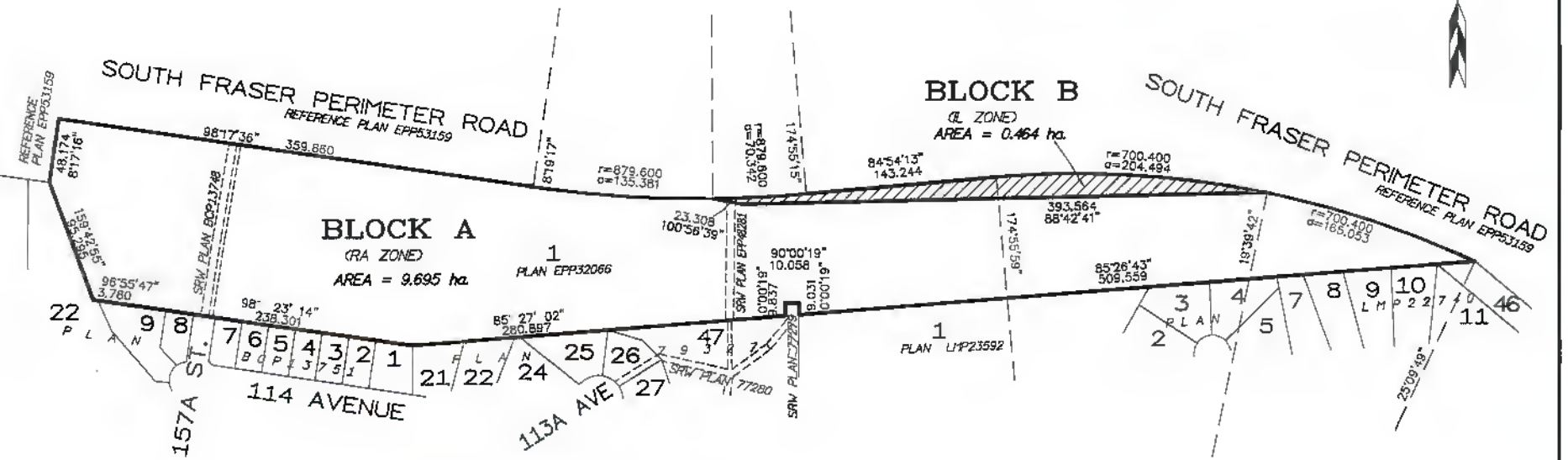
ha. DENOTES HECTARES

SCALE 1 : 3000

30 0 60 120

ALL DISTANCES ARE IN METRES

The intended plot size of this plan is 432mm in width and 280mm in height (B size) when plotted at a scale of 1:3000.



Property boundary dimensions shown hereon, are derived from field survey.

CERTIFIED CORRECT
DATED THIS 21st DAY OF NOVEMBER 2022

[Signature]
B.C.L.S.

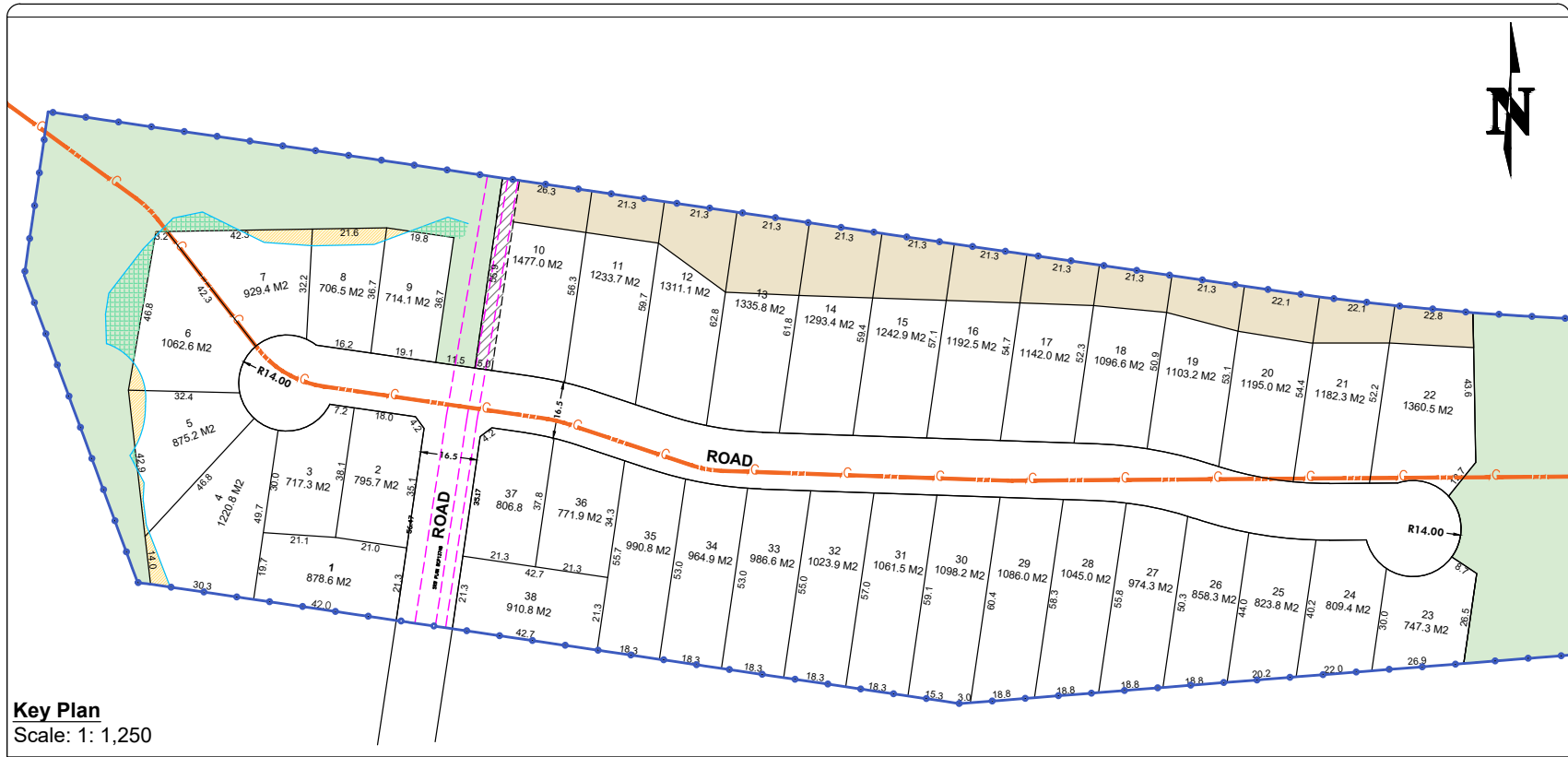
M. Adam Fulkerson



TARGET
LAND SURVEYING
CL20 - 20178 98th Ave
Langley, BC V1M 0B2
604-583-6161

FILE: 7869-blockplan

Suite 212 - 12992 76 Avenue
Surrey, British Columbia
Canada V3W 2V6
Tel: 604-501-1624
Fax: 604-501-1625
www.pacificlandgroup.ca
info@pacificlandgroup.ca



Key Plan
Scale: 1: 1,250

PROJECT:
11420 157A Street, Surrey

DRAWING TITLE:
Preliminary Subdivision Layout

PRELIMINARY PLAN - SUBJECT TO APPROVAL(S) FROM FEDERAL, PROVINCIAL AND LOCAL AUTHORITIES

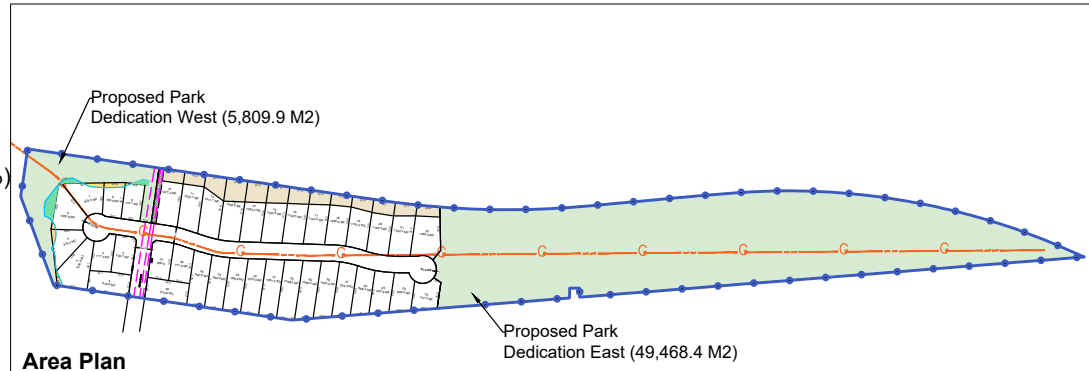
CLIENT:
Vesta Properties

STATISTICS

Subject Property: 10.16 Ha. / 25.1 Ac.
Proposed Lots: 38 (RC Zone)
Lot Area: 706 - 1477 M2
Proposed Road Dedication: 7294.3 M2
Proposed Parkland Dedication: 5.53 Ha. / 13.66 Ac. (54.6%)

LEGEND

- Proposed ROW
- Existing ROW
- Existing Property Boundary
- Flex Area Gain
- Flex Area Loss
- Proposed Park Dedication
- Proposed Covenant Area



Area Plan
Scale: 1: 5000

SCALE:
As Noted

DATE:
September 21, 2022

PROJECT No:
15-1310

DRAWING No:
01

DESIGNED BY: ZW	CHECKED BY: RS
---------------------------	--------------------------



INTER-OFFICE MEMO

TO: **Manager, Area Planning & Development - North Surrey Division
Planning and Development Department**

FROM: **Development Services Manager, Engineering Department**

DATE: **November 22, 2022** PROJECT FILE: **7816-0130-00**

RE: **Engineering Requirements
Location: 11420 157A St**

OCP AMENDMENT

There are no engineering requirements relative to the OCP Amendment

REZONE/SUBDIVISION***Property and Right-of-Way Requirements***

- Dedicate 16.5 m towards 115 Ave and 157A St.
- Dedicate 14.0 m radius cul-de-sac bulb on both ends of 115 Ave.
- Dedicate required corner cuts.
- Register 0.5 m statutory right-of-way (SRW) along all road frontages.
- Register SRW on proposed lot 10, conveyed parkland and existing parkland 15955 113 Ave.

Works and Services

- Construct 115 Ave with cul-de-sac on both ends and 157A St.
- Construct storm and sanitary sewer mains on 115 Ave.
- Construct water main on 115 Ave and 157A St.
- Construct water main and pathway on conveyed parkland and 15955 113 Ave.
- Construct storm and sanitary sewer upgrades as determined by capacity and structural analyses.
- Construct storm, sanitary, and water service connections to each lot.
- Provide on-site stormwater mitigation features.
- Register all applicable legal documents and secure all necessary permits.

A Servicing Agreement is required prior to Rezone/Subdivision.

DEVELOPMENT PERMIT/DEVELOPMENT VARIANCE PERMIT

The following issues are to be addressed as a condition of issuance of the Development Permit for Sensitive Ecosystems (Streamside):

- The applicant will be required to provide a combined statutory right-of-way/restrictive covenant (SRW/RC) for the watercourse located along the north side of the site. The SRW/RC is to be registered over the setback from the top of bank.

Jeff Pang, P.Eng.
Development Services Manager
DJS

NOTE: Detailed Land Development Engineering Review available on file



October 31, 2022

Planning

THE IMPACT ON SCHOOLS

APPLICATION #: 16 0130 00

SUMMARY

The proposed 38 Single family with suites are estimated to have the following impact on the following schools:

Projected enrolment at Surrey School District for this development:

Elementary Students:	19
Secondary Students:	10

September 2022 Enrolment/School Capacity

Erma Stephenson Elementary	
Enrolment (K/1-7):	34 K + 371
Operating Capacity (K/1-7)	38 K + 349
Fraser Heights Secondary	
Enrolment (8-12):	1535
Capacity (8-12):	1200

Projected population of school-age children for this development:	53
--	----

Population: The projected population of children aged 0-19 Impacted by the development.

Enrolment: The number of students projected to attend the Surrey School District ONLY.

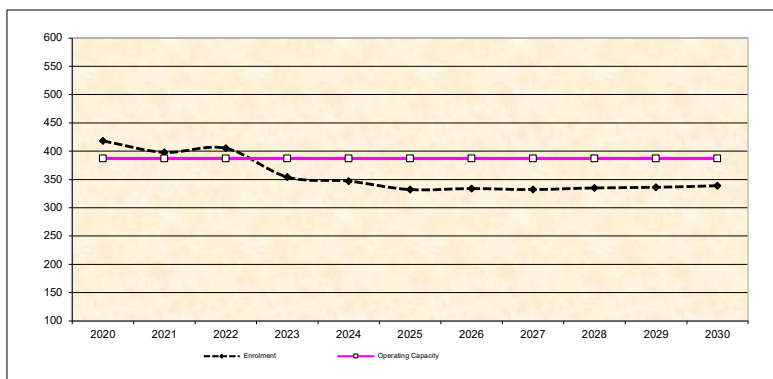
School Enrolment Projections and Planning Update:

The following tables illustrate the enrolment projections (with current/approved ministry capacity) for the elementary and secondary schools serving the proposed development.

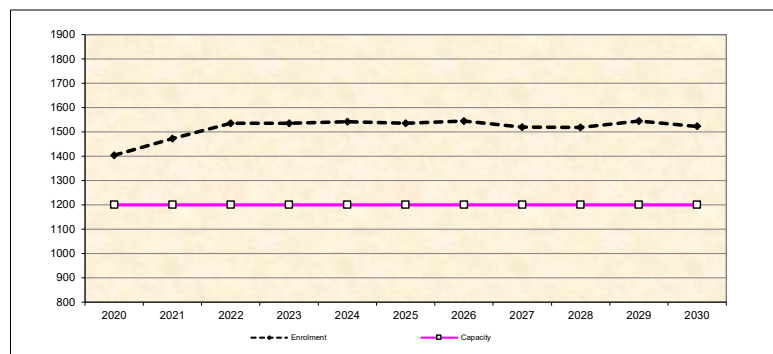
Erma Stephenson Elementary is currently operating at 104% capacity. As of September 2022, there are 2 portables on site serving as enrolling spaces. The enrolment projections show a modest decline over the next 10 years. There are no City planning or land use initiatives planned for the area; only minimal sporadic new infill housing. The surplus in-catchment demand can be accommodated by portables over the next 10 years. There are currently no plans to increase the capacity of the school.

Fraser Heights Secondary is the only secondary school that serve the communities located on the north side of Highway 1. The school is currently operating at 128% capacity. The school's 10 year projections show enrolment to continue at this level and potentially grow as the Bothwell and Abbey Ridge communities start to build. As a result, the District has requested as part of their 2023/2024 Capital Plan submission to the Ministry a 500 capacity addition for the school, targeted to open in 2029. There has been no Ministry funding approval for this project.

Erma Stephenson Elementary



Fraser Heights Secondary



* Nominal Capacity is estimated by multiplying the number of enrolling spaces by 25 students.
Maximum operating capacity is estimated by multiplying the number of enrolling spaces by 27 students.

BUILDING GUIDELINES SUMMARY

Surrey Project no: 7916-0130-00
 Project Location: 11420 - 157A Street, Surrey, B.C.
 Design Consultant: Tynan Consulting Ltd., (Michael E. Tynan)

The draft Building Scheme proposed for this Project has been filed with the City Clerk. The following is a summary of the Residential Character Study and the Design Guidelines which highlight the important features and form the basis of the draft Building Scheme.

1. Residential Character

1.1 General Description of the Existing and/or Emerging Residential Character of the Subject Site:

All homes in this area are between 10 and 15 years old, and all are 3500 sq.ft. Two-Storey type with in-ground basements. Styles include: "Neo-Heritage" (7%), "Neo-Colonial" (7%), and "Neo-Traditional" (86%).

Massing scale (front wall exposure) characteristics include: mid-scale massing (29%), mid-scale massing with proportionally consistent, well balanced massing design (50%), mid to high scale massing (7%), and high scale massing (14%). The scale (height) range for front entrance structures include: one storey, understated front entrance (7%), one storey front entrance (21%), and 1 ½ storey front entrance (71%).

The range of roof slopes found in this area is: 7:12 (5%), 8:12 (15%), 9:12 (5%), 10:12 (5%), 12:12 (60%), and greater than 12:12 (10%). Main roof forms (largest upper floor truss spans) include: main common hip roof (93%), and main common gable roof (7%). Feature roof projection types include: Common Gable (64%), Dutch Hip (32%), and Carousel Hip (5%). Roof surfaces include only Concrete tile (shake profile) (100%).

Main wall cladding materials include: horizontal cedar siding (7%), vertical channel cedar siding (7%), vertical Board and Batten cedar siding (7%), Stucco cladding (64%), full height stone at front (7%), and full height brick at front (7%). There are no vinyl clad homes. All homes have either brick or stone feature masonry veneers at the front. Wall cladding and trim colours include: Natural only (100%).

Covered parking configurations include: Double garage (71%), Triple garage (21%), and rear garage (7%).

A variety of landscaping standards are evident, including: modest, modern urban landscape standard with sod and a few shrubs only (7%), average modern urban landscape standard (50%), above average modern urban landscape standard featuring numerous shrub plantings (30+ shrubs) (29%), and extraordinary modern urban landscape standard (14%). Driveway surfaces include: exposed aggregate (79%), interlocking masonry pavers (14%), and rear driveway not visible (7%).

1.2 Features of Surrounding Dwellings Significant to the Proposed Building Scheme:

- 1) **Context Homes**: 64 percent of existing neighbouring homes provide suitable architectural context for use at the subject site (therefore 36 percent of homes are considered 'non-context'). Context homes include: 15852 - 114 Avenue, 11378 - 158A Street, 11377 - 158A Street, 15788 - 114 Avenue, 15778 - 114 Avenue, 15789 - 114 Avenue, 15815 - 114 Avenue, 15849 - 114 Avenue, and 15855 - 114 Avenue. These context homes meet new massing design standards in which various projections on the front of the home are proportionally consistent with one another, are well balanced across the façade, are visually pleasing, and are architecturally interesting. These new homes provide an appropriate standard for future development in this area, and emulating the standards found on these homes (subject to usual updating procedures) will reinforce the desirable emerging trend.
- 2) **Style Character** : Surrounding context homes exhibit a "small-suburban-estate" style character, and many have architecturally interesting massing designs. Styles suited for this objective include "Traditional", Classical Heritage, Neo-Heritage, and estate quality manifestations of the Neo-Traditional style. Note that style range is not restricted in the building scheme (however, the consultant refers to the character study style recommendations when reviewing plans for meeting style-character intent). It should also be recognized that there is a strong style change in process now toward "West Coast Contemporary" designs. Manifestations of this style that are reasonably compatible with other homes approved at the subject site could also be considered, because the subject site is essentially an independent enclave, due to the lack of exposure to the existing neighbourhood. Therefore, "West Coast Contemporary" designs of exceptional architectural quality can also be considered.
- 3) **Home Types** : All surrounding homes are Two-Storey type, and it is expected that all new homes constructed at the subject site will be Two-Storey type. However, home type (Two-Storey, Bungalow, Basement Entry, etc..) will not be regulated in the building scheme.
- 4) **Massing Designs** : Massing designs should meet new standards for RC zoned subdivisions and developments with similarly sized lots in the RF zone. New homes should exhibit "mid-scale" massing. Various elements and projections on the front of the home should be interesting architecturally, and should be in pleasing natural proportions to one another. These elements and projections should be located so as to create balance across the façade.
- 5) **Front Entrance Design** : Front entrance porticos range from one to 1½ storeys in height. The recommendation is to limit the range of entrance portico heights to between one storey and 1½ storeys to ensure there is not proportional overstatement of this one element.
- 6) **Exterior Wall Cladding** : This is an area in which high value homes have been constructed with high quality cladding materials. Vinyl is a low cost utility cladding material that is well suited to areas where affordability is an objective. This is not the case here, as all lots and new homes will be of high value and estate quality. Vinyl therefore, is not recommended.
- 7) **Roof surface** : All homes in the surrounding area have a shake profile concrete tile roof surface, and so shake profile concrete tiles should be permitted. However due to recent seismic upgrade regulations in the BC Building Code, it has now become prohibitively expensive to install concrete tile roofs. The recommendation is to permit cedar shingles, and high quality shake profile asphalt shingles in addition to the concrete tiles, which should be acceptable given the small interface with the proposed new enclave (the subject site) which is accessed only through a short extension of 157A Street in a northerly direction. New high profile environmentally sustainable roofing materials that meet or exceed the aesthetic properties of other materials stated above should also be permitted subject to consultant approval.
- 8) **Roof Slope** : Roof slopes of 7:12 or higher have been used on context homes. This is a suitable minimum roof slope given the objectives of ensuring continuity with context homes and to ensure that homes appear style-authentic within the proposed style range.

Streetscape: At the context site to the south (15700 and 15800 blocks of 114 Ave.) there is obvious continuity of appearance. All homes are 3500 square foot "Neo-Traditional" / "Neo-Heritage" / "Neo-Colonial" style Two-Storey type homes with in-ground basements, two thirds of which can be considered "context quality". The context homes have mid-scale massing designs with mass allocations distributed in a proportionally correct and balanced manner across the façade. The homes all have 1 - 1 ½ storey high front entrances. Main roof forms are common hip or common gable, most steeply sloped (70% have a 12:12 or greater slope). All homes have common gable projections articulated with stucco and battens, slop dash stucco, stone, or cedar shingles. All homes have a shake profile concrete tile roof and all are clad in either stucco or cedar with feature masonry accents. The colour range includes only natural hues. Landscaping meets a moderate to high modern urban standard.

2. Proposed Design Guidelines

2.1 Specific Residential Character and Design Elements these Guidelines Attempt to Preserve and/or Create:

- the new homes are readily identifiable as one of the following styles: "Neo-Traditional", "Neo-Heritage", "West Coast Contemporary", or compatible styles as determined by the design *consultant*. Note that the proposed style range is not contained within the building scheme, but is contained within the residential character study which forms the basis for interpreting building scheme regulations.
- a new single family dwelling *constructed* on any *lot* meets year 2000's design standards, which include the proportionally correct allotment of mass between various street facing elements, the overall balanced distribution of mass within the front facade, readily recognizable style-authentic design, and a high trim and detailing standard used specifically to reinforce the style objectives stated above.
- trim elements will include several of the following: furred out wood posts, articulated wood post bases, wood braces and brackets, louvered wood vents, bold wood window and door trim, highly detailed gable ends, wood dentil details, stone or brick feature accents, covered entrance verandas and other style-specific elements, all used to reinforce the style (i.e. not just decorative).
- the development is internally consistent in theme, representation, and character.
- the entrance element will be limited in height (relative dominance) to 1 to 1 ½ storeys.

2.2 Proposed Design Solutions:

Interfacing Treatment

64 percent of existing neighbouring homes provide suitable architectural context for use at the subject site including 15852 - 114 Ave., 11378 - 158A St., 11377 - 158A St., 15788 - 114 Ave., 15778 - 114 Ave., 15789 - 114 Ave., 15815 - 114 Ave., 15849 - 114 Ave., and 15855 - 114 Ave. These context homes meet new massing design standards in which various projections on the front of the home are proportionally consistent with one another, are well balanced across the façade, are visually pleasing, and are architecturally interesting. These new homes provide an appropriate standard for future development in this area, and emulating the standards found on these homes (subject to usual updating procedures) will reinforce the desirable existing character.

Exterior Materials/Colours: Stucco, Cedar, Hardiplank, Brick, and Stone. Vinyl siding not permitted on exterior walls.

“Natural” colours such as browns, greens, clays, and other earth-tones, and “Neutral” colours such as grey, white, and cream are permitted. “Primary” colours in dark subdued tones such as navy blue, colonial red, or forest green can be considered providing neutral trim colours are used, and a comprehensive colour scheme is approved by the consultant. “Warm” colours such as pink, rose, peach, salmon are not permitted. Trim colours: Shade variation of main colour, complementary, neutral, or subdued contrast only.

Roof Pitch: Minimum 7:12, with exceptions to prevent roof ridges from becoming too high (overshadowing of neighbouring lots), to allow for veranda roofs that do not cover upper floor windows, to allow for artistic expression in feature roofs, and to provide a path for exceptional designs with lower slope roofs to be approved subject to consultant approval.

Roof Materials/Colours: Cedar shingles, shake profile concrete roof tiles, shake profile asphalt shingles with a raised ridge cap, and new environmentally sustainable roofing products should be permitted, providing that the aesthetic properties of the new materials are equal to or better than that of the traditional roofing products. Greys, black, or browns only.

In-ground basements: Permitted, subject to determination that service invert locations are sufficiently below grade. Basements will appear underground from the front.

Treatment of Corner Lots: Significant, readily identifiable architectural features are provided on both the front and flanking street sides of the dwelling, resulting in a home that architecturally addresses both streets. One-storey elements on the new home shall comprise a minimum of 40 percent of the width of the front and flanking street elevations of the single family dwelling. The upper floor is set back a minimum of 0.9 metres [3'- 0"] from the one-storey elements.

Landscaping: *Moderate modern urban standard:* Tree planting as specified on Tree Replacement Plan plus minimum 25 shrubs of a minimum 3 gallon pot size. Corner lots shall have an additional 15 shrubs of a minimum 3 gallon pot size, planted in the flanking street sideyard. Sod from street to face of home. Driveways: exposed aggregate, interlocking masonry pavers, stamped concrete or coloured concrete in medium to dark earth tones or medium to dark neutral (grey).

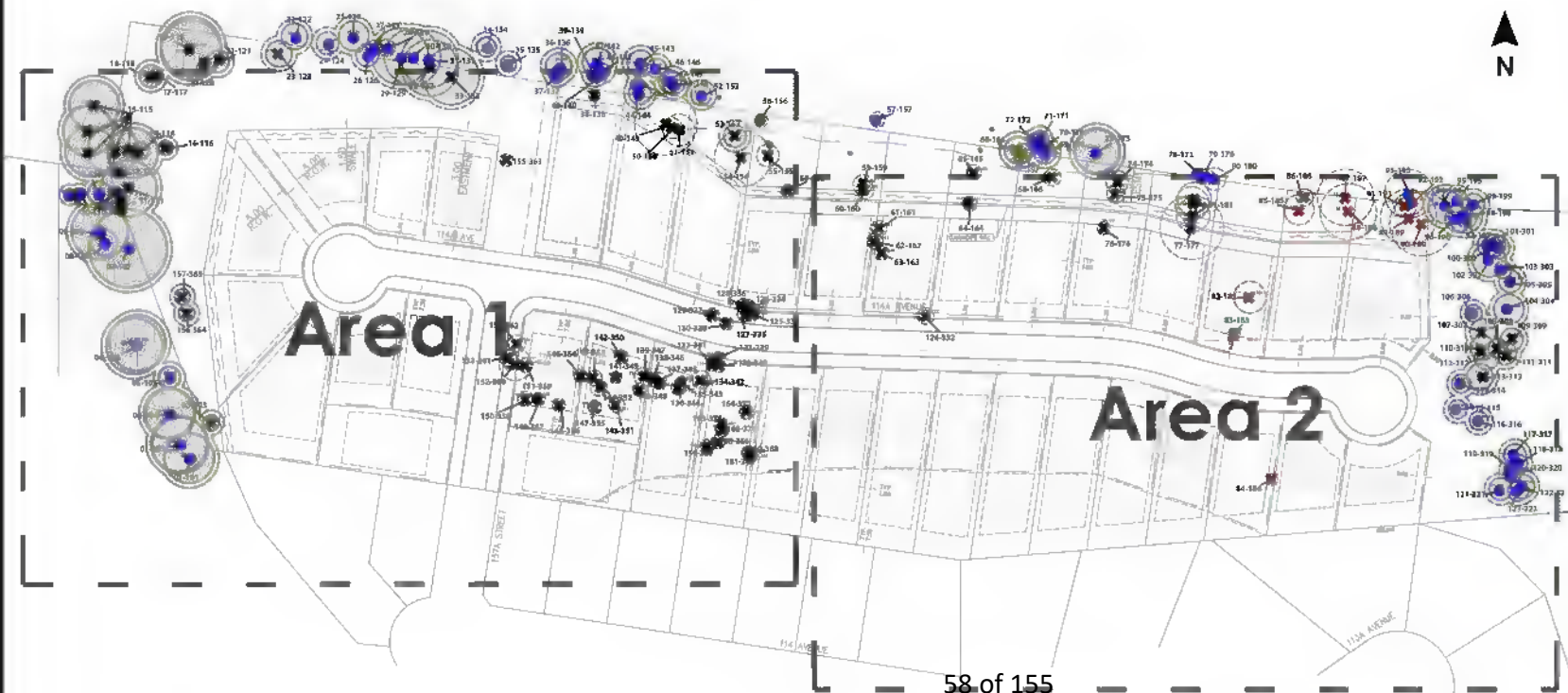
Compliance Deposit: \$5,000.00

Summary prepared and submitted by: Tynan Consulting Ltd. Date: May 15, 2016

Reviewed and Approved by:



Date: May 15, 2016



Client:
Pacific Land Group

Site:
11420 157A Street, Surrey BC

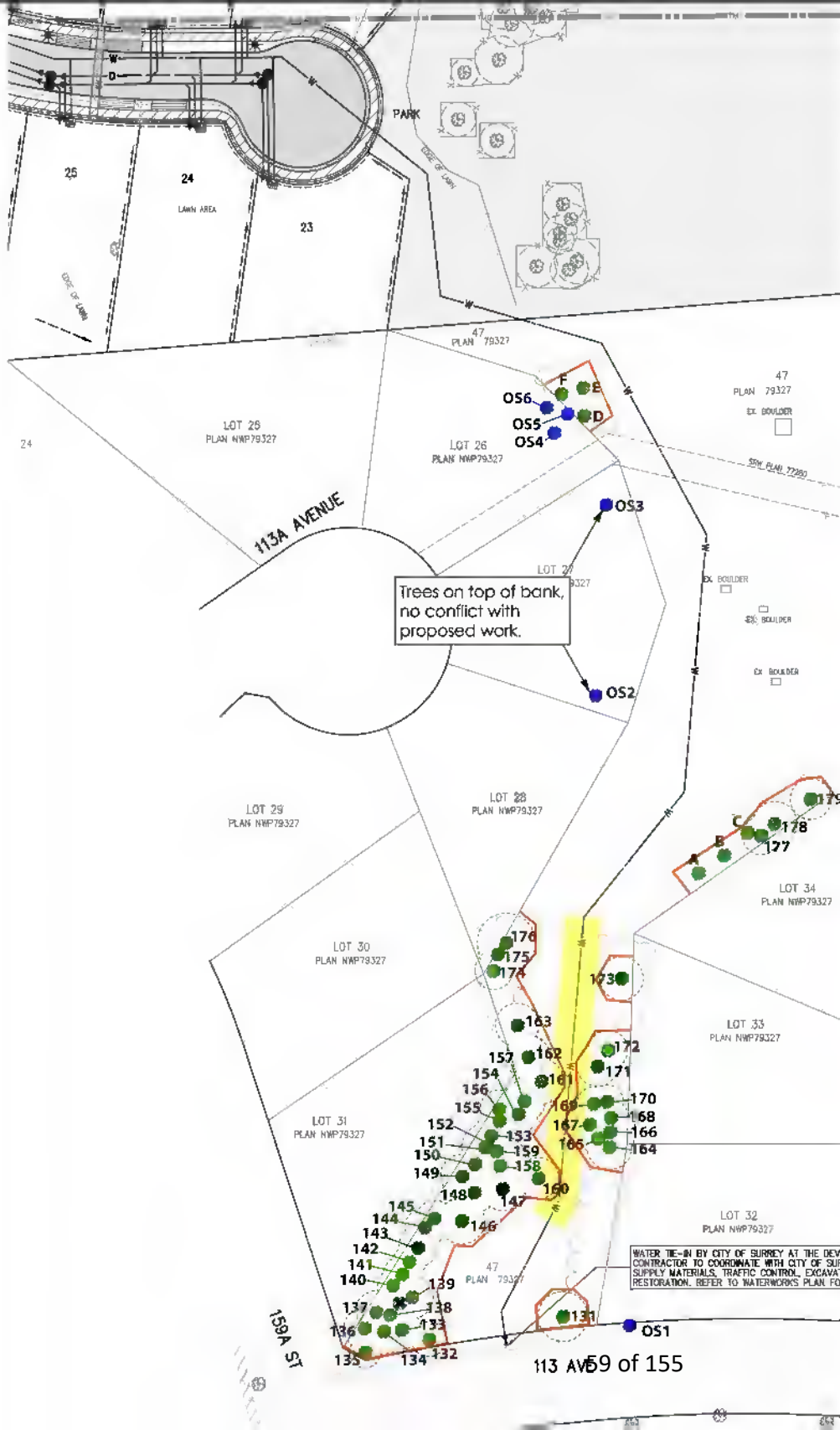
CENTRAL VALLEY
TREE & ARBORIST SERVICES LTD.

604-853-1986

- 174 Total trees identified
- 3 ● On site trees RETAINED
- 10 ✖ On site trees REMOVED
- 70 ● Trees RETAINED adjacent property
- 91 ✖ Trees REMOVED by Trans Mountain Pipeline

Jason Emery
ISA Certified Arborist
PH - 8228A

September 23, 2022



Client:
Pacific Land Group

Site:
15955 113 Ave, Surrey BC

CENTRAL VALLEY
TREE & ARBORIST SERVICES LTD.

604-853-1986

- 61 Total trees identified
- 55 On site trees retained
- 6 Trees retained on adjacent property
- 1 Surveyed felled and dead trees
- Arborist supervision required for works done in these areas
- Tree protection fence placement

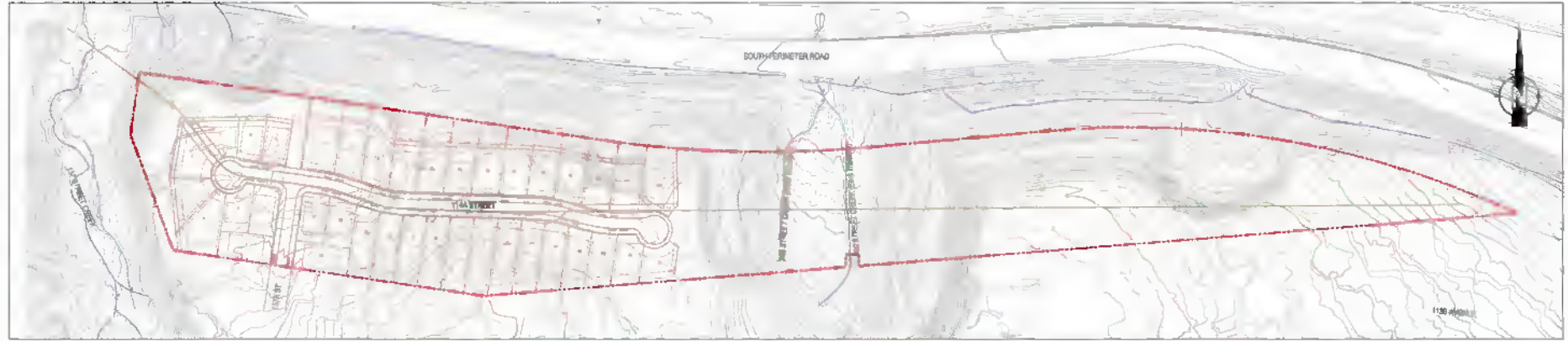


Jason Emery
ISA Certified Arborist
PN - 8228A

January 20, 2022

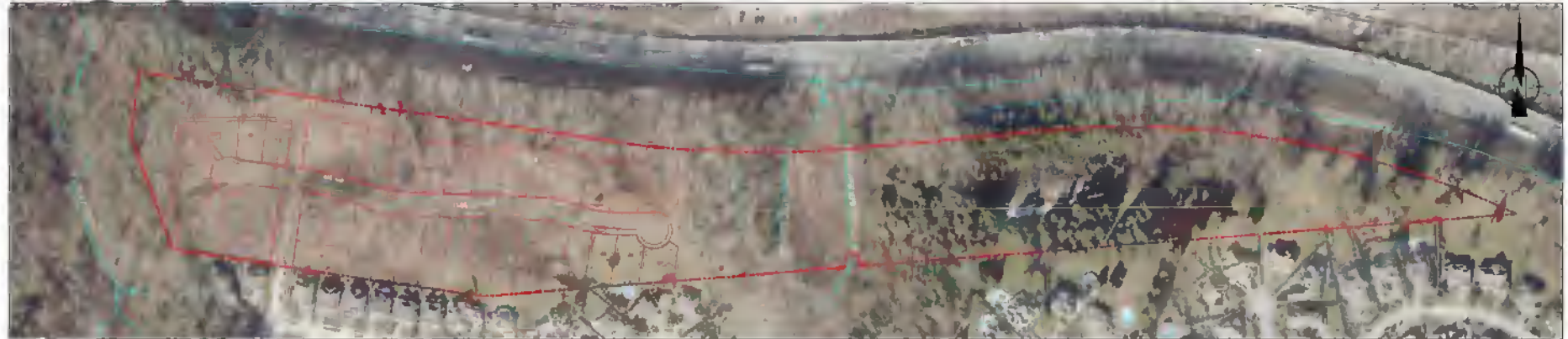
PLAN - TOPOGRAPHY

SCALE 1:1500



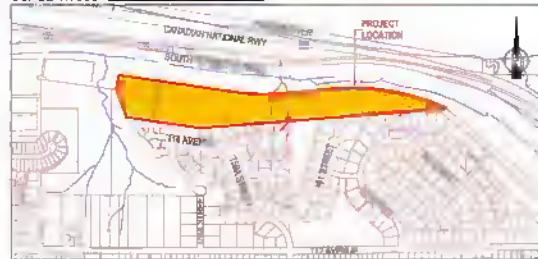
PLAN - 2016 AERIAL PHOTO

SCALE 1:1500



LOCATION

SCALE 1:7500



REFERENCE DRAWINGS

- 1. Email: 15-1310 Subdivision Layout, Sep 21 22.dwg Received November 04, 2022, Pacific Land Group
- 2. 2019 Legal Base from City of Surrey
- 3. 2016 Ortho Photographs from City of Surrey

VESTA PROPERTIES

11420 - 157A STREET
Surrey, BC



envirowest
www.envirovest.ca



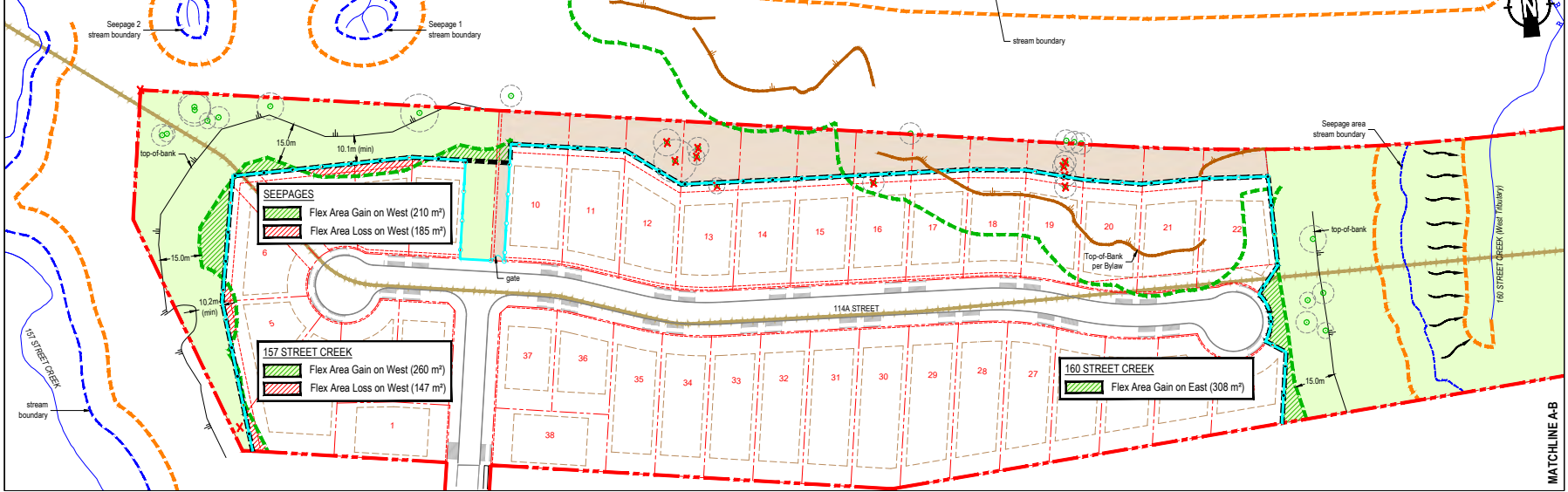
envirowest consultants inc
2000 Hastings Avenue
Coquitlam, British Columbia
Canada V3K 6W5
office: 604-944-0302
facsimile: 604-614-0507
aspp@vesta@envirovest.ca

PROPOSED DEVELOPMENTS

DESIGN	DRAWN	CHECKED	REVISION	REVISION DATE
IWW	SCM	IWW	DT	November 15, 2022
SCALE	PROJECT NUMBER	DRAWING NUMBER		
As Shown	1102-10		1102-10-10	
DATE	June 19, 2020			

PLAN A

SCALE 1:750



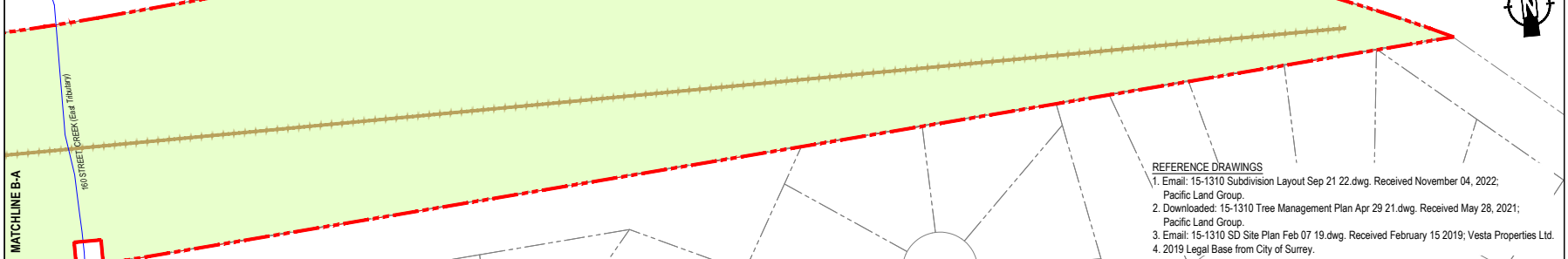
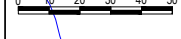
SEEPAGES
 Flex Area Gain on West (210 m²)
 Flex Area Loss on West (185 m²)

157 STREET CREEK
 Flex Area Gain on West (260 m²)
 Flex Area Loss on West (147 m²)

160 STREET CREEK
 Flex Area Gain on East (308 m²)

PLAN B

SCALE 1:750



- REFERENCE DRAWINGS**
1. Email: 15-1310 Subdivision Layout Sep 21 22.dwg. Received November 04, 2022; Pacific Land Group.
 2. Downloaded: 15-1310 Tree Management Plan Apr 29 21.dwg. Received May 28, 2021; Pacific Land Group.
 3. Email: 15-1310 SD Site Plan Feb 07 19.dwg. Received February 15 2019; Vesta Properties Ltd.
 4. 2019 Legal Base from City of Surrey.

LEGEND	
	Property
	Bylaw Setback
	Proposed Setback
	RAPR SPEA Boundary
	1.2m high Three Rail Split Fence
	Flex Area Gain (753 m ²)
	Flex Area Loss (332 m ²)
	Proposed Park Area (55,267 m ²)
	Restrictive Covenant / ROW (4,397 m ²)

VESTA PROPERTIES

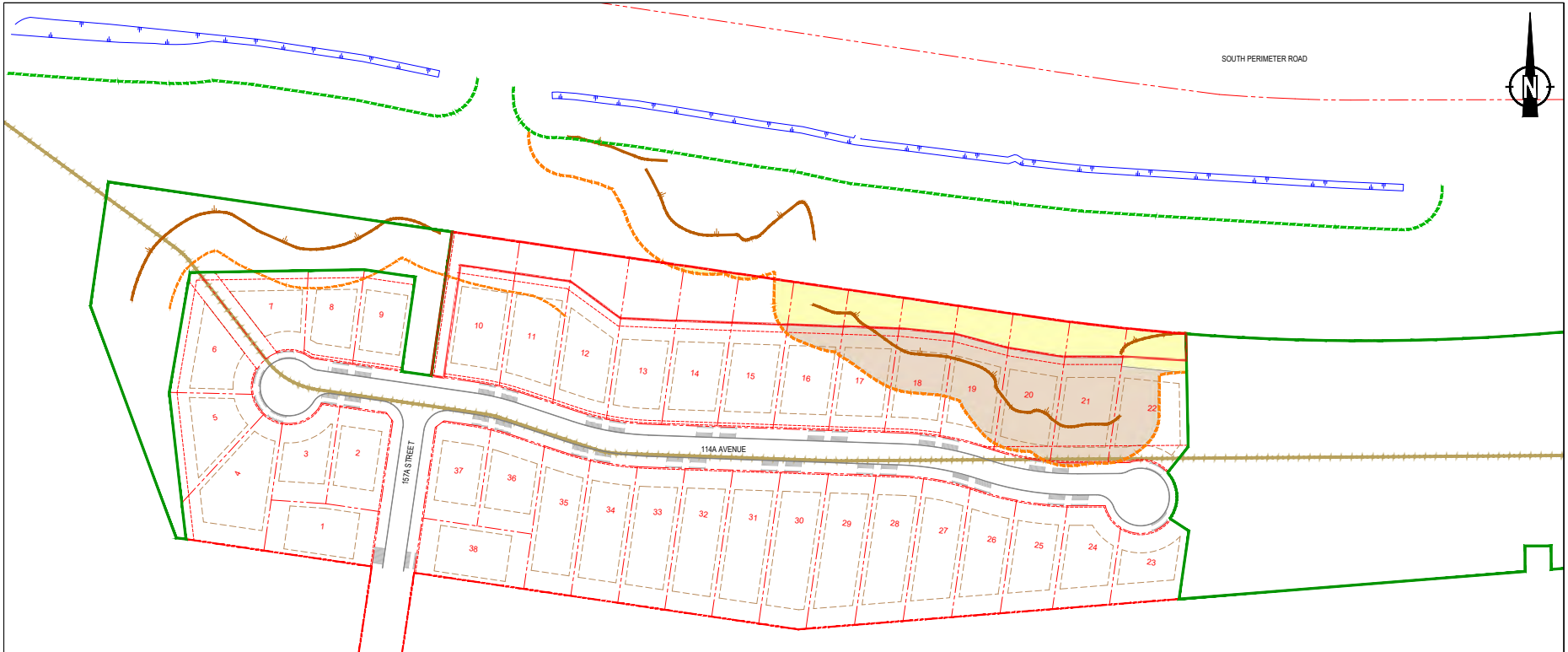
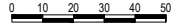
11420 - 157A STREET
 Surrey, BC

enviowest
 www.enviowest.ca

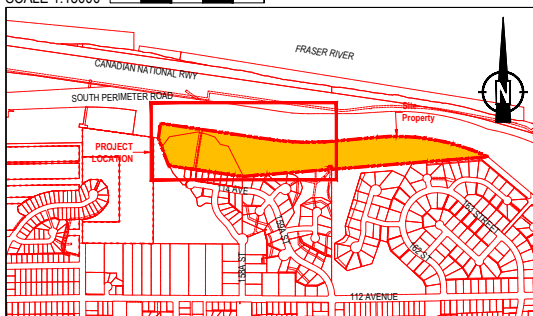
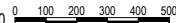
enviowest consultants inc.
 2000 Hartley Avenue
 Coquitlam, British Columbia
 Canada V3K 6W5
 office: 604-944-0502
 facsimile: 604-944-0507
 saper-vedere@enviowest.ca

SPEA			
DESIGN:	DRAWN:	CHECKED:	REVISION:
CG/LB	CEV/SCM	IWW	10
SCALE:	PROJECT NUMBER:	DRAWING NUMBER:	REVISION DATE:
As Shown	1102-10	1102-10-02	November 15, 2022
DATE:	December 05, 2016		

PLAN
SCALE 1:1500



LOCATION
SCALE 1:15000



REFERENCE DRAWINGS

1. Email: 15-1310 Subdivision Layout Sep 21 22.dwg. Received November 04, 2022; Pacific Land Group.
2. 2018 Lidar from City of Surrey.
3. 2019 Legal Base from City of Surrey.
4. 2013 Contours from City of Surrey.

LEGEND

- Top-of-Ditch
- 15m Setback from Ditch
- Top-of-Bank per Bylaw
- 15 metre Setback from Top-of-Bank
- Park Dedication Boundary
- Covenant / ROW Boundary (3,956m²)
- Variance Area (4,029m²)
- Protected by Covenant and Landscaped (2,187m²)

VESTA PROPERTIES

11420 - 157A STREET
Surrey, BC

www.enviowest.ca

e enviowest consultants inc.
2000 Hartley Avenue
Coquitlam, British Columbia
Canada V3K 6W5

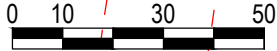
office: 604-944-0502
facsimile: 604-944-4507
saper-vedere@enviowest.ca

SFPR DITCH SETBACKS

DESIGN: IWW	DRAWN: CEV/SCM	CHECKED: IWW	REVISION: 02	REVISION DATE: November 15, 2022
SCALE: As Shown	PROJECT NUMBER: 1102-10	DRAWING NUMBER: 1102-10-19		
DATE: October 26, 2021				

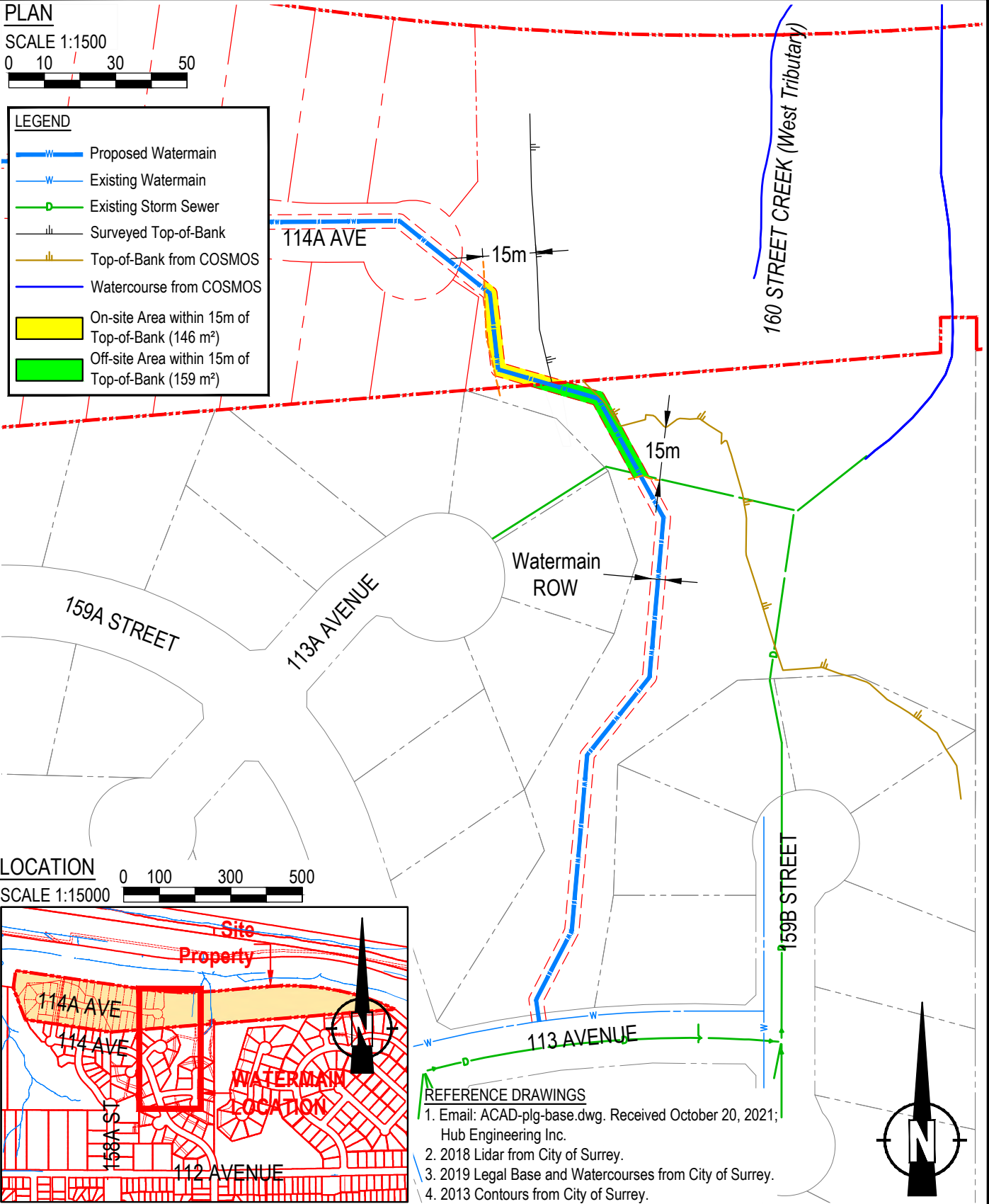
PLAN

SCALE 1:1500



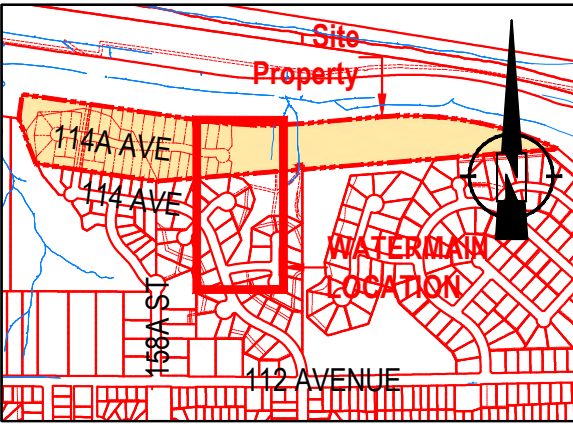
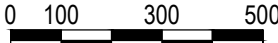
LEGEND

- Proposed Watermain
- Existing Watermain
- Existing Storm Sewer
- Surveyed Top-of-Bank
- Top-of-Bank from COSMOS
- Watercourse from COSMOS
- On-site Area within 15m of Top-of-Bank (146 m²)
- Off-site Area within 15m of Top-of-Bank (159 m²)



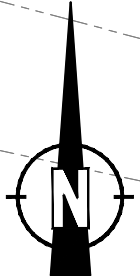
LOCATION

SCALE 1:15000



REFERENCE DRAWINGS

1. Email: ACAD-plg-base.dwg. Received October 20, 2021; Hub Engineering Inc.
2. 2018 Lidar from City of Surrey.
3. 2019 Legal Base and Watercourses from City of Surrey.
4. 2013 Contours from City of Surrey.



DATE: 2021-10-26 - 9:31am
 PATH: I:\ENV-FSR\Alpha\Envirowest Files\2021\Surrey-White Rock\1102-10\AutoCAD\Final\1102-10-20 Proposed Watermain.dwg
 LAYOUT: 1102-10-20

VESTA PROPERTIES
11420 - 157A STREET Surrey, BC

envirowest
www.envirowest.ca

envirowest consultants inc.

Suite 101 - 1515 Broadway Street office: 604-944-0502
 Port Coquitlam, British Columbia facsimile: 604-944-0507
 Canada V3C 6M2 saper-vedere@envirowest.ca

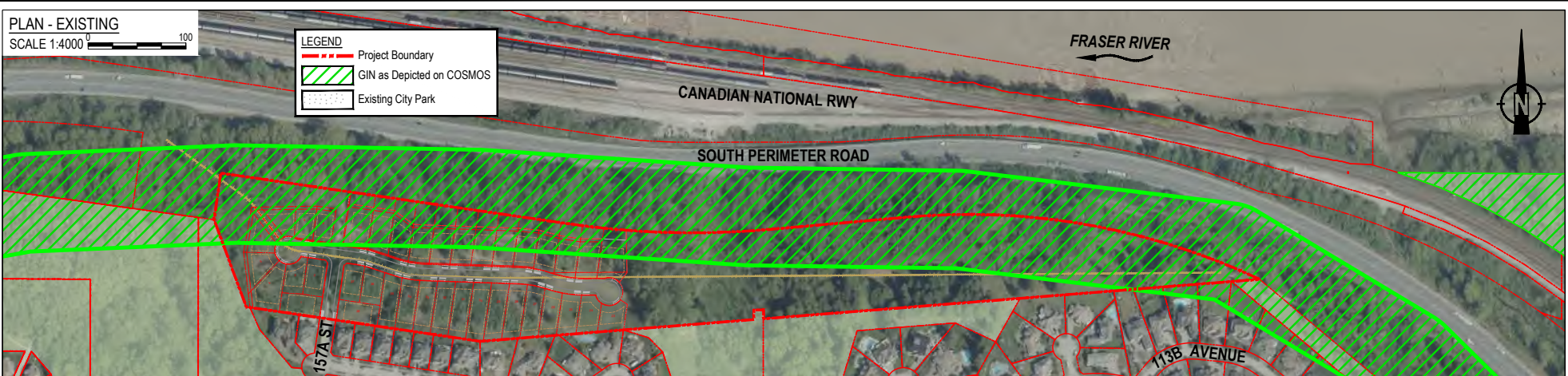
PROPOSED WATERMAIN			
DESIGN: IWW	DRAWN: CEV	CHECKED: IWW	REVISION: 00
SCALE: As Shown		DRAWING NUMBER: 1102-10-20	
DATE: October 26, 2021			

PLAN - EXISTING

SCALE 1:4000

LEGEND

- Project Boundary
- GIN as Depicted on COSMOS
- Existing City Park

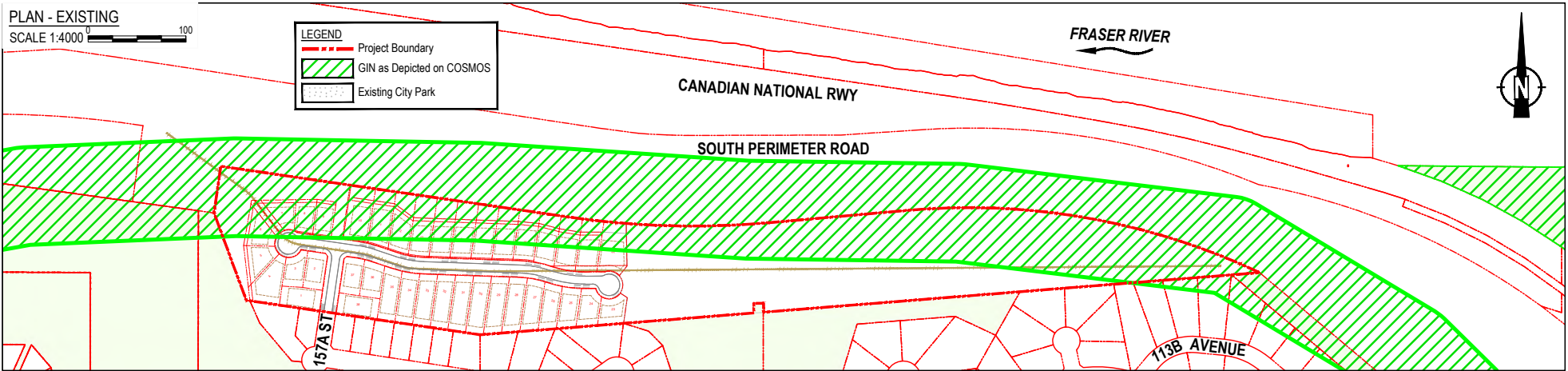


PLAN - EXISTING

SCALE 1:4000

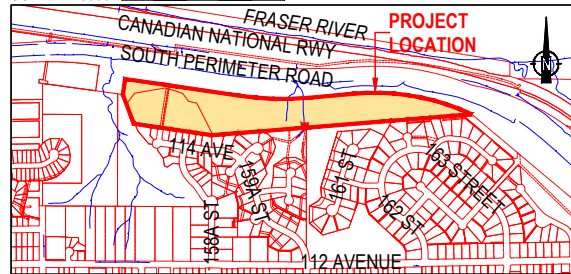
LEGEND

- Project Boundary
- GIN as Depicted on COSMOS
- Existing City Park



LOCATION

SCALE 1:15000



REFERENCE DRAWINGS

1. Email: 15-1310 Subdivision Layout Sep 21 22.dwg. Received November 04, 2022; Pacific Land Group.
2. 2019 Legal Base from City of Surrey.
3. 2018 Ortho Photographs from City of Surrey.

VESTA PROPERTIES

11420 - 157A STREET
Surrey, BC



www.envirowest.ca



envirowest consultants inc.
2000 Hanley Avenue
Coquitlam, British Columbia
Canada V3K 6W5

office: 604-944-0502
facsimile: 604-944-0507
saper-vedero@envirowest.ca

GIN AS PER COSMOS

DESIGN: IWW	DRAWN: SCMRK/ICEV	CHECKED: IWW	REVISION: 02	REVISION DATE: November 15, 2022
SCALE: As Shown	PROJECT NUMBER: 1102-10	DRAWING NUMBER: 1102-10-11		
DATE: October 02, 2020				

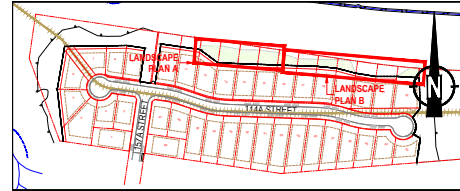
LOCATION

SCALE 1:7500



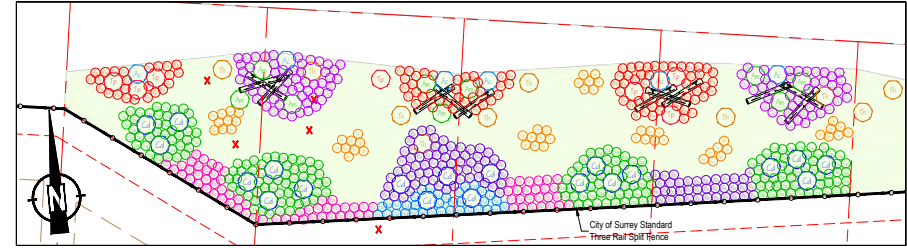
KEYPLAN

SCALE 1:2500



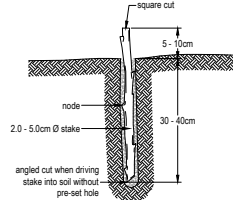
LANDSCAPE PLAN A

SCALE 1:250



TYPICAL LIVE STAKE DETAIL

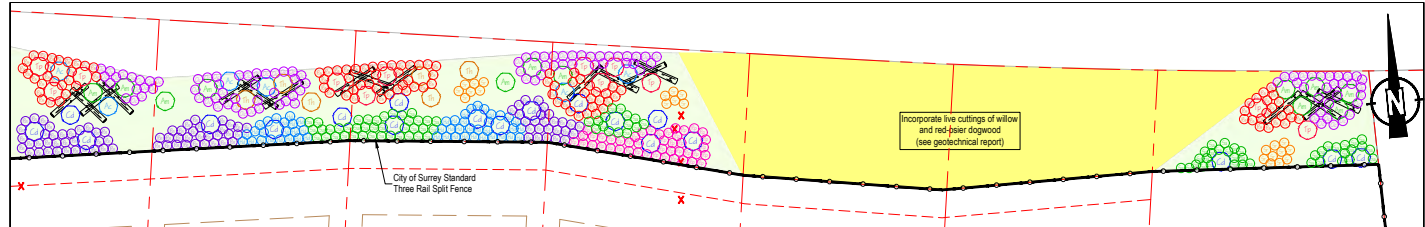
N.T.S.



- NOTES:**
1. Harvest and plant hardwood (2 growing seasons) stakes during the dormant season;
 2. stakes to incorporate at least 4 nodes and be cut such that a node is within 2.5cm of top of cutting; branches to be trimmed to node;
 3. at least 2 nodes should be entirely buried in the ground;
 4. avoid damaging or stripping the bark or bruising the stakes when planting;
 5. within soft soils, stakes may be driven in by hand or with a wooden maul; do not drive in with axe or sledge hammer;
 6. within firm soils, pre-set a hole in the ground with a rebar or pipe of a diameter similar to that of the stake;
 7. foot tamp soil around stake.

LANDSCAPE PLAN B

SCALE 1:250

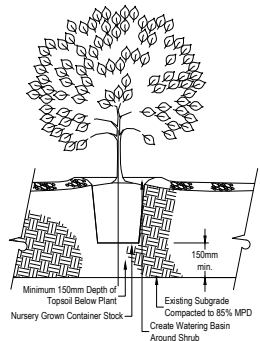


PLANT SPECIES LIST AND SPECIFICATIONS

SYMBOL	COMMON NAME	LATIN NAME	NUMBER	COMMENTS
	broadleaf maple	<i>Acer macrophyllum</i>	21	2.0m B&B; densely branched; well established
	western hemlock	<i>Tsuga heterophylla</i>	16	2.0m B&B; densely branched; well established
	western redcedar	<i>Thuja plicata</i>	19	2.0m B&B; densely branched; well established
	black hawthorn	<i>Crataegus douglasii</i>	39	1.5m B&B; densely branched; well established
	vine maple	<i>Acer circinatum</i>	12	1.5m container grown (min. no. 5 pot); densely branched; well established
	Indian plum	<i>Oenothera cerasiformis</i>	204	no. 2 pot; densely branched; well established
	Nootka rose	<i>Rosa nutkana</i>	188	no. 2 pot; multi-stemmed; densely branched; well established
	oceanspray	<i>Holodiscus discolor</i>	86	no. 2 pot; densely branched; well established
	red elderberry	<i>Sambucus racemosa</i>	79	no. 2 pot; densely branched; well established
	salmoberry	<i>Rubus spectabilis</i>	211	no. 2 pot; multi-stemmed; densely branched; well established
	snowberry	<i>Symphoricarpos albus</i>	285	no. 2 pot; densely branched; well established
	thimbleberry	<i>Rubus parviflorus</i>	123	no. 2 pot; multi-stemmed; densely branched; well established
	woody debris	Min. 15% composition of the following: <i>Tsuga heterophylla</i> <i>Pseudotsuga menziesii</i> <i>Populus trichocarpa</i> <i>Acer macrophyllum</i>	30	3.0m - 5.0m in length; 300mm Ø min.
	live stakes	salix sp. <i>Cornus sericea</i>	1550 1550	see detail; approx. 5 per square metre

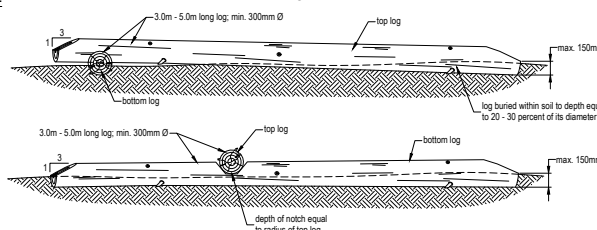
**CITY OF SURREY
TYPICAL SHRUB PLANTING DETAIL**

N.T.S.



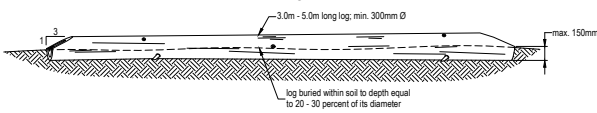
TYPICAL LOG ON LOG DETAIL

N.T.S.



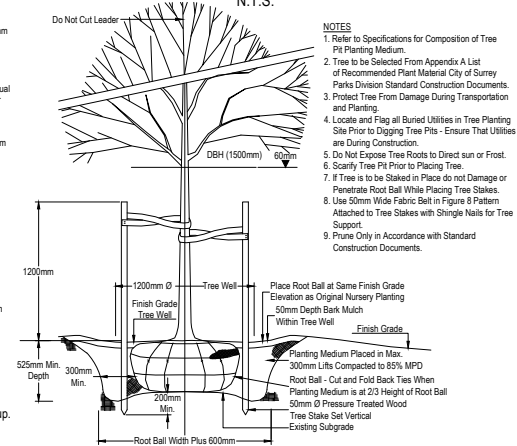
TYPICAL LOG ON GROUND DETAIL

N.T.S.



**CITY OF SURREY
TYPICAL TREE PLANTING DETAIL**

N.T.S.



GENERAL LANDSCAPE SPECIFICATIONS

1. Plant materials and the planting of such materials are to be in accordance with the British Columbia Landscape Standard (latest edition) jointly published by the British Columbia Society of Landscape Architects and the British Columbia Landscape Nursery Association.
2. All works are to be conducted in accordance with the sediment control provisions of the "Standards and Best Practices for Instream Works" (Ministry of Water, Land & Air Protection, 2004).
3. All plant material is to be inspected and approved by Envirowest prior to installation.
4. Growing medium is to be free of any subsoils, roots, noxious grass, weeds, toxic materials, stone over 30 mm diameter, foreign objects, and possess an acidity range (pH) of 5.5 to 7.5. Growing medium is to be inspected by Envirowest prior to placement.
5. All non-native plants are to be cleared and grubbed from project site.
6. All debris and/or excess material from landscape operations are to be collected and disposed offsite in accordance with all regulatory requirements.
7. Disturbed areas to be seeded with red fescue (*Festuca rubra*) augmented with fireweed (*Epilobium angustifolium*) and goldenrod (*Solidago canadensis*) seed; percentage composition and application rate of final seed mix to be determined by Envirowest.
8. All plants must be of native stock; any cultivars are not to be planted.
9. The developer is to provide three (3) years of plant maintenance. Plant maintenance is to include watering, selective pruning and clearing of backberry. Species survivorship is to equal one-hundred (100) percent three (3) years from planting. Percentage of dead stock may be required to fulfil this specification. Replacement stock is also subject to one-hundred (100) percent survivorship three (3) years from planting.

- NOTES:**
1. Plant Using Roofing Powder Approved by Owner's Representative According to Manufacturer's Recommendations.
 2. Space Plants as Indicated in Planting Plan.
 3. Planting to Conform to Canadian Landscape Standards - Current Edition.
 4. Minimum 50mm Bark Mulch Settled Depth.

REFERENCE DRAWINGS

1. Email: 15-1310 Subdivision Layout Sep 21 22.dwg. Received November 04, 2022; Pacific Land Group.
2. Email: 15-1310 SD Site Plan Feb 07 19.dwg. Received February 15 2019; Vesta Properties Ltd.
3. 2019 Legal Base from City of Surrey.

VESTA PROPERTIES

11420 157A STREET
Surrey, BC

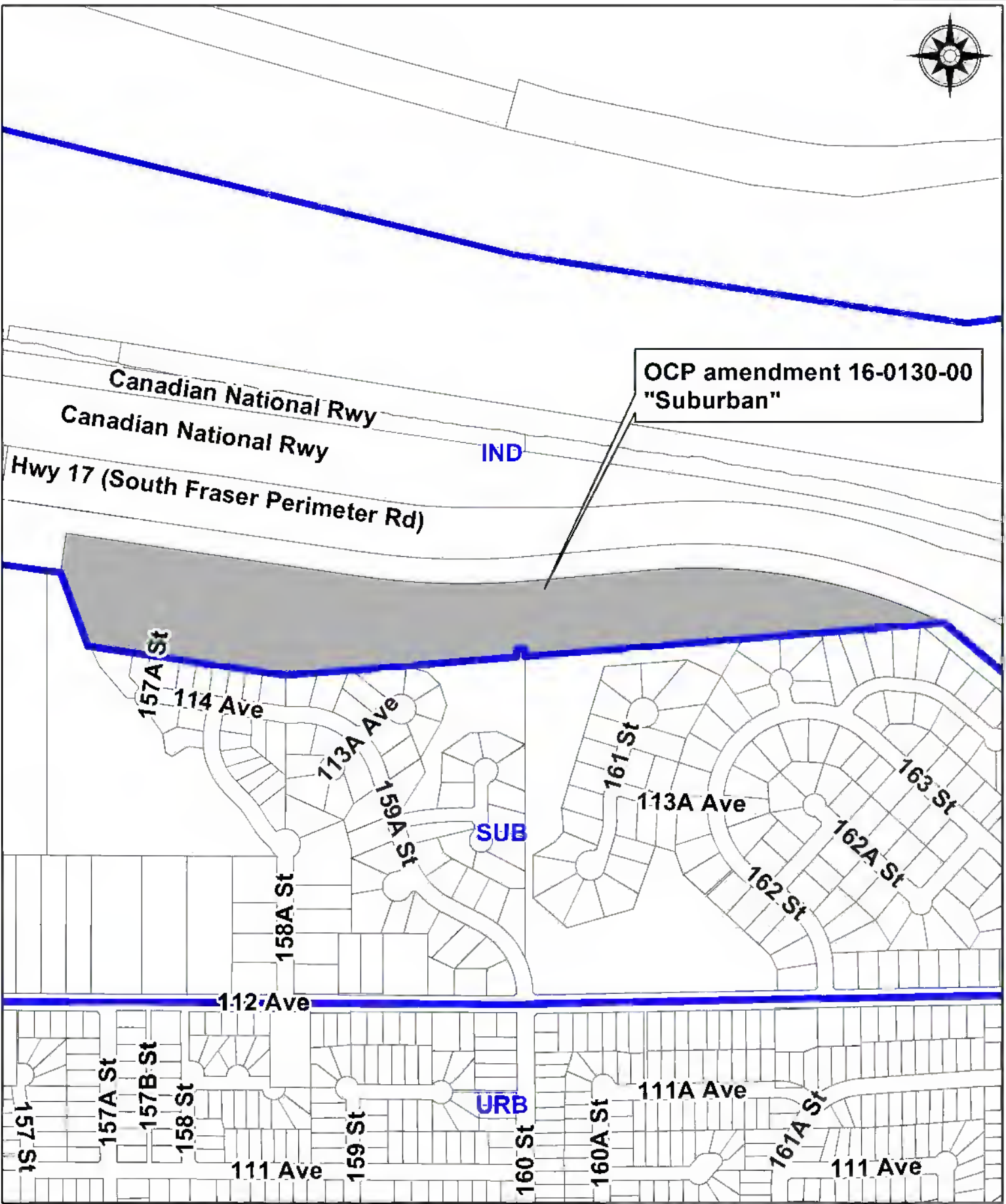
envirowest
www.envirowest.ca

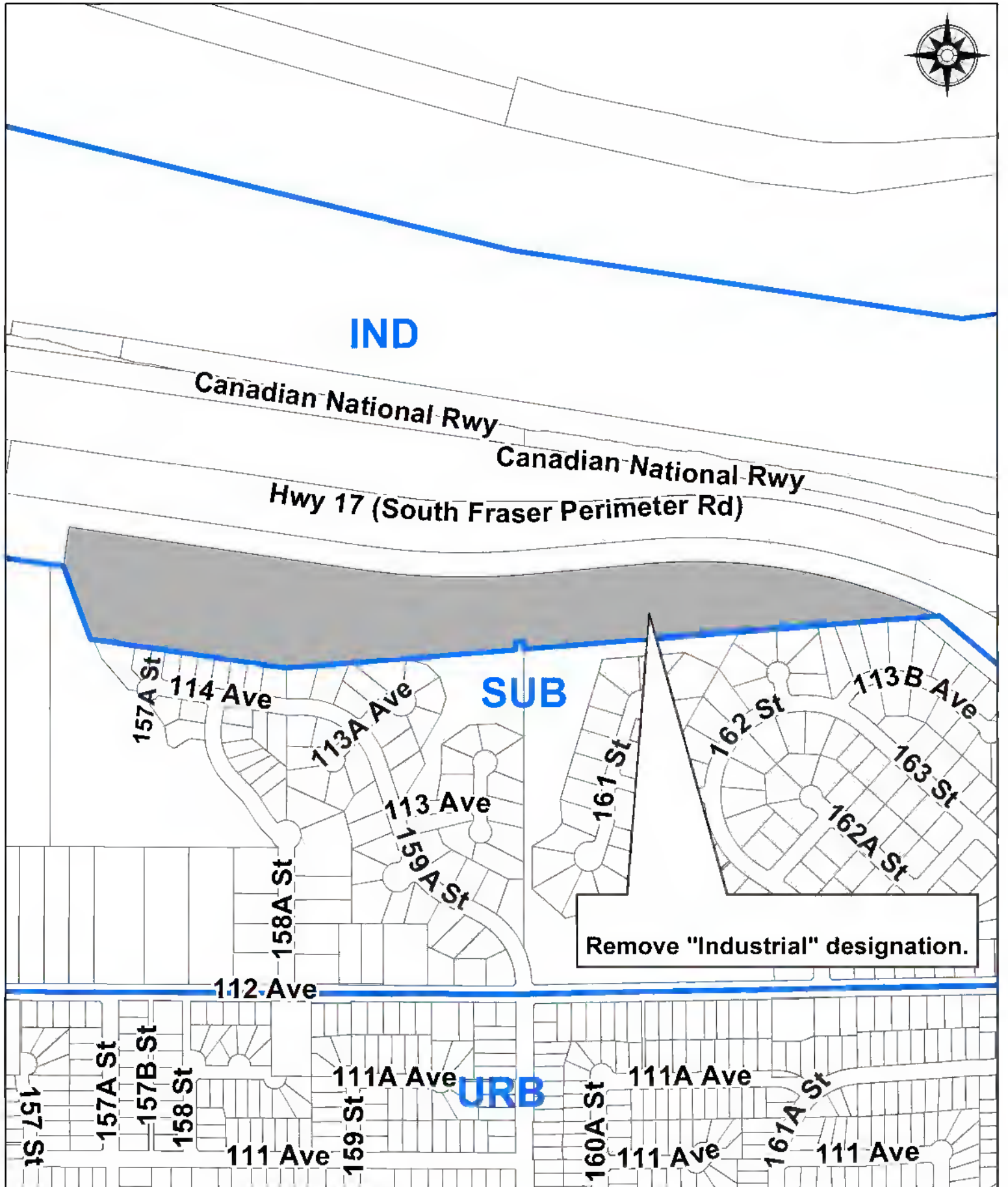
envirowest consultants inc.
2000 Hartley Avenue
Coquitlam, British Columbia
Canada V3K 6W5

office: 604-944-0502
facsimile: 604-944-0507
saper-wedner@envirowest.ca

**LANDSCAPE PLAN
LANDSCAPE DETAILS AND SPECIFICATIONS**

DESIGN: RWS/IWW	DRAWN: CEV/SCM	CHECKED: RWS	REVISION: 02	REVISION DATE: November 15, 2022
SCALE: As Shown	PROJECT NUMBER: 1102-10	DRAWING NUMBER: 1102-10-17		
DATE: June 09, 2021				





CITY OF SURREY

(the "City")

DEVELOPMENT VARIANCE PERMIT

NO.: 7916-0130-00

Issued To:

("the Owner")

Address of Owner:

1. This development variance permit is issued subject to compliance by the Owner with all statutes, by-laws, orders, regulations or agreements, except as specifically varied by this development variance permit.

2. This development variance permit applies to that real property including land with or without improvements located within the City of Surrey, with the legal description and civic address as follows:

Parcel Identifier: 029-158-028

029-158-028

Lot 1 Sections 10, 11, 12 and 13 Block 5 North Range 1 West New Westminster
District Plan EPP32066 Except Plan EPP53159.

11420 - 157A Street

(the "Land")

3. (a) As the legal description of the Land is to change, the City Clerk is directed to insert the new legal description for the Land once title(s) has/have been issued, as follows:

Parcel Identifier:

- (b) If the civic address(es) change(s), the City Clerk is directed to insert the new civic address(es) for the Land, as follows:

4. Surrey Zoning By-law, 1993, No. 12000, as amended is varied as follows:
 - (a) In Section F Yards and Setbacks in Part 15A “Cluster Residential Zone (RC)”, the minimum front yard setback is reduced from 7.5 metres to 6.0 metres for proposed Lots 8-22; and
 - (b) Table B.1. in Part 7A “Streamside Protection” the minimum setback for a Class B (yellow-coded) Channelized Stream is reduced from 15 metres, as measured from the top-of-bank, to a minimum of 55.3 metres as measured from the high water mark, which is equivalent to between 9.1 to 40.9 metres below top-of-bank.
5. This development variance permit applies to only the portion of the Land shown on Schedule A which is attached hereto and forms part of this development variance permit.
6. The Land shall be developed strictly in accordance with the terms and conditions and provisions of this development variance permit.
7. This development variance permit shall lapse unless the subdivision, as conceptually shown on Schedule A which is attached hereto and forms part of this development variance permit, is registered in the New Westminster Land Title Office within three (3) years after the date this development variance permit is issued.
8. The terms of this development variance permit or any amendment to it, are binding on all persons who acquire an interest in the Land.
9. This development variance permit is not a building permit.

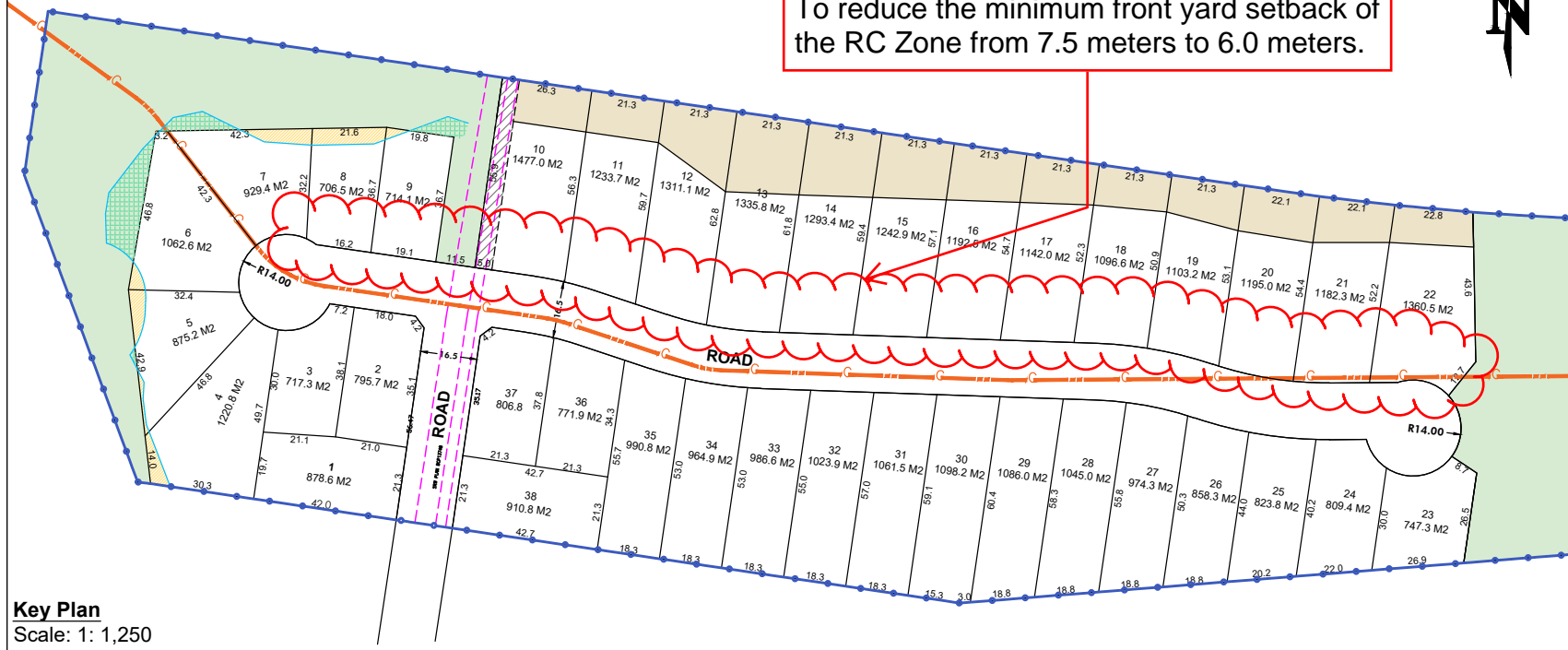
AUTHORIZING RESOLUTION PASSED BY THE COUNCIL, THE DAY OF , 20 .
ISSUED THIS DAY OF , 20 .

Mayor – Brenda Locke

City Clerk – Jennifer Ficocelli



To reduce the minimum front yard setback of the RC Zone from 7.5 meters to 6.0 meters.



Key Plan
Scale: 1: 1,250

PROJECT:
11420 157A Street, Surrey

DRAWING TITLE:
Preliminary Subdivision Layout

PRELIMINARY PLAN - SUBJECT TO APPROVAL(S) FROM FEDERAL, PROVINCIAL AND LOCAL AUTHORITIES

CLIENT:
Vesta Properties

SCALE:
As Noted

DATE:
September 21, 2022

PROJECT No:
15-1310

DRAWING No:
01

DESIGNED BY:
ZW

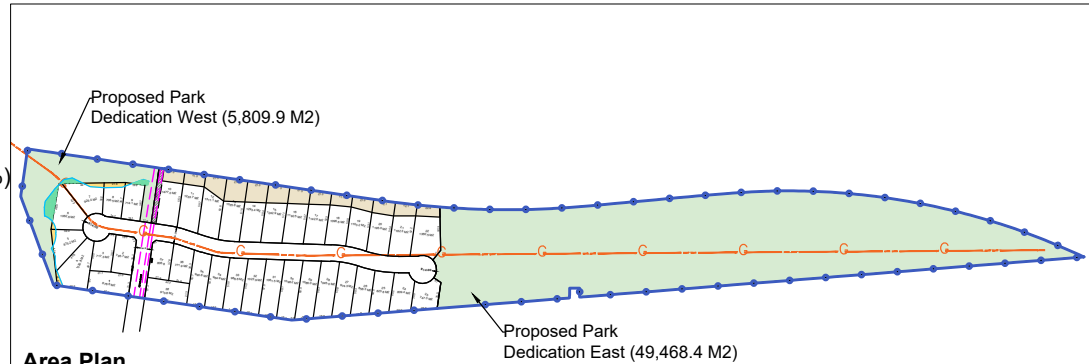
CHECKED BY:
RS

STATISTICS

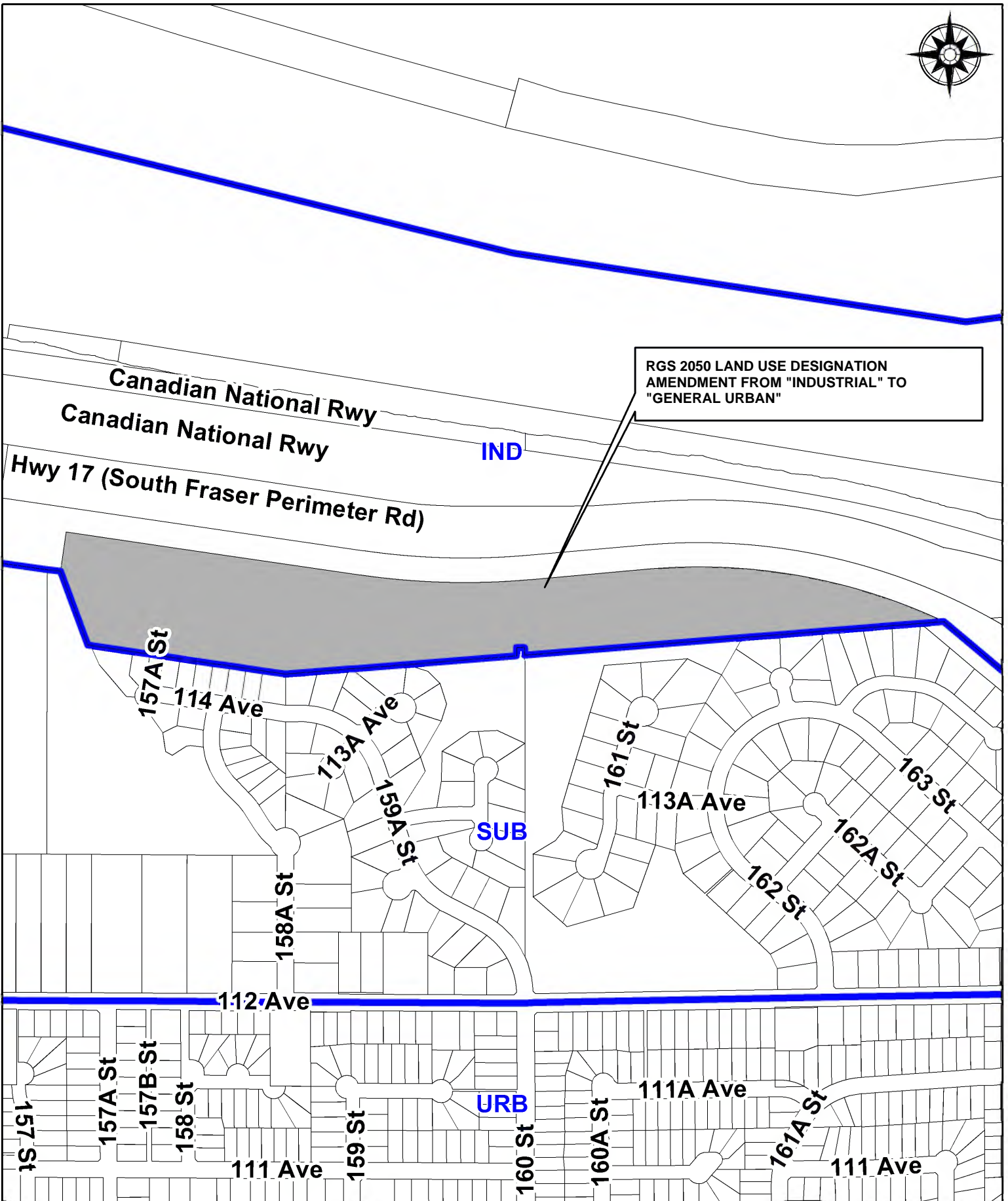
Subject Property: 10.16 Ha. / 25.1 Ac.
Proposed Lots: 38 (RC Zone)
Lot Area: 706 - 1477 M²
Proposed Road Dedication: 7294.3 M²
Proposed Parkland Dedication: 5.53 Ha. / 13.66 Ac. (54.6%)

LEGEND

- Proposed ROW
- Existing ROW
- Existing Property Boundary
- Flex Area Gain
- Flex Area Loss
- Proposed Park Dedication
- Proposed Covenant Area



Area Plan
Scale: 1: 5000



RGS 2050 LAND USE DESIGNATION
 AMENDMENT FROM "INDUSTRIAL" TO
 "GENERAL URBAN"



METRO VANCOUVER REGIONAL DISTRICT
BYLAW NO. 1366, 2023
A bylaw to amend “Metro Vancouver Regional District Regional Growth Strategy
Bylaw No. 1339, 2022”

WHEREAS:

- A. The Metro Vancouver Regional District Board (the “Board”) adopted the “Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022” on February 24, 2023;

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

Citation

1. The official citation of this bylaw is “Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1366, 2023”.

Schedules

2. The following Schedules are attached to and form part of the bylaw:
- Schedule “A”, Subject Properties; and
 - Schedule “B”, Official Regional Land Use Designation Maps

Amendment of Bylaw

3. “Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022” is amended as follows:
- a) re-designating the subject properties, as listed in the table below:

PID	Legal Description
029-158-028	Lot 1 Sections 10, 11, 12 and 13 Block 5 North Range 1 West New Westminster District Plan EPP32066 except Plan EPP53159

from ‘Industrial’ to ‘General Urban’, as shown in Schedule “A” of this bylaw; and

- b) replacing the official regional land use designation maps numbered 2, 6, 7, and 12 in Schedule “A” of “Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022” with the maps numbered 2, 6, 7, and 12 in Schedule “B” of this bylaw.

Read a first, second and third time this _____ day of _____, _____.

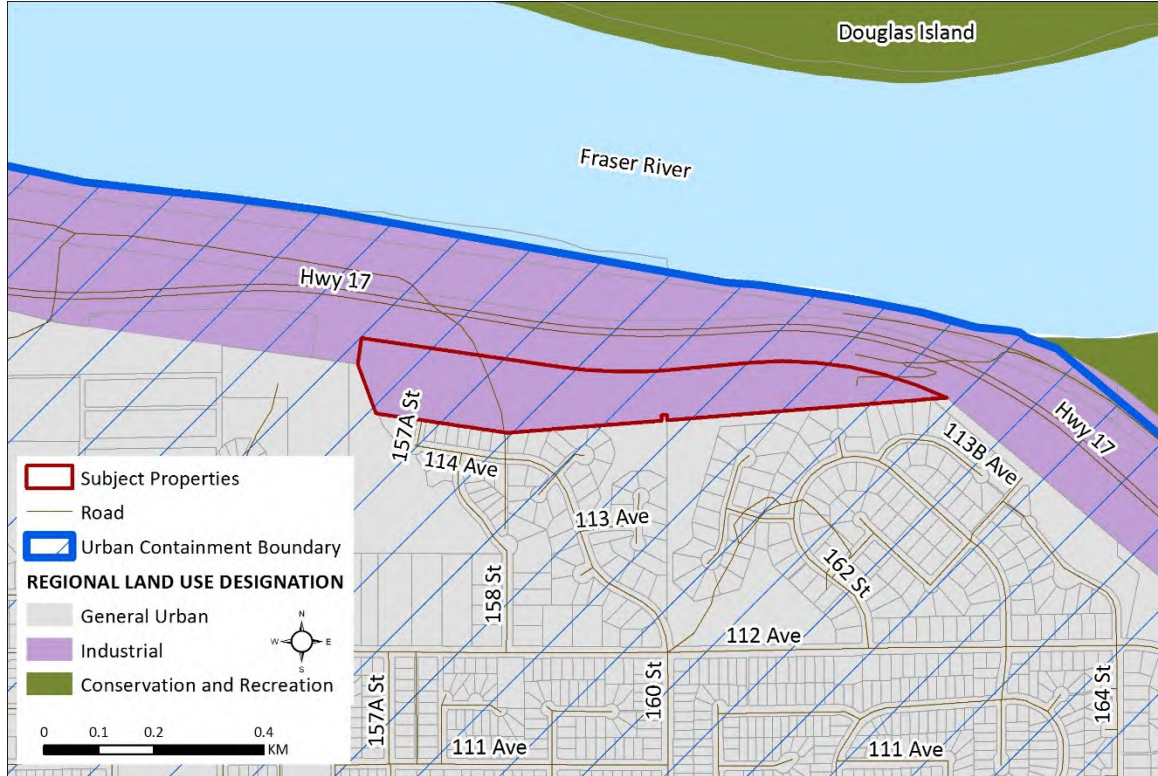
Passed and finally adopted this _____ day of _____, _____.

George V. Harvie, Chair

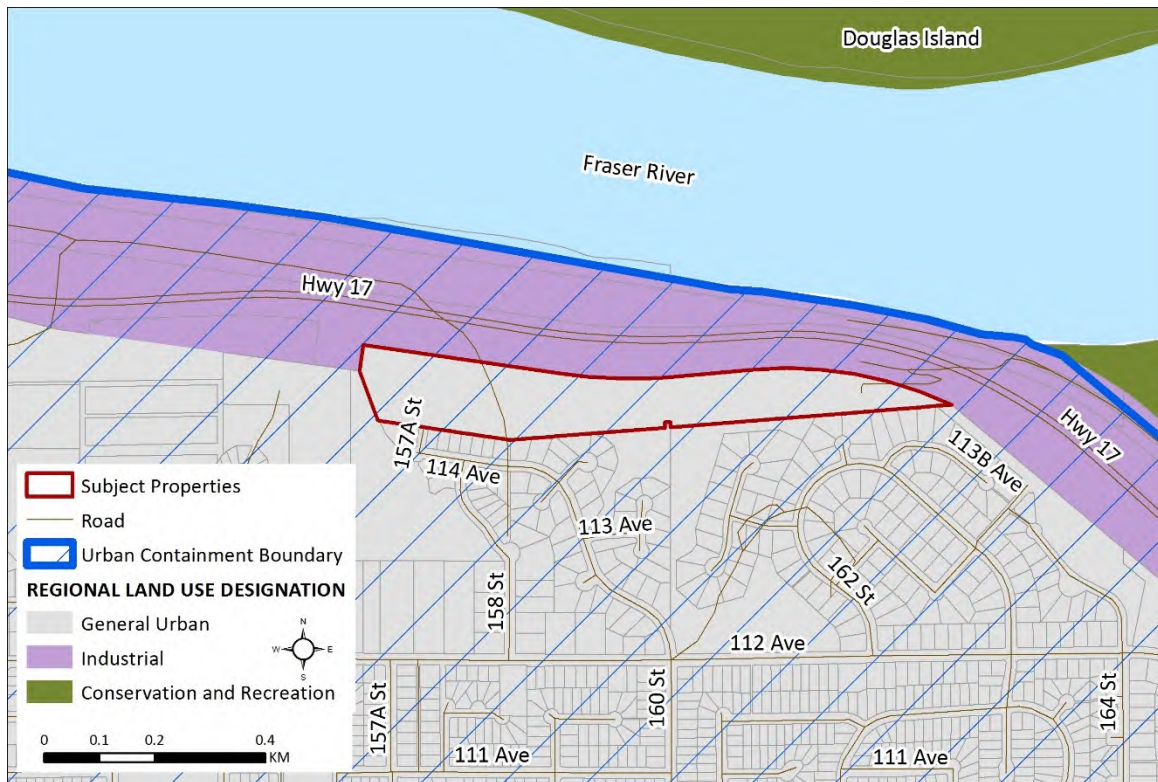
Dorothy Shermer, Corporate Officer

Schedule A Subject Properties

Prior to Amendment

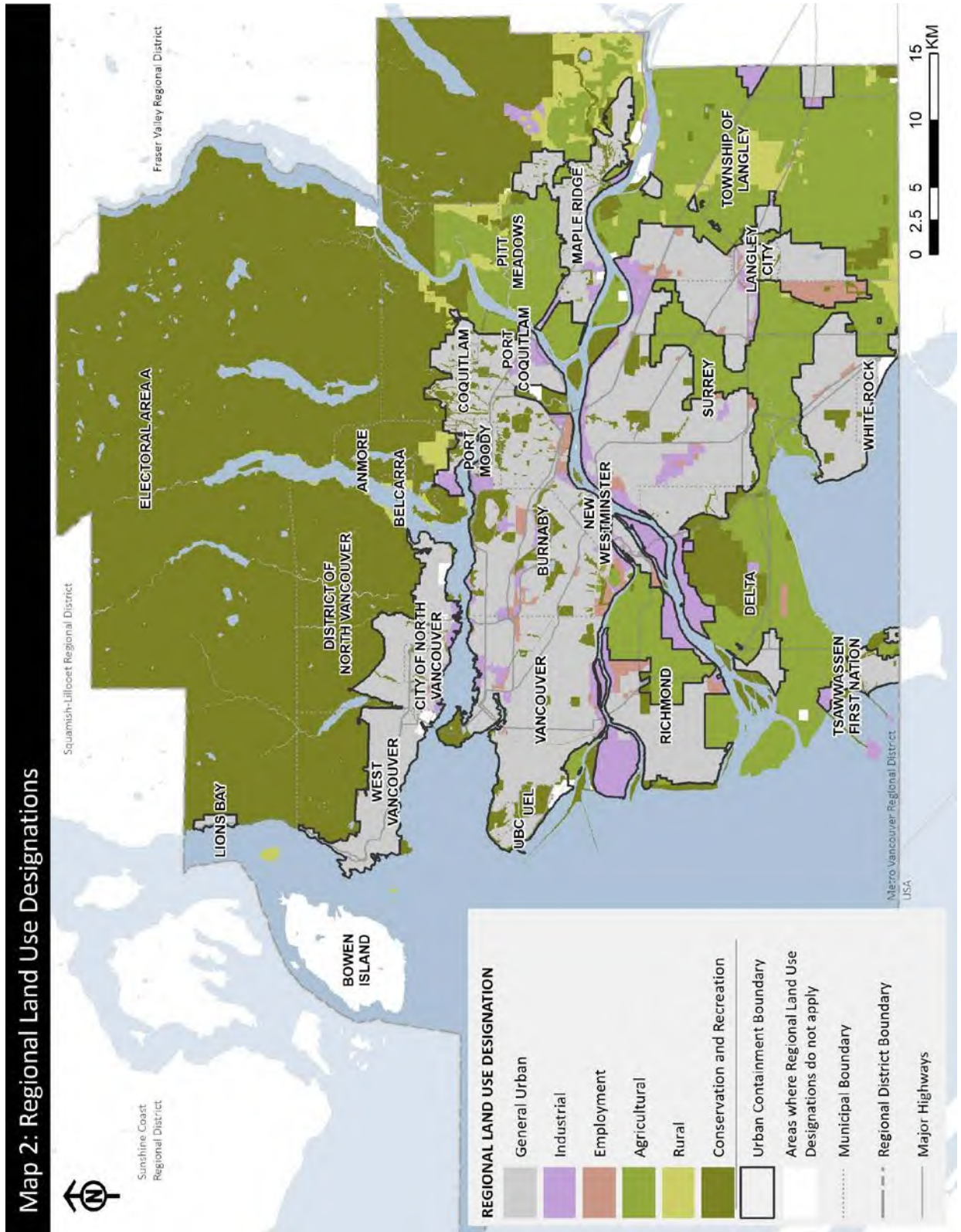


Post Amendment

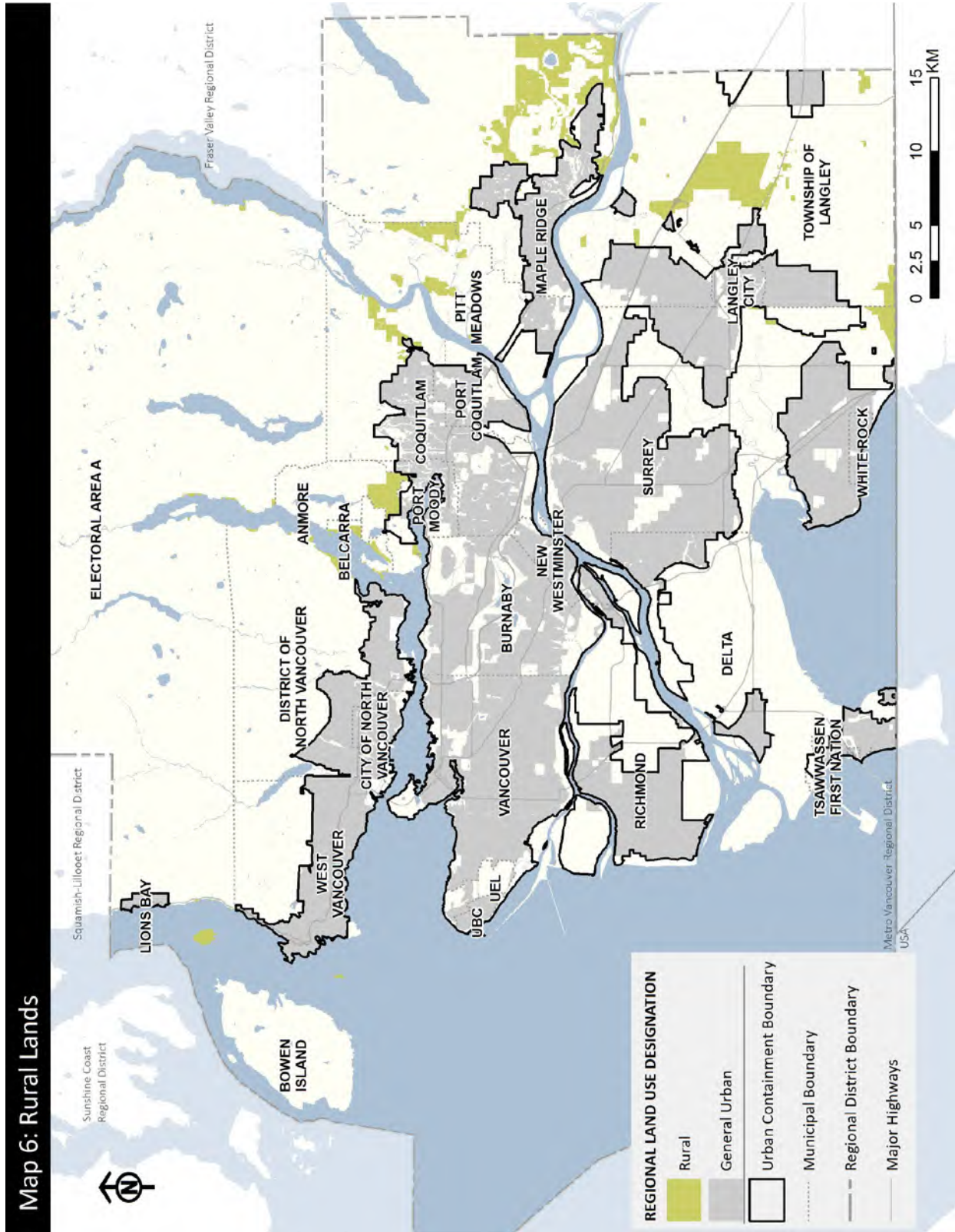


Schedule B Official Regional Land Use Designation Maps

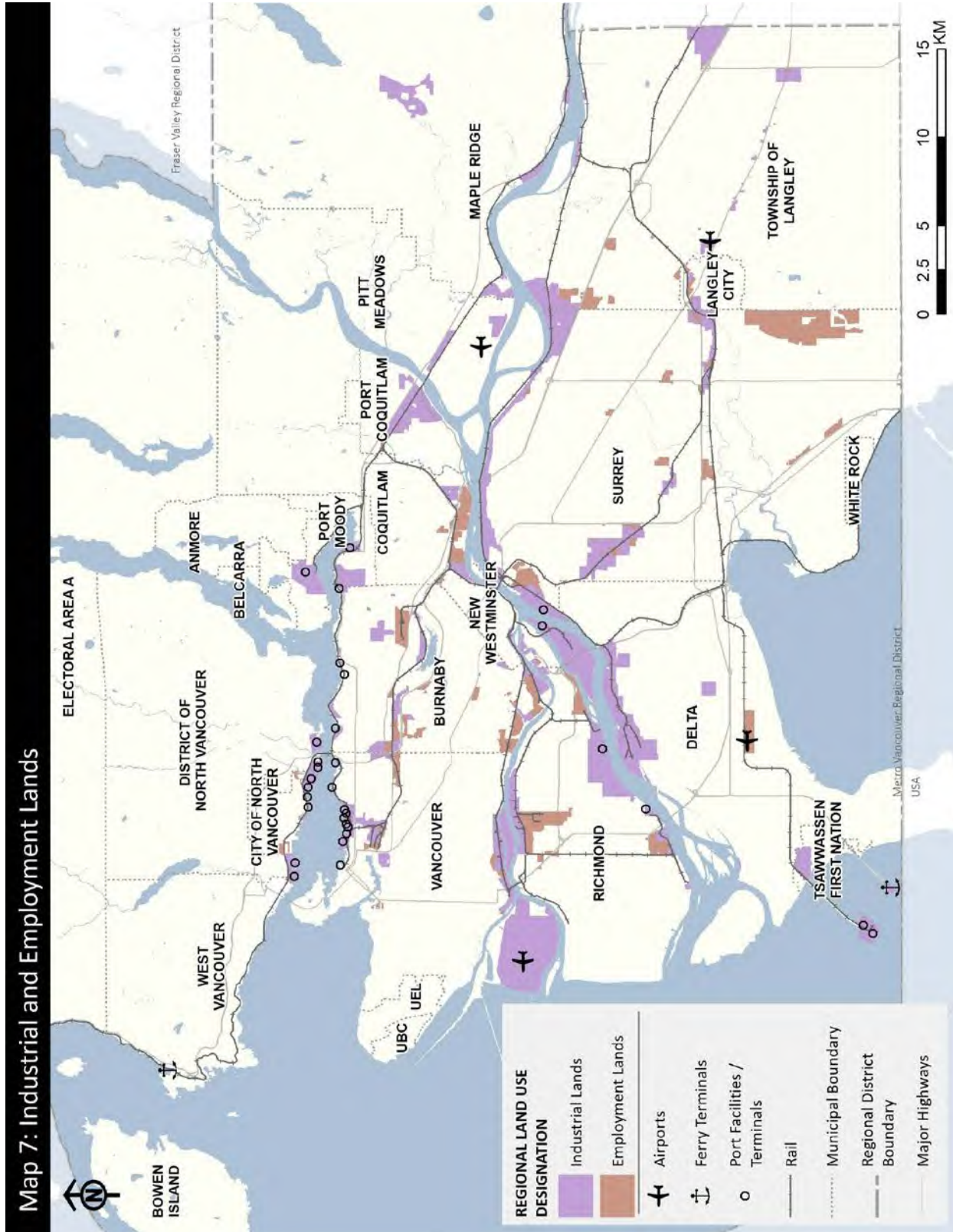
Map 2: Regional Land Use Designations



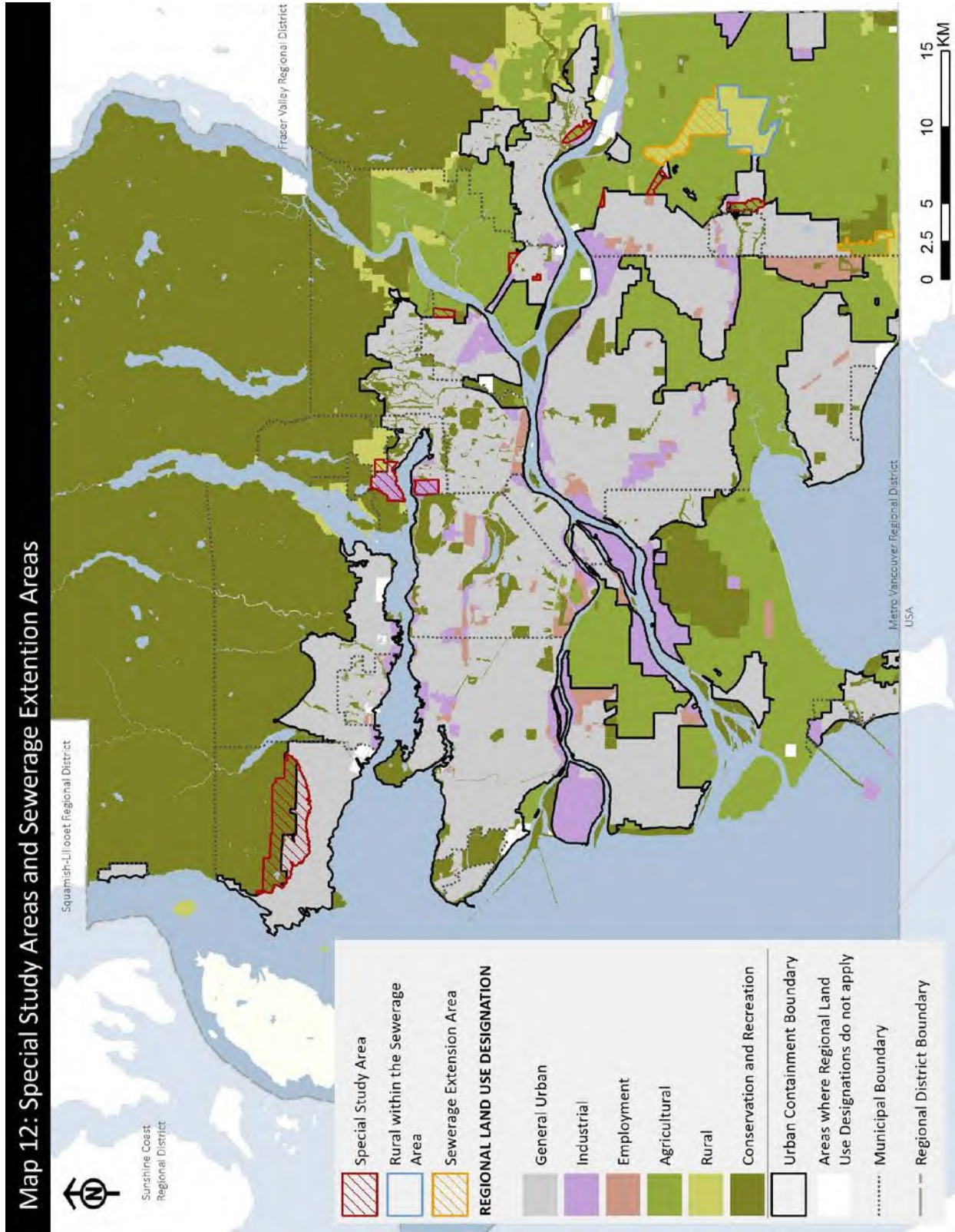
Map 6: Rural Lands

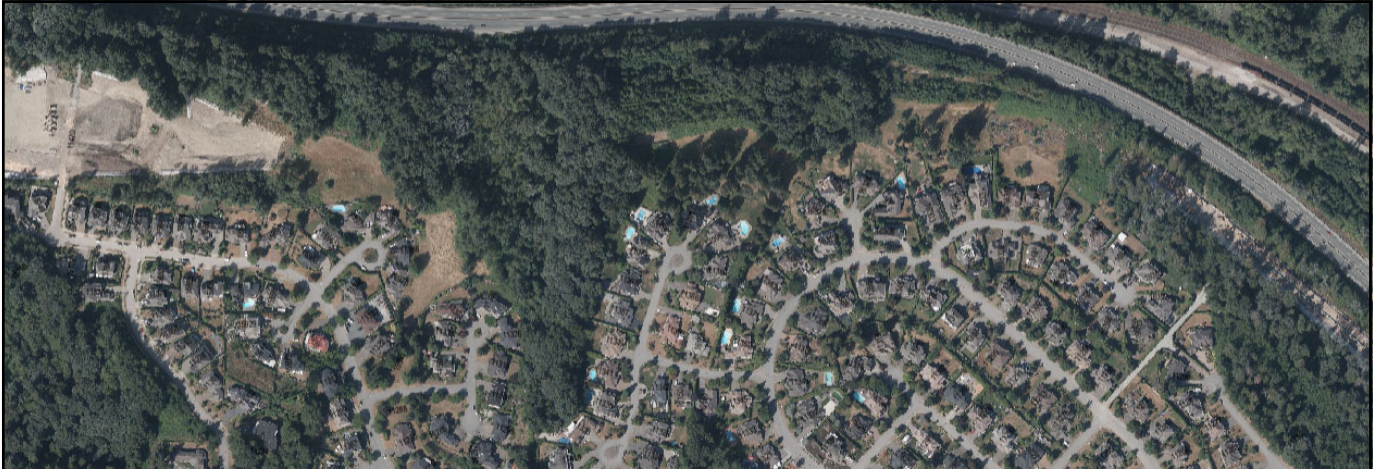


Map 7: Industrial and Employment Lands



Map 12: Special Study Areas and Sewerage Extension Areas





Metro 2050 Amendment Request from City of Surrey

FRASER HEIGHTS

Victor Cheung

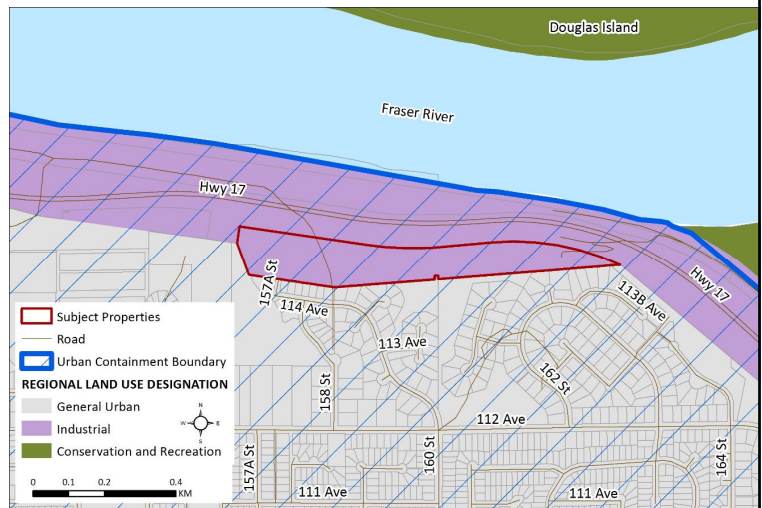
Senior Policy & Planning Analyst, Regional Planning and Housing Services



Regional Planning Committee, June 9, 2023
60033818

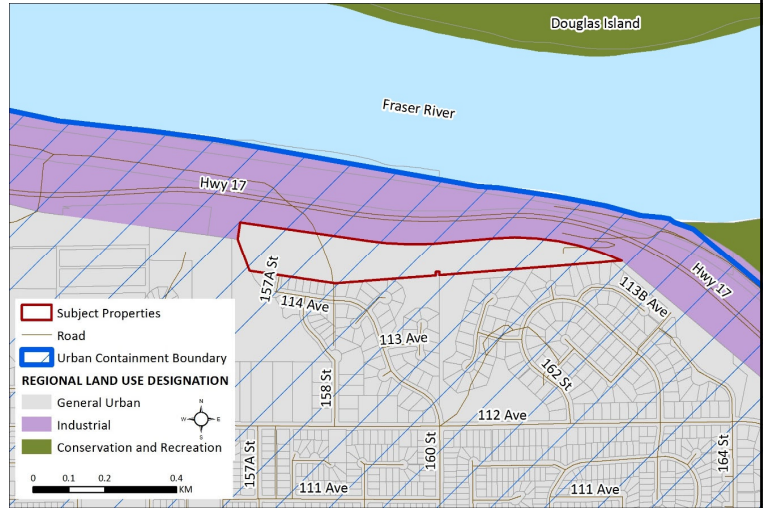
REGIONAL LAND USE DESIGNATIONS

- Designated Industrial in Metro 2050
- Lands to the north are designated Industrial
- Lands south are designated General Urban



PROPOSED AMENDMENT

- To amend the regional land use designation from Industrial to General Urban for the subject site
- Type 3 amendment

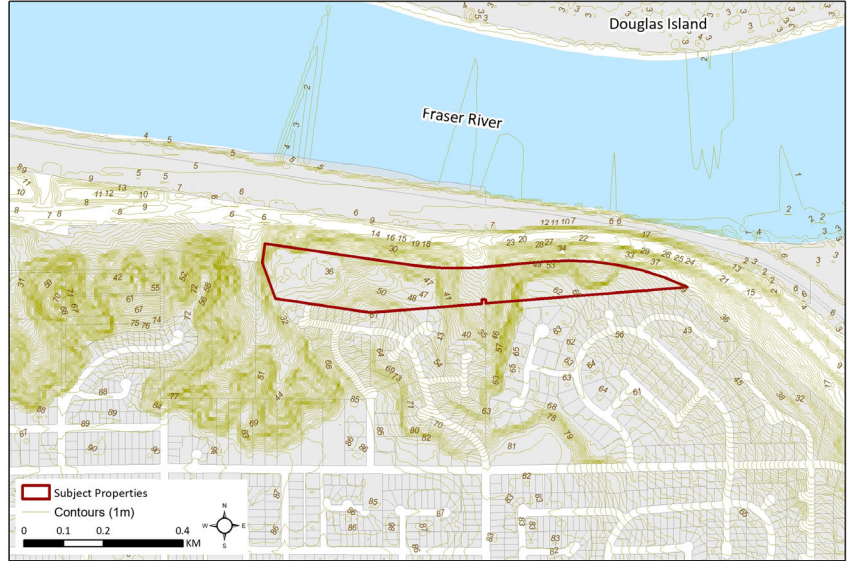


SITE PHOTOS



SUBJECT SITE AND CONTOUR MAP

- Subject Site is isolated with steep slopes to the north



metrovancouver

5

ORTHO PHOTO OF SURROUNDING AREA

- The proposal is consistent with the adjacent lands to the immediate south



metrovancouver

6

METRO 2050 CONSISTENCY ANALYSIS

The proposed amendment:

- located within the Urban Containment Boundary
- utilizes lands that are unsuitable for industrial uses due to the location, access, and topography of this subject site
- is consistent with the adjacent residential land use
- dedicates 54.6% of the site for riparian, biodiversity and open space protection purposes
- allows for 38 single family lots on the subject site
- is not transit-oriented, but it is unlikely to alter movement patterns in the area

RECOMMENDATION

That the MVRD Board:

- a) initiate the regional growth strategy amendment process for the City of Surrey's requested regional land use designation amendment from Industrial to General Urban for the lands located at 11420 – 157A Street ;
- b) give first, second, and third readings to "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1366, 2023"; and
- c) direct staff to notify affected local governments as per section 6.4.2 of Metro 2050.

NEXT STEPS

Should the amendment application proceed:

- Provided the bylaw receives readings by the MVRD Board, the amendment application will be referred to affected local governments for comment (45 day comment period)
- Receive comments from the referral process, convey comments to the Board and Board will consider final reading and adoption of the amendment bylaw.



To: Regional Planning Committee

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

Date: May 16, 2023 Meeting Date: June 9, 2023

Subject: **Metro Vancouver Agriculture Portfolio Update**

RECOMMENDATION

That the Regional Planning Committee receive for information the report dated May 16, 2023, titled “Metro Vancouver Agriculture Portfolio Update”.

EXECUTIVE SUMMARY

This report provides a review of Metro Vancouver’s role in regional agricultural planning focusing on the key projects and initiatives identified in the Regional Planning Committee’s 2023 Work Plan. The report also highlights how Metro Vancouver intersects with the agricultural sector by providing resources and opportunities for sharing information pertaining to the region’s food system across all member jurisdictions. Agriculture policy at Metro Vancouver is guided and supported by many policy documents but particularly by *Metro 2050* and the *Regional Food System Strategy*. Additional direction for Metro Vancouver’s agricultural portfolio is also provided through Issue Area 4 of the *Clean Air Plan* and the draft *Climate 2050 Agriculture Roadmap*. These documents support maintaining a healthy, resilient local food system including the continued protection of agricultural land for agricultural purposes, reducing agriculture-sector GHG emissions, supporting healthy soils, and conserving ecosystem services.

PURPOSE

The purpose of this report is to provide the Regional Planning Committee with an overview of the Regional Planning agriculture portfolio, including relevant context, key projects, ongoing implementation, and advocacy.

BACKGROUND

The Regional Planning Committee’s 2023 Work Plan includes several projects from the agricultural portfolio including the Regional Food System Strategy update, Agricultural Land Use Inventory update, Ecosystem Services on Agricultural Land study, and preparing the Agricultural Data Book.

AGRICULTURE IN METRO VANCOUVER

Metro Vancouver is one of the most important food producing areas in British Columbia. Agriculture in this region makes a significant contribution to the BC economy with over \$1.3 billion in annual operating revenues (2020). Farmers in this region supply over 130 different farm commodities including a wide range of fruits, vegetables, dairy, poultry, and livestock products, as well as many landscaping and horticultural products.

While this region’s agricultural sector fills a vital role in feeding the local population, the land required to support agricultural production is constantly under pressure to accommodate other

non-farm uses, or is perceived as an expansion area for urban uses. Pressures on agricultural land generally come from two directions: 1. non-farm use expansion inside the Agricultural Land Reserve (ALR) boundary; and 2. urban development adjacent to the ALR that degrades soil or that encroaches or expands into agricultural areas. The use of agricultural land for purposes not related to farming is one of the most significant pressures on the ALR and future food security for Metro Vancouver's residents.

METRO 2050

Agricultural land provides many benefits to the entire region through economic development, job growth, ecosystem services, recreational space, and local food production. Agricultural land however, also experiences continuing regional pressures to accommodate urban uses and is increasingly challenged to compete with non-farm land uses. Residential and commercial development in the ALR removes farmland from future food production and Urban Containment Boundary and ALR boundary adjustments contribute to urban sprawl and create new opportunities for urban development to negatively impact soil quality and hydrology patterns on adjacent agricultural lands.

Metro Vancouver and member jurisdictions have clearly indicated it is a priority to protect agricultural land and promote agricultural viability in the region by way of the policy directions set out in *Metro 2050*. Reaching this goal requires the successful implementation of *Metro 2050* and on maintaining a defensible ALR boundary. Additionally, aligning land use decisions in areas outside the ALR with *Metro 2050's* agricultural land protection policies is crucial to supporting long term agricultural production in the region, particularly where those decisions can cause the degradation of land to the point where agricultural uses, both in and outside of the ALR, are no longer viable.

Metro 2050 provides a clear regional policy response to these agricultural land challenges and defines roles for Metro Vancouver and member jurisdictions to engage in the shared protection of agricultural land. Strategy 2.3 – Protect the supply of agricultural land and strengthen agricultural viability (Reference 1), primarily addresses these issues and identifies the role for Metro Vancouver to:

- Restrict regional sewerage services on lands regionally-designated Agricultural;
- Monitor the status of agricultural land;
- Pursue strategies and actions to increase active farming and strengthen its economic viability as a sector;
- Minimize land use conflicts between agriculture and other land uses;
- Undertake agriculture awareness activities;
- Advocate for wide-spread use of Agricultural Impact Assessments;
- Advocate for farm tax reform;
- Advocate to increase innovation and resilience in the agricultural sector;
- Encourage beneficial land management practices to reduce greenhouse gases and obtain ecosystem services benefits; and
- Advocate to have agricultural land prioritized in Official Community Plans similar to residential, commercial and industrial lands.

Supporting the policies of *Metro 2050* also aligns directly with provincial legislation established in the *Agricultural Land Commission Act* and *Agricultural Land Reserve Regulations* which are of great importance in preserving regional agricultural land and structuring urban growth, as well as ensuring local food production is a viable option for farmers and consumers well into the future.

AGRICULTURAL ADVISORY COMMITTEE, RELATIONSHIPS AND REGIONAL SUPPORT

The Metro Vancouver Agricultural portfolio is complex and involves creating working relationships with multiple provincial ministries and agencies, federal departments, the Agricultural Land Commission, industry stakeholders, non-profits, social agencies, utility providers, educational institutions and member jurisdictions. These relationships are strengthened through the support of Metro Vancouver's Agricultural Advisory Committee (AAC).

Regional Planning staff administer the function of the AAC which acts as a vital and direct conduit to the agricultural sector in the region. The Metro Vancouver AAC is a unique committee with a Terms of Reference that establishes a direct connection with the Regional Planning Committee rather than functioning as a staff-level advisory committee (Reference 2). The AAC operates in four year terms, solicits volunteer representation directly from member jurisdictions, industry stakeholders and a MVRD Board representative, and requires its members be appointed by the MVRD Board Chair.

Staff and the Regional Planning Committee receive advice and recommendations on matters relating to the protection of agricultural land and the viability of agriculture in the region from the AAC. Staff also receive information from AAC members about operational challenges, impacts from climate change, and the effects that policies, from all levels of government, have on their business functions.

In addition to the administrative work necessary to manage the AAC, staff also directly support member jurisdiction staff, local Agricultural Advisory Committees, non-profits, industry stakeholders, social agencies, educational institutions, and other Metro Vancouver departments. Much of this work typically involves responding to requests for information and sharing the regional perspective about issues and priorities within the agricultural sector. The information and insights shared by AAC members is a vital part of this work as this relationship acts as a pathway for the exchange of ideas between the agricultural sector from practitioners, through Metro Vancouver, to many other stakeholders across the region, province, and beyond.

CURRENT MAJOR PROJECTS

The Regional Planning 2023 Agriculture Work Program includes several initiatives described below and will continue to evolve based on direction from management and from the Regional Planning Committee and MVRD Board.

Regional Food System Strategy Update

Endorsed in 2011, the *Regional Food System Strategy* (Reference 3) was a first step in creating a collaborative approach to supporting a sustainable, resilient and healthy food system. The Strategy has contributed to the well-being of all residents as well as the economic prosperity of the region while also conserving a shared ecological legacy. When it was prepared, the Strategy took into

account the current strengths of the regional food system and identified challenges that need to be overcome.

While the Strategy is still an important tool in supporting a healthy and robust food system, several significant issues are either missing or require updating based on changes that have taken place since 2011, including:

- Covid-19 pandemic weaknesses;
- Rapid climate change and increases in extreme weather events;
- Agri-tech role in agriculture;
- Indigenous food sovereignty;
- Circular economy;
- Crop diversification; and
- Farmer succession planning.

The process to update the Strategy will begin later in 2023 starting with an audit to determine which policies are still relevant followed by a gap analysis to formalize what additional items need to be addressed that are not included in the current version. The *Food System Strategy Action Plan* (Reference 4) will also be reviewed to capture any ideas developed during that process and include them in the update to the Strategy.

Ecosystem Services on Agriculture Land

Metro Vancouver's *Regional Food System Strategy* (RFSS) identified the use and benefits of ecosystem services as key components in achieving a sustainable, resilient and healthy regional food system. Since the endorsement of the RFSS in 2011, several other plans and strategies have supported the use and expansion of ecosystem services on agricultural land including *Metro 2050*, *Ecological Health Framework* (Reference 5), and the draft *Climate 2050 Agricultural Roadmap* (Reference 6).

In 2021, the MVRD Board approved funding to support examining the benefits and potential uses of ecosystem services on agricultural land in the region. The *Scoping Agricultural Ecosystem Services within Metro Vancouver* (Reference 7) study was initiated in late 2021 and completed in January 2023. The Study identified that within the regional core, the ALR hosts over 40% of Metro Vancouver's total sensitive ecosystems including 60% of the region's wetlands and 40% of the region's riparian areas. The Study also identified the benefits that these natural areas provide, and recommends policies, regulations and financial mechanisms that can support and expand their long-term use within the region's agricultural lands. Recommendations from the Study are being incorporated into the draft *Climate 2050 Agricultural Roadmap* and are serving as a foundation to move forward with understanding how ecosystem services on agricultural land can be supported over the long-term. Each recommendation will require further review and analysis. That work will be provided in a white paper early in 2024, which will include recommendations for consideration by the Regional Planning Committee.

Draft Climate 2050 Agriculture Roadmap

Agriculture is one of ten issue areas identified in *Climate 2050*. Work has been ongoing since 2021 on completing the draft *Climate 2050 Agriculture Roadmap*, which included extensive engagement

with the members of the AAC. The draft Roadmap includes actions from Issue Area 4 in the *Clean Air Plan* (Reference 8) to reduce emissions sourced from agricultural operations and focuses on adaptation and increasing resilience in the sector by:

- Protecting agricultural land from the impacts of urban land development;
- Supporting a transition to lower emission agricultural equipment;
- Expanding and supporting the use of anaerobic digestion of agricultural waste;
- Supporting ecosystem services on agricultural land;
- Helping farmers build capacity to adapt to climate change;
- Supporting long-term financial investment in the agricultural sector; and
- Supporting innovations in agricultural operations.

The draft *Climate 2050 Agricultural Roadmap* is nearing completion and is expected to be presented to the Climate Action Committee and MVRD Board for consideration of endorsement later this year.

Agricultural Land Use Inventory

Starting in 2021, Metro Vancouver and the Ministry of Agriculture and Food partnered to update the Agricultural Land Use Inventory (ALUI) that was previously completed in 2016. This updated inventory focuses on all parcels farmed in the Metro Vancouver region and documents changes in land use and land cover. The data is derived from ortho-photography, limited field surveys and some local knowledge and uses a GIS interface for analytic purposes. Although the ALUI is a snapshot in time, it is the most comprehensive information resource available on agricultural land use in the region. Previous ALUIs were conducted in 2011 and 2016 to coincide with Canada's Census of Agriculture.

Agriculture Data Book

Metro Vancouver provides a significant amount of regional agricultural data largely from Census Canada and the Agricultural Land Use Inventory. This information is widely used by many stakeholders across the region. Metro Vancouver has typically provided this data in numerous formats including bulletins, publications, infographics, Metro Vancouver's webpage, and through in-person presentations to member jurisdiction agriculture advisory committees.

Supported through policy in the Regional Food System Strategy, Metro Vancouver has also obtained data from other agricultural-focused work including:

- Food Flows in Metro Vancouver – identified for example, that approximately 14% of the Metro Vancouver food supply is sourced within the region (Reference 9);
- Farm Tax Class Income Threshold Investigation – provided statistical information to support the conclusion that the farm tax threshold is likely too low for Metro Vancouver (Reference 10); and
- Encouraging Agricultural Production through Farm Property Tax Reform in Metro Vancouver White Paper - provided statistical information to indicate farm property tax reform is warranted in the region (Reference 11).

The Agriculture Data Book project is intended to update and collate these different sources of data and provide all data related to agriculture in one volume for ease of use and maintenance.

UPCOMING PROJECTS

Preparatory work has begun for new projects identified for the Regional Planning Agriculture Work Program including preparing an Agriculture Land Protection and Viability Strategy and continuing with work that focuses on soil movement within the ALR.

Agriculture Protection and Viability Strategy

The land base within the region is significantly constrained due to a myriad of factors, not the least of which is physical and geographic constraints, and the pressure to accommodate other necessary land uses such as housing and industrial development. As the region continues to grow, and due to the nature of soil-based agriculture, agricultural lands in the region are vulnerable and are at risk of being used for non-farming purposes.

There are a many number of factors that can keep agricultural land from being used for farming purposes, such as:

- land is owned by speculators with no intent to farm;
- price of land makes it prohibitive to purchase to start new or expand existing farming operations;
- lack of reliable and consistent irrigation; and
- degradation of soil from climate change impacts and adjacent urban land uses.

This viability study will explore the challenges that are experienced sub-regionally in supporting the expansion of farming and, through a collaborative approach, examine ways in which the remaining agricultural land in the region can be better protected and used to enhance the viability of the sector over the long term.

Soil Tracking Study and Pilot Project

Illegal fill deposits on agricultural land is a serious issue in the Metro Vancouver region in terms of the damage to farmland. Metro Vancouver began examining options for a regional approach to preventing illegal fill starting in 2015, and recommended solutions to address the issue including supporting a pilot project to address illegal fill movement and management in the region. While this pilot project did not move forward at the time, the issue with illegal fill and the detrimental effects it has on the regional agricultural sector has grown and still needs to be addressed.

The Soil Tracking Study and Pilot Project proposes to continue the work started in 2015 but with a specific focus on exploring the experience in Ontario where soil tracking movement is a requirement. Mobile applications have proven very effective and efficient in managing this issue within Ontario and this pilot project is intended to determine how a mobile application could be implemented in Metro Vancouver in a manner that is efficient, allows for cross-boundary monitoring, and is supported within a system that does not place significant additional staffing or financial costs on member jurisdictions.

ALTERNATIVES

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

FINANCIAL IMPLICATIONS

There are no financial implications associated with this report.

CONCLUSION

This report provides a review of Metro Vancouver's role in regional agricultural planning focusing on the key projects and initiatives identified in the Regional Planning Committee's 2023 Work Plan, and highlights how Metro Vancouver's work and interests intersect with the agricultural sector by providing resources and opportunities for sharing information pertaining to the region's food system across all member jurisdictions.

Attachment

Presentation re: Regional Planning Agriculture Portfolio

References

1. [Strategy 2.3 Metro 2050](#)
2. [Agricultural Advisory Committee Terms of Reference](#)
3. [Regional Food System Strategy](#)
4. [Regional Food System Action Plan](#)
5. [Ecological Health Framework](#)
6. [Draft Climate 2050 Agriculture Roadmap](#)
7. [Scoping Agricultural Ecosystem Services within Metro Vancouver](#)
8. [Issue Area 4: Clean Air Plan](#)
9. [Food Flows in Metro Vancouver](#)
10. [Farm Tax Class Income Threshold Investigation](#)
11. [Encouraging Agricultural Production through Farm Property Tax Reform in Metro Vancouver](#)

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Regional Planning Agriculture Portfolio

AN INTRODUCTION AND 2023 PRIORITIES

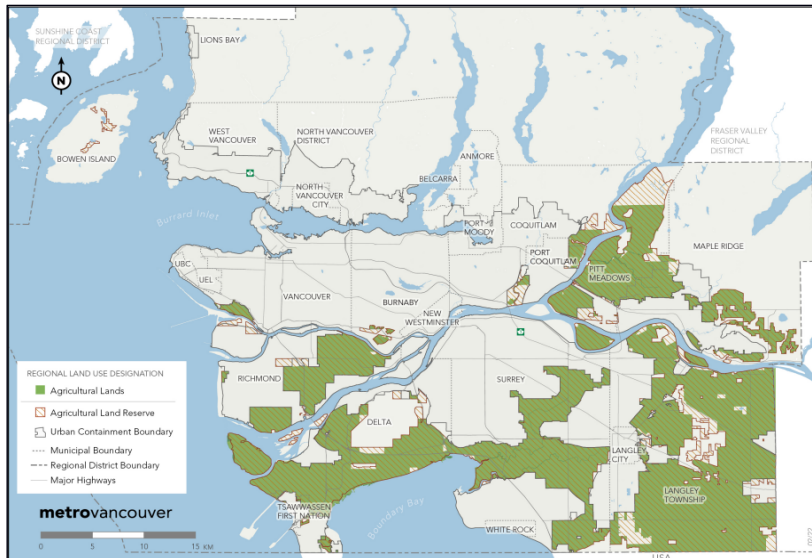
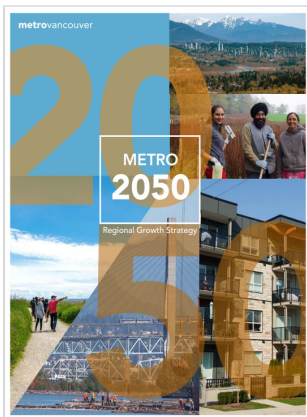
Carla Stewart

Senior Planner (Agriculture and Food Security), Regional Planning and Housing Services

Regional Planning Committee | June 9, 2023

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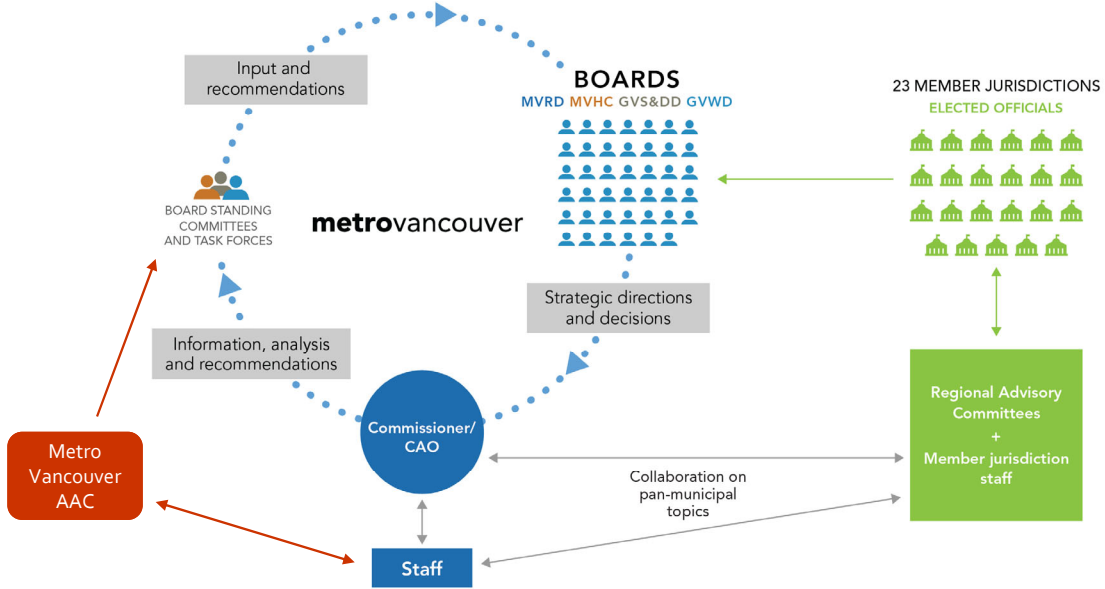
METRO 2050



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AGRICULTURAL ADVISORY COMMITTEE



REGIONAL FOOD SYSTEM STRATEGY



ECOSYSTEM SERVICES ON AGRICULTURAL LAND

- 2011 Regional Food System Strategy
- Baseline study completed Jan 2023
 - Ecosystem locations and types
 - Ecosystem service benefits
 - Policies, regulations and financial options to support long-term use
- Draft Climate 2050 Agriculture Roadmap



CLIMATE 2050 AGRICULTURE ROADMAP

- 2018 Climate Strategic Framework
- Key focus:
 - Protect agricultural land
 - Transition to lower emissions
 - Support anaerobic digestions
 - Support ecosystem services
 - Adapt to climate change
 - Long-term financial investment
 - Support innovation
- Endorsement in 2023

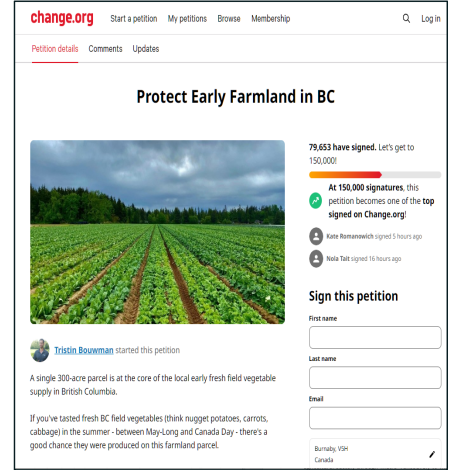


AGRICULTURE LAND USE INVENTORY

AGRICULTURE DATA BOOK

ADVOCACY AND REGIONAL SUPPORT

- Inquiries and requests for information
- Meet with member jurisdiction staff
- Regionally-focused working groups
- Advocacy
- Metro Vancouver projects
- Member Jurisdiction AACs



Thank You



Historical and Future Growth of Immigrants to Metro Vancouver

Sinisa Vukicevic, PhD

Program Manager, Planning Analytics, Regional Planning and Housing Services

Regional Planning Committee, June 9, 2023
59769848

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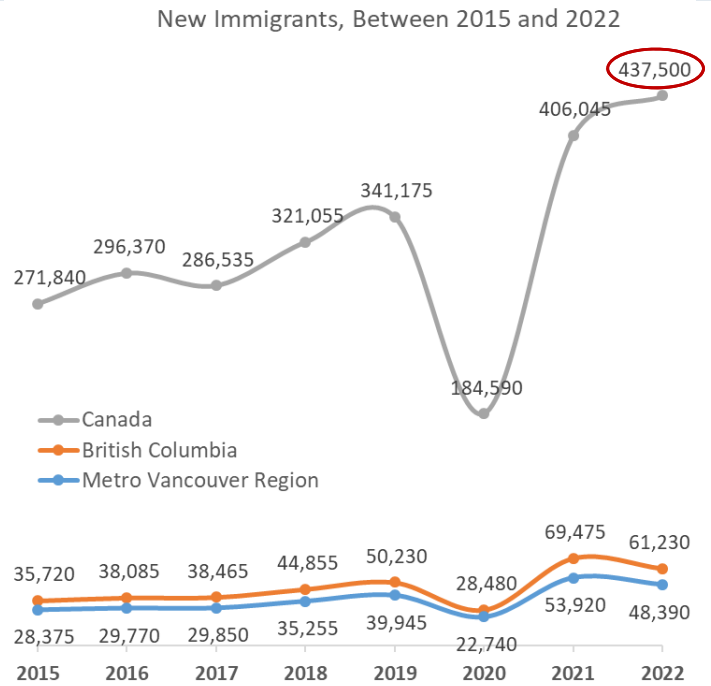
WHY IMMIGRATION IS IMPORTANT FOR THE REGION

- Population growth
 - Natural increase (births minus deaths) will reach “0” in the mid 2030’s (currently under 10,000)
 - Aging population is leading to skill and labour shortages
- Economic growth
 - Majority of regional immigrants fall within the economically active age group of 25 to 54
 - Has positive impacts on consumer spending, business investment, and innovation
 - Critical for the region’s future workforce

HISTORICAL TRENDS

Canada, BC (2015 – 2022)

- Canada welcomed **437,500** new immigrants in 2022
- On average, BC attracts **15%** of Canada's new immigrants, and **80%** of those came to Metro Vancouver between 2018 and 2022



Source: IRCC, Admissions of Permanent Residents (PRs) of Intended Destination

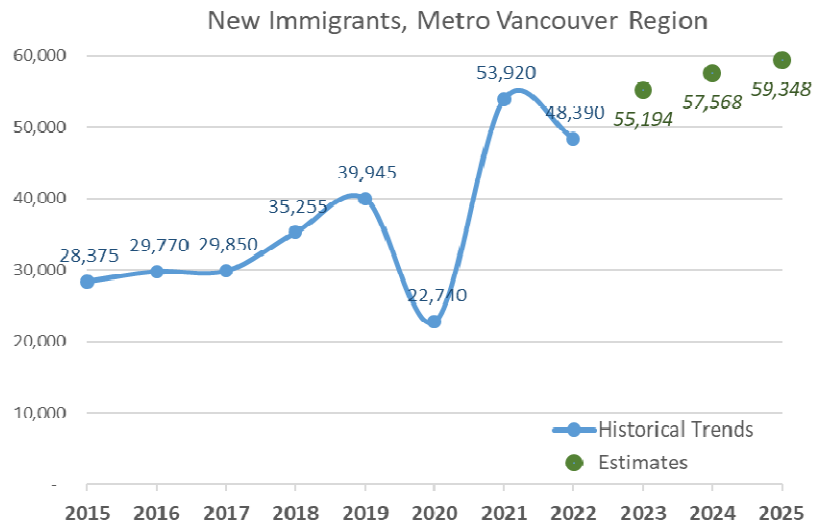
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HISTORICAL AND FUTURE TRENDS

Metro Vancouver Region

- The region received **~40,000** immigrants annually between 2018 and 2022
- The region is expected to welcome over **55,000** new immigrants per year by 2025

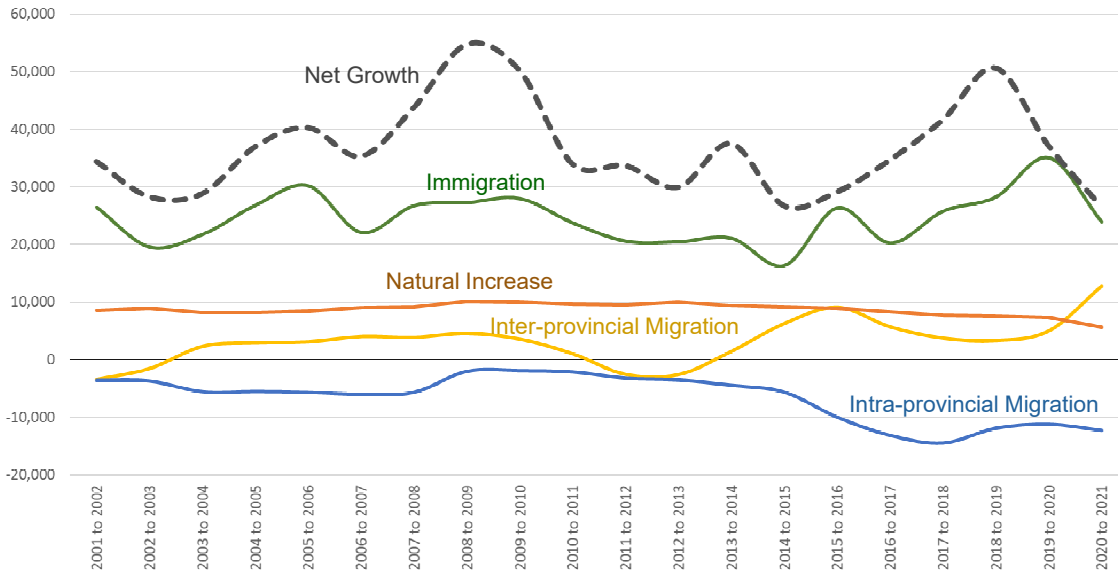


Source: IRCC, Admissions of Permanent Residents (PRs) of Intended Destination

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POPULATION: COMPONENTS OF GROWTH



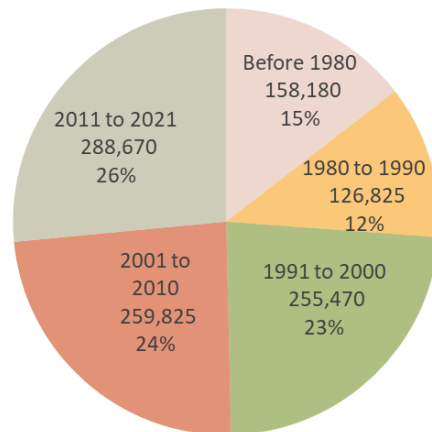
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HOW MANY IMMIGRANTS LIVE IN THE REGION

Metro Vancouver, Census

- **40%** of regional residents (or **1.1 million** people) are immigrants
- 26% of the regional immigrants (288,670 people) came to the region between 2011 and 2021

Immigrants by Period of Immigration



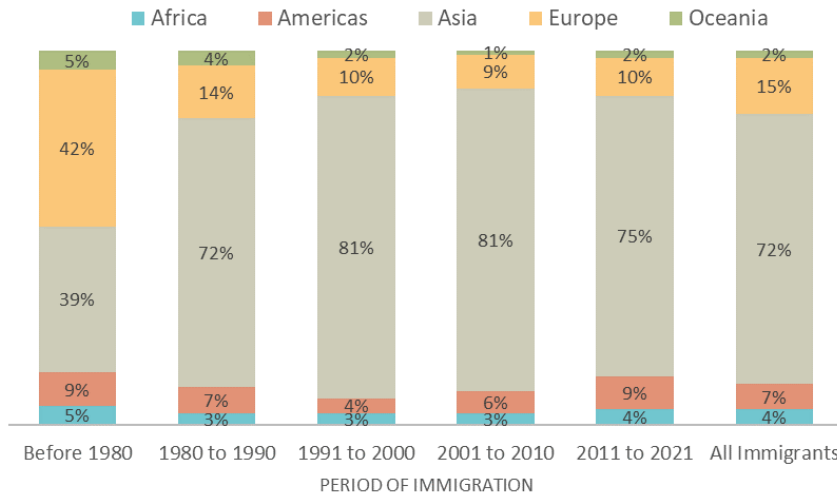
Source: Statistics Canada, 2021 Census of Population

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WHERE WERE IMMIGRANTS BORN

Metro Vancouver, Census

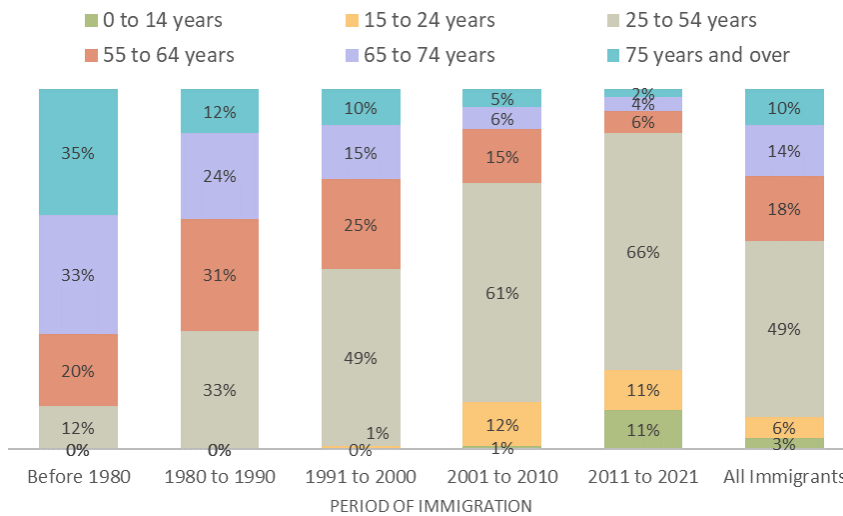


- The largest share of regional immigrants was born in **Asia**, comprising 72% of the total immigrant population
- Most regional immigrants who arrived before 1980 were born in **Europe**

Source: Statistics Canada, 2021 Census of Population

HOW OLD ARE IMMIGRANTS

Metro Vancouver, Census

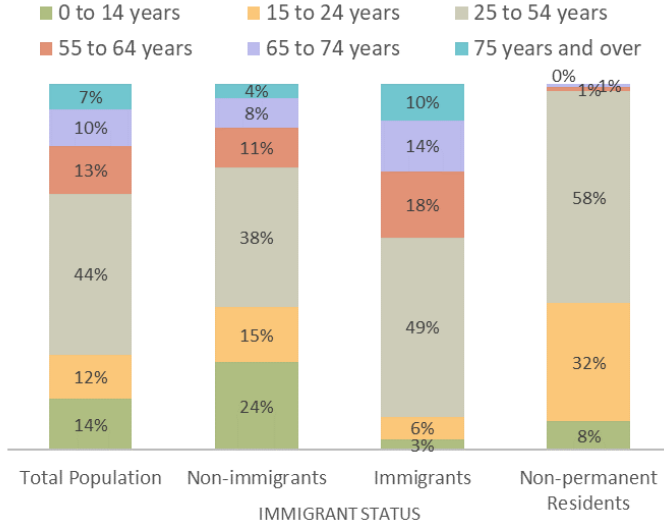


- 49% of the total immigrant population in the region are between the ages of **25 and 54**, comprising the largest age group

Source: Statistics Canada, 2021 Census of Population

WORKING-AGE POPULATION

Metro Vancouver, Census



Proportion of working-age population (15 to 64 years old) in the following groups:

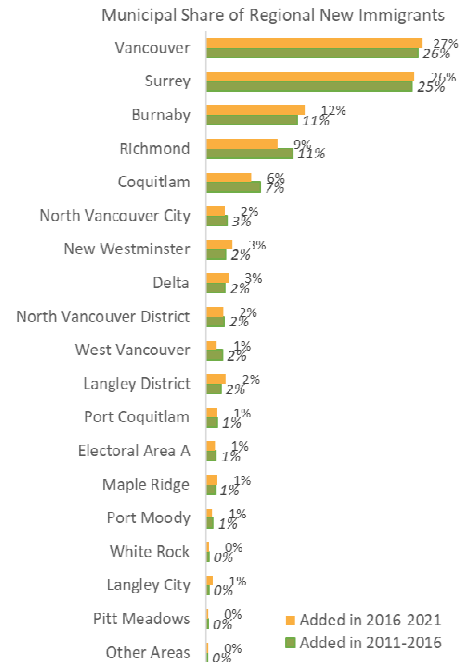
- Total population: 69%
- Non-immigrants: 64%
- Immigrants: **73%**
- Non-permanent residents: **91%**

Source: Statistics Canada, 2021 Census of Population

WHERE DO IMMIGRANTS LIVE

Metro Vancouver, Census

- The distribution of recent immigrants by municipality did not change significantly from the 2011-2016 to 2016-2021 periods
- Over half of recent immigrants to the region live in **Vancouver (27%)** and **Surrey (26%)**

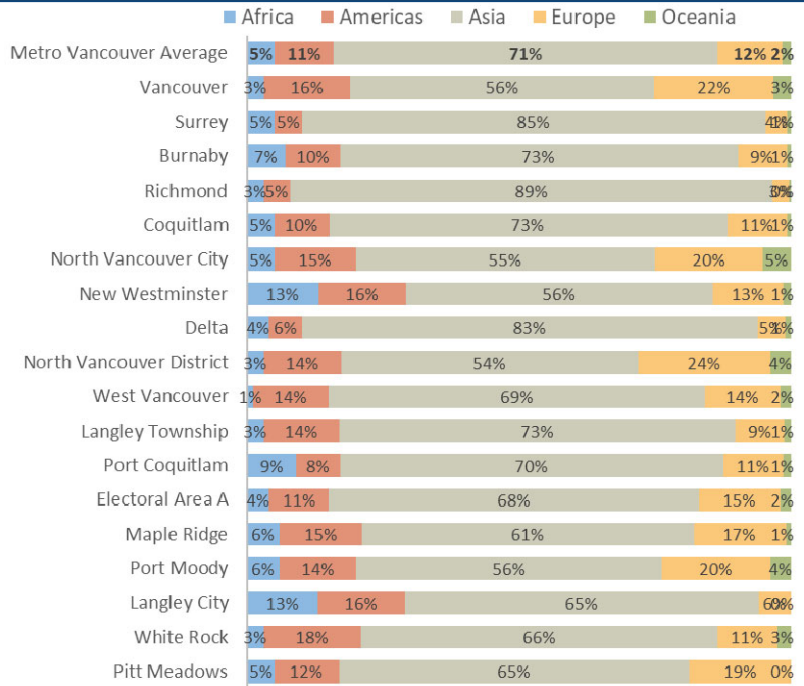


Source: Statistics Canada, 2021 Census of Population

MUNICIPAL STATISTICS

Metro Vancouver, Census

Across all municipalities in the region, most of the recent immigrants who arrived between 2016 and 2021 were born in **Asia**



Source: Statistics Canada, 2021 Census of Population

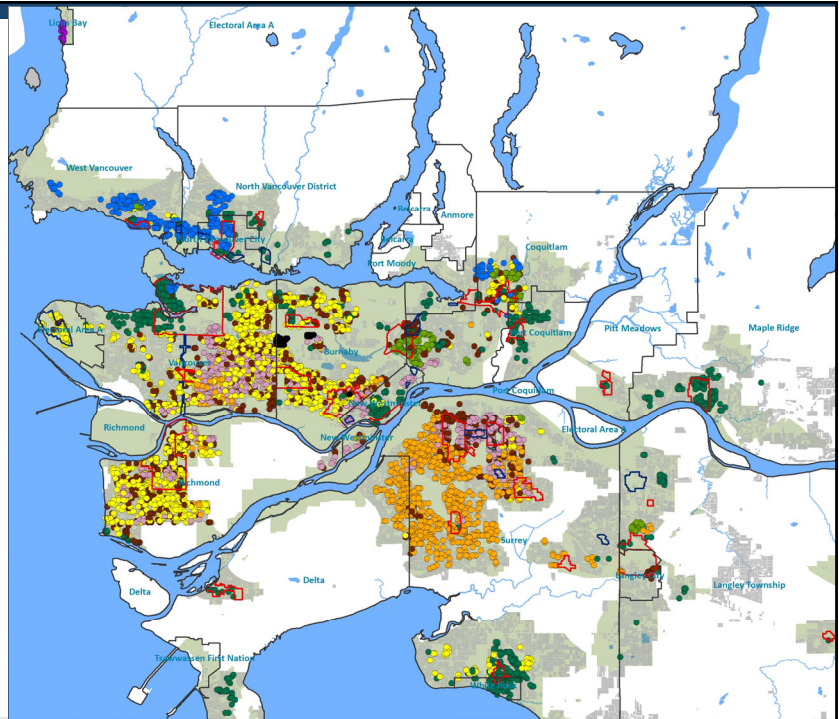
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THE GEOSPATIAL DISTRIBUTION OF NEW IMMIGRANTS

How do people choose where to live?

- Close to ethnic community
- Household Income
- Close to schools, amenities and transit
- Located in UC and FTDA



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HOW TO FORECAST IMMIGRATION?

Metro Vancouver

Annual growth in regional immigrants

- Short term: Guided by the immigration plans released by federal government
- Long term: Assume a steady growth in immigration

Spatial distribution of annual regional immigrants:

- Informed by Social and Community Data Land Use Model
- Supported by Immigration Model



Thank You

To: Regional Planning Committee

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

Date: May 17, 2023 Meeting Date: June 9, 2023

Subject: **Development Approval Process Review: Policy Implications**

RECOMMENDATION

That the MVRD Board:

- a) endorse the comments as set out in the report dated May 17, 2023, titled “Development Approval Process Review: Policy Implications”; and,
 - b) direct staff to forward comments to the Ministry of Housing staff for consideration when drafting the pending legislative changes for the Small Scale Multi-Unit Housing Initiative.
-

EXECUTIVE SUMMARY

Ministry of Housing staff have been engaging with local and regional governments throughout the Province on advancing the Development Approvals Process Review (DAPR) initiative. The Small Scale Multi-Unit Housing Initiative is one of the outcomes of DAPR, and aims to explore legislative changes to encourage gentle density and enable more infill and “missing middle” housing supply by allowing up to four units to be built on lots in areas traditionally zoned for single-detached homes. While the provision of middle-income housing, infill, and intensification in general is positive and aligned with *Metro 2050* policies that encourage housing choice and diversity, there are some concerns over the possible unintended consequences that may result. To address these concerns, staff have compiled comments relating to *Metro 2050*’s policy directions to provide to the Province. These include:

1. Introducing indiscriminate intensification too broadly will make it more difficult to encourage intensification in the region’s Urban Centres and frequent transit corridors;
2. Allowing intensification too broadly could encourage more residential development in rural and agricultural areas, and encourage urban sprawl;
3. Due to lack of infrastructure, already being designated for higher levels of transit-oriented intensification, and inherent natural hazard risk, some areas should be excluded from the intensification mandate;
4. Local governments should have the discretion to consider the infrastructure servicing impacts and phasing to plan for the orderly provision of needed infrastructure upgrades and financing;
5. The Province should communicate how school and hospital capacity will be addressed with the anticipated intensification in the impacted areas; and
6. Local governments should have the discretion to consider how housing tenure can best be considered to encourage more rental units, attainable homeownership, and affordability.

Staff are seeking direction from the MVRD Board to endorse the comments set out in this report and to send them to Ministry staff for consideration when drafting the pending legislative changes.

PURPOSE

To provide the Regional Planning Committee and MVRD Board with background and a summary of comments prepared by Metro Vancouver staff on the Province's Small Scale Multi-Unit Housing Initiative for information, and to seek endorsement and direction to forward them to Ministry of Housing staff.

BACKGROUND

In April 2023, the Province of BC introduced a new housing plan, "Homes for People", which signaled the Province's intention to work with local governments to implement zoning changes that will permit small-scale, multi-unit homes like duplexes, triplexes, and row houses in existing single-detached zoned neighbourhoods, and advance its ongoing Development Approvals Process Review initiative (Reference). Ministry of Housing staff are currently working on legislation that will allow up to 3 or 4 units on a traditional single-detached lot (depending on the size / type of lot) with additional density permitted in areas well-served by transit. Based on the limited information available to date, Regional Planning staff have noted some questions and possible concerns regarding the proposed legislation, its implementation, and potential unintended consequences that may result if not carefully considered. On May 5, 2023, Metro Vancouver staff presented those preliminary comments to the Regional Planning Advisory Committee (RPAC). The members generally shared the same questions and concerns, and provided feedback and additional comments that have been incorporated into staff's comments below.

PROPOSED LEGISLATION

While the details have been limited, Ministry staff are exploring how Official Community Plan policies, zoning bylaws, and Housing Needs Reports align to support small scale, multi-unit housing throughout municipalities as a means to encourage the broad provision of more diverse housing options.

Small Scale Multi-Unit Housing Initiative

Ministry staff are exploring how, through provincial legislation changes, to encourage townhouses, duplexes, triplexes, and other forms of infill housing, such as laneway / coach houses in single-detached neighbourhoods based on an evaluation of the barriers in place through existing policy and zoning. Early indications are that any legislative changes would likely apply to 'select communities only', but no definition of that has yet been shared.

Alignment with Metro 2050 Housing Policies

Single-detached homes are out of reach for many people, and there isn't enough supply of "missing middle" housing forms and options in this region to meet the needs of growing households. Expanding the supply and diversity of housing that meets a variety of needs across the housing continuum increases affordability, social equity, and resilience. The provision of diverse and affordable housing, infill, and densification in general is a positive direction to help address the housing affordability challenges of this region and supports the goals, strategies, and policy actions of *Metro 2050* such as policy 4.1.8 c) which encourages increased density and supply of diverse ground-oriented and infill housing forms in low-density neighbourhoods, such as duplex, four-plex, townhouse, laneway / coach houses, and apartments, particularly in proximity to transit.

Small Scale, Multi-Unit Housing Policies in Other Jurisdictions

Other jurisdictions in BC, Canada, and internationally have implemented various zoning reforms that enable small scale, multi-unit housing by establishing minimum densities on lots in established single-detached neighbourhoods with varying degrees of success and uptake. In Vancouver, public consultation is underway to add missing middle housing (up to 6 units per lot) and simplify regulations in low density neighbourhoods. The City of Victoria already allows up to 6 units on lots currently zoned for single-detached dwellings in certain areas. The provincial government in Ontario has introduced new legislation requiring municipalities to permit small scale residential uses of up to 3 units per lot “as of right” in areas where municipal services can support the additional density. The State of Oregon requires that certain jurisdictions allow small scale housing forms in areas that previously only allowed single-detached residential units, and all cities with a population over 10,000 must allow 2 units on single-detached lots. The State of California allows up to 4 units on existing single-detached lots and includes transit-oriented criteria. Finally, rental price increases have slowed in Auckland compared to the rest of New Zealand since introducing Medium Density Residential Standards that set a minimum density of 3 units per single-detached residential lot.

METRO VANCOUVER STAFF COMMENTS

While an approach of encouraging growth and intensification broadly throughout single-detached neighbourhoods may increase the supply and diversity of housing to meet the needs of various households, it also has the potential to negatively impact the region’s ability to achieve several important objectives if not carefully implemented. Firstly, it may hinder efforts to contain urban sprawl and create compact, mixed, and walkable transit-oriented centres, and make efficient use of utility and transit investments. By concentrating growth in specific areas as set out in *Metro 2050*, vibrant and resilient communities can be developed with a mix of land uses and convenient access to public transportation.

Secondly, a more scattered approach to intensification may impede the ability for directing growth and density in the region’s urban centres and transit corridors. These areas have the potential to become thriving hubs of activity, attracting businesses, services and diverse housing options. However, if growth is spread too broadly, these designated areas may not receive the necessary focus and development needed to support this potential. In addition, small scale, multi-unit housing supply may have limited impact on housing attainability and affordability in our region, as it is not clear if the proposed legislation will directly address questions of housing tenure and affordability (e.g. rental tenure, below-market ownership, etc.).

The following comments are proposed to be included in a letter to Ministry of Housing staff for consideration during the drafting of the pending legislative changes:

1. An undiscerning approach that encourages growth and intensification throughout the region’s single-detached neighbourhoods could undermine some of the goals, strategies, and policy actions of *Metro 2050* and shared principles of regional planning. Containing and structuring growth and coordinating it with transit investment plans is a long-standing and shared planning principle that should be upheld. Introducing intensification too broadly with the timing and pace being driven entirely by the private market may make it more difficult

for local governments to meet the shared commitments of *Metro 2050* to encourage intensification in the region's Urban Centres and Frequent Transit Development Areas, where infrastructure can best support it.

2. To mitigate potential negative impacts, the intensification mandates for single-detached neighbourhood areas should be limited to lands designated as General Urban in *Metro 2050*. Allowing intensification broadly across all single-detached neighbourhoods will increase outward expansion pressures for development in the region, encourage more residential development in the rural and agricultural areas, and encourage urban sprawl. Using the agreed-upon Urban Containment Boundary set out in *Metro 2050* as a limit to this intensification mandate would reinforce good planning principles and support economies of scale where infrastructure and amenities are more cost-effective and available to support the growth.
3. Certain areas should be excluded from the intensification mandates, including lands that are: designated as Urban Centres in *Metro 2050*; outside of the Urban Containment Boundary; lacking sufficient municipal infrastructure; and identified as hazard risk areas, near or within environmentally sensitive areas, with poor geotechnical conditions, etc. Indiscriminate permissions that encourage growth and intensification broadly will increasingly make it challenging for local governments to meet the transit-oriented intensification goals of *Metro 2050* and undermine planning efforts to discourage growth in the region's natural and known hazard areas.
4. The Province should provide local governments with the discretion to consider infrastructure servicing impacts and to introduce a phasing scheme for orderly infrastructure upgrades and financing. Promoting intensification in all low density, single-detached neighbourhoods, that were not designed and built to accommodate the resulting increased traffic and servicing demands, will place significant burdens on local governments that are trying to keep up with the demands of new growth. Allowing for the consideration of phasing of this growth will allow servicing to also grow and keep pace.
5. The Province should consider and communicate how school and hospital capacity will be addressed with the anticipated intensification in the impacted areas. Promoting intensification in low density, single-detached neighbourhoods will spread out the demands for population-supporting servicing and amenities. The two essential service areas that will be directly impacted, and which are out of the planning control of local governments, are schools and hospitals.
6. The Province should provide local governments with discretion to consider how housing tenure can best be considered to encourage more rental units, attainable homeownership, and housing affordability overall. While the Province's initiative will likely encourage the provision of more housing in general, there are many local government programs and efforts in place that encourage / require the provision of affordable rental housing units. This legislation should aim to complement and enhance local government programs related to affordable housing.

NEXT STEPS

Metro Vancouver staff understand that while the Ministry of Housing has completed its engagement and is not planning further consultations on proposed language before finalizing the legislative changes, Ministry staff are open to receiving written comments. Section 1.2.21 of *Metro 2050* states that Metro Vancouver on behalf of its members will:

“Advocate to the Federal Government and the Province to support the integration of regional land use and transportation by ensuring that all housing and transportation funding programs and initiatives for the region are consistent with the goals of the regional growth strategy.”

Therefore, as a next step, Regional Planning staff are seeking direction from the MVRD Board to endorse the comments relating to *Metro 2050* noted in this report and to forward them to Ministry staff for consideration when drafting the pending legislative changes.

ALTERNATIVES

1. That the MVRD Board:
 - a) endorse the comments as set out in the report dated May 17, 2023, titled “Development Approval Process Review: Policy Implications”; and,
 - b) direct staff to forward comments to the Ministry of Housing staff for consideration when drafting the pending legislative changes for the Small Scale Multi-Unit Housing Initiative.
2. That the MVRD Board receive for information the report dated May 17, 2023, titled “Development Approval Process Review: Policy Implications” and provide alternate direction to staff.

FINANCIAL IMPLICATIONS

There are no financial implications to this report.

CONCLUSION

Ministry of Housing staff have been engaging with local and regional governments throughout the province on advancing the Development Approvals Process Review initiative to explore how legislation changes can encourage more affordable housing to be built through its Small Scale Multi-Unit Housing Initiative. While the provision of affordable housing, infill, and intensification in general is a positive and much needed direction to help address the housing affordability challenges of this region, based on the limited information available to date Regional Planning staff have some questions and potential concerns over the amended legislation’s implementation and some possible unintended consequences that may result. Staff have prepared comments based on the goals, strategies, and policy actions of *Metro 2050* with input from RPAC members. Staff recommend Alternative 1, that MVRD Board endorse and direct staff to forward the comments set out in this report to Ministry staff for consideration while drafting the legislative changes.

Attachment

Presentation re Development Approval Process Review: Policy Implications

References

[Development Approvals Process Review Final Report \(Stakeholder Consultation\), September 2019](#)

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Development Approval Process Review: Policy Implications

SMALL SCALE MULTI-UNIT HOUSING INITIATIVE

Jessica Hayes

Acting Program Manager, Housing Policy & Planning, Regional Planning and Housing Services

Regional Planning Committee Meeting, June 9, 2023
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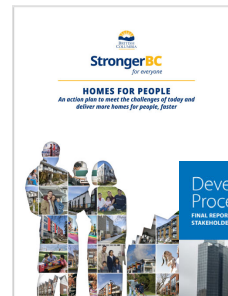
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SMALL SCALE MULTI-UNIT HOUSING INITIATIVE

- *Homes for People* action plan
- Development Approval Process Review
- Legislation will allow up to 3 or 4 units on single-detached lots

Policy Implications

- Alignment with *Metro 2050*
- Engagement with local governments



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RECOMMENDATIONS



- 1) Ensure that broad application doesn't undermine efforts to focus intensification in UCs and FTDA's
- 2) Prevent intensive residential development in rural and agricultural areas
- 3) Ensure appropriate exemptions (areas without adequate infrastructure, hazard lands, areas designated for higher density)

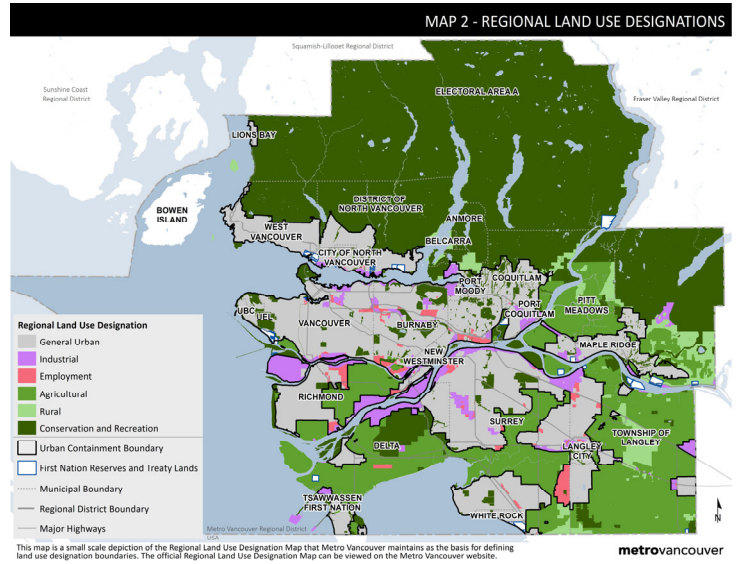
RECOMMENDATIONS



- 4) Allow local governments to evaluate infrastructure impacts, and to phase growth in order to be able to meet servicing demands
- 5) Consider school and hospital capacity
- 6) Allow local governments the ability to consider housing tenure and affordability

METRO 2050 PRINCIPLES

- Contain Urban Development
- Put growth in the right places (Urban Centres & Transit Corridors)
- Protect important lands (agricultural, ecologically important, industrial)
- Regional Land Use Designations
- Diverse and Affordable Housing



Thank you

To: Regional Planning Committee

From: Jessica Jiang, Regional Planner and Victor Cheung, Senior Policy and Planning Analyst,
Regional Planning and Housing Services

Date: May 16, 2023 Meeting Date: Jun 9, 2023

Subject: **Metro 2050 Implementation Guideline - Regional Context Statements**

RECOMMENDATION

That the MVRD Board endorse the Metro 2050 Implementation Guideline - Regional Context Statements as presented in the report dated May 16, 2023.

EXECUTIVE SUMMARY

Metro 2050, the update to the regional growth strategy, was adopted by the MVRD Board on February 24, 2023. Section 446 of the *Local Government Act* stipulates that member jurisdictions must prepare and submit a Regional Context Statement within two years of the adoption of a regional growth strategy. In an effort to support the interpretation and implementation of *Metro 2050*, staff have updated the Implementation Guideline - Regional Context Statements with input from member jurisdiction planning staff.

The main changes in the updated *Metro 2050* Implementation Guideline - Regional Context Statements are:

- shortening the document to focus on the RCS approval process;
- including a Submission Requirements section for reference;
- improve formatting to improve document readability; and
- creating a separate Regional Context Statement template for reference.

PURPOSE

To provide the Regional Planning Committee and MVRD Board with the opportunity to consider and endorse the *Metro 2050* Implementation Guideline - Regional Context Statements.

BACKGROUND

Implementation Guidelines were first introduced as companion documents to support the previous regional growth strategy, *Metro Vancouver 2040: Shaping our Future*. These companion documents are intended to be read in conjunction with the regional growth strategy as an aid. Eight Implementation Guidelines were developed for *Metro 2040*, including one for Regional Context Statements (Reference 1).

The MVRD Board adopted *Metro 2050* on February 24, 2023. To support the interpretation, administration and implementation of *Metro 2050* (Reference 2), staff are developing and updating Implementation Guidelines to provide guidance and additional context to member jurisdictions. The *Metro 2050* Implementation Guideline - Regional Context Statements has recently been completed and is presented in this report.

SUMMARY OF UPDATES TO THE IMPLEMENTATION GUIDELINE

The *Metro 2050* Implementation Guideline - Regional Context Statements (Attachment 1) provides guidance to member jurisdictions on the development, submission, and acceptance for Regional Context Statements. The Implementation Guideline will be updated periodically to ensure the most current information is available to member jurisdictions.

The key changes between the updated *Metro 2050* Implementation Guideline - Regional Context Statements and its *Metro 2040* predecessor include:

- shortening the document to focus on the RCS approval process;
- including a Submission Requirements section for reference;
- improve formatting to improve document readability; and
- creating a separate Regional Context Statement template for reference.

The updated Implementation Guideline - Regional Context Statements aims to achieve better consistency between the member jurisdictions on how RCSs are developed, and act as a resource that member jurisdictions can refer to during development applications or policy initiatives to identify potential regional alignment.

The Implementation Guideline includes the following key sections:

- **Developing a Regional Context Statement:** This section outlines how member jurisdictions can demonstrate consistency with *Metro 2050* and includes the template that member jurisdictions can follow in preparing their RCSs;
- **Regional Context Statement Submission Process:** This section outlines the required information and documents for submitting an RCS to the MVRD Board for acceptance; and
- **Regional Context Statement Acceptance Process:** This section outlines the general procedure for initiating an RCS acceptance process.

A separate Regional Context Statement Template has also been developed to aid member jurisdictions in demonstrating alignment between their OCPs and *Metro 2050*, and to encourage consistency in how RCSs are prepared across the region. The template is provided as attachment 2 to this report and will be made available on the Metro Vancouver website, should the MVRD Board endorse the Implementation Guideline.

REGIONAL PLANNING ADVISORY COMMITTEE FEEDBACK

The Regional Planning Advisory Committee (RPAC) was first consulted on the need for updating and developing new Implementation Guidelines in August, 2021 (Reference 3). Following receiving feedback from RPAC members, Metro Vancouver staff initiated the process of reviewing implementation guidelines, beginning with updating the Implementation Guideline - Regional Context Statements due to its time-sensitive nature.

An information report for the *Metro 2050* Implementation Guideline - Regional Context Statements was brought forward to the April 6, 2023 RPAC meeting to seek RPAC members' feedback. Following the comment period, the Implementation Guideline was updated to reflect RPAC's comments. Metro Vancouver staff also held three virtual information sessions, to provide municipal

staff with an overview of the revised Implementation Guideline, and discuss how to use the RCS template. Feedback received included:

- RCS Template format is straight forward to complete and reference;
- Highlight targets in the RCS Template for easy identification;
- Implementation Guideline is clear and concise;
- Including a sample submission cover letter would be helpful; and
- Graphics are helpful, additional graphics wherever possible would be appreciated.

ALTERNATIVES

1. That the MVRD Board endorse the Metro 2050 Implementation Guideline - Regional Context Statements as presented in the report dated May 16, 2023.
2. That the Regional Planning Committee receive for information the report dated May 16, 2023, titled "Implementation Guideline - Regional Context Statements" and provide alternative direction to staff.

FINANCIAL IMPLICATIONS

There are no financial implications associated with this report as all work to develop implementation guidelines is within the Regional Planning work program and part of the 2023 Board-approved budget.

CONCLUSION

With the recent adoption of the regional growth strategy, the *Metro 2050* Implementation Guideline - Regional Context Statements was updated with input from member jurisdiction staff to support the interpretation and implementation of the regional growth strategy's goals, strategies and actions. Staff recommend Alternative 1, that the Board endorse the updated Implementation Guideline - Regional Context Statements.

Attachments

1. *Metro 2050* Implementation Guideline - Regional Context Statements
2. Regional Context Statement Template

References

1. [Metro 2040 Implementation Guidelines](#)
2. [Metro 2050](#)
3. [Report dated August 6, 2021, titled "Updating Regional Growth Strategy Implementation Guidelines" received by RPAC on September 17, 2021](#)
4. [Report to RPAC dated March 13, 2023 Implementation Guideline for Drafting Regional Context Statements](#)

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Metro 2050

IMPLEMENTATION GUIDELINE Regional Context Statements

May 2023

Preamble

The successful implementation of [Metro 2050](#), the regional growth strategy, depends on ongoing cooperation and collaboration between Metro Vancouver and member jurisdictions. *Metro 2050* represents consensus among member jurisdictions to work collaboratively on meeting five long-term regional planning goals:

1. Create a compact urban area
2. Support a sustainable economy
3. Protect the environment, address climate change, and respond to natural hazards
4. Provide diverse and affordable housing choices
5. Support sustainable transportation choices

The Regional Context Statement is the linking document that identifies how local aspirations expressed in Official Community Plans or their equivalent, align with and support the regional federation’s aspirations expressed in *Metro 2050*. A Regional Context Statement must identify the relationship between the Official Community Plan and the Regional Growth Strategy, and if applicable, how the Official Community Plan will be made consistent with the Regional Growth Strategy over time.

This *Metro 2050* Implementation Guideline provides guidance to member jurisdictions on the Regional Context Statement development, submission, and acceptance process. The Implementation Guideline will be updated periodically to ensure the most current information is available to member jurisdictions. This guideline should be read in conjunction with *Metro 2050* and the [Local Government Act](#), and does not replace or supersede the requirements set out in those documents. For relevant sections in the *Local Government Act* see Appendix A.

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1.0 DEVELOPING REGIONAL CONTEXT STATEMENT

CONSISTENCY WITH *METRO 2050* AND THE *LOCAL GOVERNMENT ACT*

A Regional Context Statement (RCS) must be included as part of an Official Community Plan (OCP). [Section 6.2.6](#) of *Metro 2050* sets out expectations for general consistency between RCSs and *Metro 2050* goals, strategies, policies, and targets, as well as the regional land use designations.

TIMELINE FOR DEVELOPING REGIONAL CONTEXT STATEMENTS

Metro 2050 was adopted on February 24, 2023. The *Local Government Act* stipulates that member jurisdictions have two years after the adoption of the regional growth strategy to develop and submit a Regional Context Statement. As such, member jurisdictions are requested to submit their RCS to the MVRD Board for consideration by **February 24, 2025**.

EARLY ENGAGEMENT WITH METRO VANCOUVER AND OTHER PARTNER ORGANIZATIONS

Member jurisdictions are advised to engage with Metro Vancouver staff early in the RCS development process to ensure that RCS acceptance procedures and contents are clearly understood. At this stage, Metro Vancouver staff can advise member jurisdictions on potential timelines, and how best to populate the RCS Template.

Similarly, member jurisdictions are advised to connect with TransLink to discuss components that may have an impact on regional transportation systems or priorities. Member jurisdictions can also request Metro Vancouver staff and TransLink staff provide early feedback on any proposed Frequent Transit Development Areas (FTDAs).

CONTENTS OF A REGIONAL CONTEXT STATEMENT

Policy Alignment between the OCP and *Metro 2050*

Metro Vancouver expects that RCSs will address the member jurisdiction actions identified in *Metro 2050*. The applicable member jurisdiction actions and targets are identified throughout *Metro 2050* in sections titled “Member Jurisdictions Will.” To demonstrate alignment between OCP policies and *Metro 2050*, an RCS should acknowledge the regional targets and actions for member jurisdictions set out in *Metro 2050*, including specific references to corresponding OCP policies. If a member jurisdiction is unable to respond to a particular policy, the RCS should explain why and how the member jurisdiction’s OCP will be made consistent over time. In instances where a *Metro 2050* action is not applicable to the member jurisdiction, the RCS should note that those actions do not apply. For example, if a member jurisdiction does not contain certain regional land use designations within its boundaries, there is no need to incorporate those land use designations or policies in the RCS.

Applicable Maps depicting: Urban Containment Boundary, Regional Land Use Designations, Regional Overlays and Special Study Areas

[Sections 1.1.9\(a\)](#) and [1.2.24\(b\)](#) of *Metro 2050* require that the RCS contain maps depicting the Urban Containment Boundary, regional land use designations and applicable overlays. All applicable regional land use designations can be shown on one map. The maps may be contained in the main body or in an appendix. The Urban Containment Boundary, Regional land use designations, and overlays must not be identified by referring to maps outside of the RCS (e.g. may not be identified by referring to a map elsewhere in the Official Community Plan, or in a Local Plan or Area Plan). Member jurisdictions are requested to also submit a Geographic Information System (GIS) digital file to Metro Vancouver when submitting a RCS. Metro Vancouver maintains the Urban Containment Boundary and parcel-based

regional land use designations and in a GIS database, and can provide the maps electronically and at appropriate scale. Where there are mapping differences or inconsistencies, the member jurisdiction will provide Metro Vancouver a map depicting the inconsistencies, and provide an explanation on how they will be resolved.

Metro 2050 contains an Urban Containment Boundary, parcel-based regional land use designations, and a series of overlays. These establish the regional land use framework and illustrate the geographic areas that are subject to regional policies. The intent statements for the regional land use designations and overlays are to be read in conjunction with applicable strategies and actions under each goal and are to be supported by member jurisdictions in their RCSs. There are also maps included for reference only.

Urban Containment Boundary

The Urban Containment Boundary is intended to be a stable, long-term, regionally-defined area for urban development that protects Agricultural, Conservation and Recreation, and Rural lands, supports the efficient provision of utility infrastructure, and limits auto-oriented, dispersed development patterns. *Metro 2050* Section 1.1.9(a) requires member jurisdictions to adopt Regional Context Statements that “depict the Urban Containment Boundary on a map, generally consistent with the Regional Land Use Designations map.” The Urban Containment Boundary and General Urban Lands are identified in Map 3 in *Metro 2050*.

Regional Land Use Designations

Metro 2050 contains six regional land use designations: General Urban, Industrial, Employment, Rural, Agricultural and Conservation and Recreation. Descriptions of each land use designation are provided in Section D of *Metro 2050*. Regional land use designations are generally parcel-based. Parcel boundaries for the land use designations in RCSs should be the same as those shown in *Metro 2050*. The Regional Land Use Designations are identified on Map 2 in *Metro 2050*.

Regional Overlays

Metro 2050 also identifies four regional overlays. Descriptions of each regional overlay are provided in Section D of *Metro 2050*.

Urban Centres and Frequent Transit Development Areas (FTDAs) are intended to be the region’s primary focal points for concentrated growth and transit service. Within the Urban Containment Boundary, Urban Centres and FTDAs may be overlaid on any regional land use designation. Urban Centres and FTDAs and their boundaries are identified by member jurisdictions in a Regional Context Statement according to characteristics generally consistent with the guidelines in Table 3. The location and boundaries of Urban Centres and FTDAs must be shown on a map in the RCS. Table 4 lays out the criteria required before a new FTDA or Urban Centre can be considered. It also lays out the requirements and process for any proposed reclassification from one type to another.

The **Trade-Oriented Lands Overlay** is intended for Industrial lands that are required to support goods movement in, out, and through the Metro Vancouver region. Member jurisdictions can choose to include this overlay on Industrial lands that are proximate to highway, port or rail infrastructure with supportive characteristics (e.g. large and flat sites) to indicate that these lands are intended for trade-oriented uses such as logistics, warehouses, distribution centres, or intermodal terminals, and that the lands are not intended to be subdivided into small lots or stratified.

The **Natural Resource Areas Overlay** is intended to illustrate existing provincially-approved natural resource uses within the Conservation and Recreation regional land use designation that may not be entirely consistent with the designation, but that continue to reflect the intent of the Conservation and Recreation designation. It is provided by Metro Vancouver for information only and is not required to be in a RCS.

Special Study Areas identify locations where, prior to the adoption of the last regional growth strategy, a member jurisdiction expressed an intention to alter the existing land uses after undertaking further planning work. It is intended to be a temporary measure that indicates the likelihood of proposed regional land use designation amendment for the area. To reflect this, the amendment threshold for special study areas moving from non-urban regional land use designations to urban designations is lowered from a Type 2 to a Type 3 amendment. The Regional Context Statement should contain the planned timeline and process for resolving / completing the Special Study Area. No new Special Study Areas are permitted.

Population, Dwelling Unit and Employment Projections

Metro 2050 includes projected future population, dwelling unit, and employment growth at the regional and the sub-regional scales. The projections are intended to establish general agreement among regional agencies and member jurisdictions on anticipated growth for the region, and to provide the basis for planning transportation and infrastructure improvements and investments at the regional and local levels. Growth projections at the member jurisdiction scale are provided as a service by Metro Vancouver to support local planning and RCS development, and can be found on the Metro Vancouver website.

Regional and sub-regional projections are provided by decade to the year 2050 in Table 1 of *Metro 2050*. The regional and member jurisdictional growth projections are published annually on the Metro Vancouver website, and are expected to be used as guidance. It is expected that each member jurisdiction will provide a statement in its RCS that references member jurisdiction projections published by Metro Vancouver as it relates to local projections to determine general consistency with this provision.

[Section 1.1.9\(b\)](#) of *Metro 2050* requires member jurisdictions adopt RCSs 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.” An RCS should illustrate efforts to align the OCP with the member jurisdiction, sub-regional, and regional projections over time. RCSs should indicate growth projections for the same time periods as indicated in *Metro 2050*: i.e. to 2030, 2040, and 2050.

Targets for dwelling unit and employment growth for Urban Centres and Frequent Transit Development Areas are provided in Table 2 of *Metro 2050*. These are policy targets to focus growth in regionally-significant, priority transit-oriented growth areas. These targets are intended to support the future expansion of frequent transit service and utilities.

[Section 1.2.24\(a\)](#) of *Metro 2050* requires member jurisdictions adopt RCSs that “provide dwelling unit and employment projections that indicate the member jurisdiction’s share of planned growth and contribute to achieving the regional share of growth for Urban Centres and Frequent Transit

Development Areas as set out in Table 2.” With the general guidance provided by Table 2 of Metro 2050, RCSs will indicate the amount of dwelling unit growth and employment growth that a member jurisdiction is targeting for the Urban Centre(s) and Frequent Transit Development Area(s) within its boundaries. Although not required, member jurisdictions may also include dwelling unit projections for General Urban areas and non-urban areas in their RCS. An RCS may also include employment projections for areas outside of Urban Centres and FTDAs

Metro Vancouver can assist member jurisdictions with projections for population, dwelling unit, and employment, as well as other regional datasets. Metro Vancouver can also provide input from a regional utilities perspective.

These targets will be reviewed from time-to-time in response to updated growth forecasts, accepted RCSs, and the outcomes of strategic planning processes undertaken by Metro Vancouver, TransLink and member jurisdictions. Metro Vancouver will work with member jurisdictions, in consultation with TransLink, and offer technical assistance to jointly develop projections that reflect local planning considerations and meet the federation’s regional growth management objectives.

Member Jurisdiction Flexibility Provision

[Section 6.2.7](#) of *Metro 2050* provides member jurisdictions with the flexibility to adjust the boundaries of regional land use designation within the Urban Containment Boundary under certain circumstances without triggering an amendment to the RCS. To utilize the provisions in this section the RCS must include language permitting amendments to the OCP to adjust the boundaries of regional land use designations, and must cite the circumstances outlined in Section 6.2.7 where this can occur. Section 6.2.8 of *Metro 2050* provides member jurisdictions with the flexibility to amend the boundaries of Urban Centres and Frequent Transit Development Areas without triggering an amendment to the RCS. Member jurisdictions must include appropriate language within their RCS in order to have this flexibility.

If a member jurisdiction includes language in its Regional Context Statement that permits flexibility as laid out in sections 6.2.7 and 6.2.8, the adjustments described above do not require a new Regional Context Statement or consideration by the Metro Vancouver Regional District (MVRD) Board. All other adjustments to regional land use designation boundaries do require an amendment to the member jurisdiction’s Regional Context Statement, which must be submitted to the MVRD Board for acceptance in accordance with the requirements of the *Local Government Act*.

Regional Context Statement Template

A RCS Template has been developed to aid member jurisdictions in demonstrating alignment between their OCPs and *Metro 2050*, and to encourage consistency in how RCSs are prepared across the region. To maintain fairness, ease of review, and comparability, member jurisdictions are requested to generally follow the format of the RCS Template. The template is intended to assist member jurisdictions in preparing and organizing their submission, and to assist Metro Vancouver in reviewing the RCS for consistency with *Metro 2050*. The RCS Template is available on the Metro Vancouver website.

Using the Regional Context Statement Template

Targets: The RCS template includes a consolidated targets section at the front end of the document. The same target section is included at the beginning of each goal area. The same information should be referenced in both these sections. Member jurisdictions are encouraged to provide supplementary

information to describe other local policies or strategies that further support regional target aspirations. References to local policies should be high-level, and should not reference specific policy numbers/text.

Goal Introduction: The RCS template provides member jurisdictions with an opportunity to include additional information at the beginning of each goal. Member jurisdictions are encouraged to demonstrate how the OCP and other supporting plans contribute to the specific Goal as a whole.

OCP Policies: Each member jurisdiction action should be substantiated by relevant OCP policies. The OCP policy number and text should be listed next to the corresponding *Metro 2050* policy.

Updating and Revising RCS Contents

[Section 448](#) of the *Local Government Act* states that member jurisdictions must review their RCS every five years after acceptance to determine its continued alignment with *Metro 2050*.

2.0 REGIONAL CONTEXT STATEMENT SUBMISSION PROCESS

Submitting a Regional Context Statement

A member jurisdiction may submit an RCS to the MVRD Board for acceptance any time after first reading, but before giving final reading to their OCP bylaw. Member jurisdictions are encouraged to submit their RCS to Metro Vancouver after the local public engagement process has been completed, specifically after the public hearing and third bylaw reading of their OCP bylaw. Submitting the bylaw to Metro Vancouver before a public hearing may introduce the possibility that the RCS will need to be re-submitted to Metro Vancouver to accommodate any bylaw changes made after the public hearing. Submitting an RCS after third reading reduces this possibility, and is aligned with Metro Vancouver's practice to not be ahead of a member jurisdiction's community engagement process.

Submission Requirements

At minimum, a member jurisdiction's RCS submission to Metro Vancouver for consideration of acceptance should include:

- **Cover Letter:** A letter stating a member jurisdiction's intent to update their RCS. The letter should include the relevant council resolution and bylaw readings and public hearing dates. A sample letter is provided in Appendix B for reference.
- **Member Jurisdiction Staff Report:** The staff report to the council outlining the OCP/RCS development process including a council resolution on submitting the RCS to Metro Vancouver.
- **Regional Context Statement:** The complete RCS outlining the relationship between local policies and *Metro 2050's* goals, strategies, policy actions, and targets, along with required maps and projections. RCSs are an integral part of a member jurisdiction's OCP.

3.0 REGIONAL CONTEXT STATEMENT ACCEPTANCE PROCESS

Acceptance of Regional Context Statements

RCSs are accepted by resolution of a 50% + 1 weighted vote of the MVRD Board. A regional public hearing is not required. Metro Vancouver must respond by resolution within 120 days of receiving a proposed RCS from a member jurisdiction indicating whether or not it accepts the RCS. In accordance with [Section 448](#) of the *Local Government Act*, if Metro Vancouver does not respond within 120 days, the MVRD Board is deemed to have accepted the RCS. If the MVRD Board opts to ‘not accept’ a RCS, it must indicate each provision to which it objects and the reason(s) for the objection. The general process for RCS acceptance is outlined in Figure 1 with additional information on each step provided in Table 1. The *Local Government Act* sets out a process for resolving any dispute between a regional district and a member jurisdiction regarding the acceptance of a Regional Context Statement (Sections [435](#), [438](#) to [442](#), [444](#), and [450](#)).

Figure 1: Regional Context Statement Acceptance Process

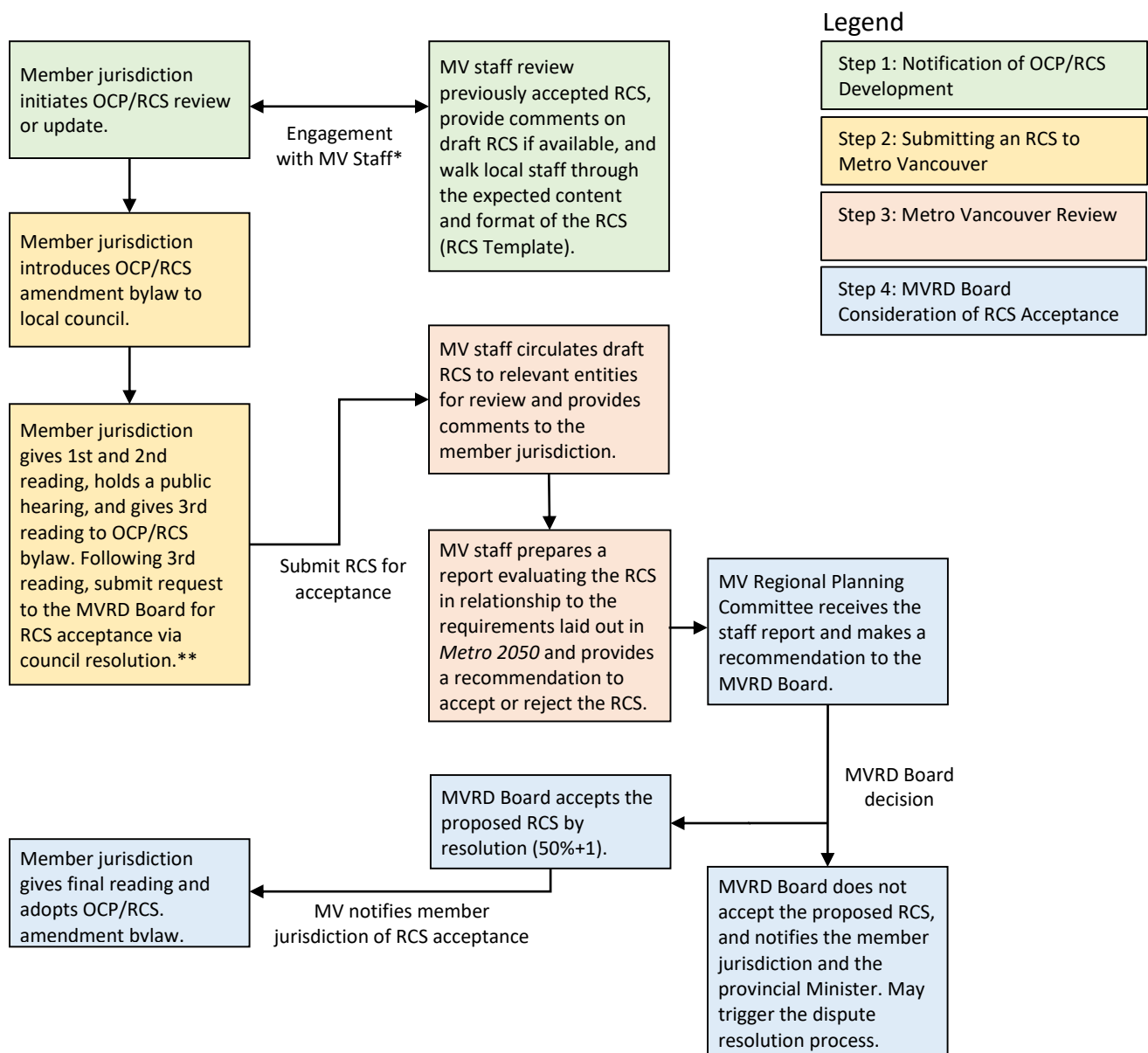


Table 1: Steps for submitting a Regional Context Statement

<p>Step 1: Notification of OCP / RCS Development</p> <ul style="list-style-type: none"> • Member jurisdiction initiates the OCP review and/or the RCS development process. • Member jurisdiction notifies Metro Vancouver of the OCP review/RCS development and discusses anticipated timelines. • Metro Vancouver staff reviews the previously accepted RCS to identify any past regional issues or policies that may still be relevant in the development of a new RCS, and provides comments to the member jurisdiction. • Metro Vancouver collaborates with the member jurisdiction on the expected content and format of the RCS. • Member jurisdiction develops the draft RCS, including relevant maps and projections. • Member jurisdiction is encouraged to provide an early copy of the draft RCS to Metro Vancouver for initial review and feedback. • If applicable, the member jurisdiction identifies Frequent Transit Development Areas (FTDAs), in consultation with TransLink, and requests TransLink to review and provide written comment on proposed FTDAs.
<p>Step 2: Submitting an RCS to Metro Vancouver</p> <ul style="list-style-type: none"> • Member jurisdiction gives first and second reading to their OCP/RCS bylaw and holds a public hearing. • After the public hearing, the member jurisdiction gives third reading to the OCP/RCS bylaw, and submits the RCS with a resolution to the MVRD Board for consideration of acceptance. • If applicable, the member jurisdiction forwards written comments from TransLink on any proposed FTDAs to the MVRD Board.
<p>Step 3: Metro Vancouver Review</p> <ul style="list-style-type: none"> • Metro Vancouver circulates the proposed RCS to relevant Metro Vancouver departments for review. This review informs Metro Vancouver’s comments to the member jurisdiction. • Metro Vancouver prepares a staff report evaluating the RCS in relation to the requirements set out in <i>Metro 2050</i> and provides a recommendation on whether to accept or not-accept the RCS.
<p>Step 4: MVRD Board Consideration of RCS Acceptance</p> <ul style="list-style-type: none"> • Metro Vancouver’s Regional Planning Committee receives the staff report and makes a recommendation to the MVRD Board. • The MVRD Board considers acceptance of the RCS and provides a response within 120 days of receiving the RCS. If Metro Vancouver does not respond by resolution within 120 days, the MVRD Board is deemed to have accepted the RCS. • If the RCS is accepted by the MVRD Board, the member jurisdiction then gives final reading to and adopts the OCP/RCS bylaw. If the RCS is not accepted, a rationale will be provided to the member jurisdiction and a dispute resolution process may be initiated.

APPENDIX A: LOCAL GOVERNMENT ACT REFERENCE

The *Local Government Act* establishes the requirement for local governments to prepare RCSs. [Section 446](#) states:

“446 (1) If a regional growth strategy applies to all or part of the same area of a municipality as an official community plan, the official community plan must include a RCS that is accepted in accordance with this Division by the board of the regional district for which the regional growth strategy is adopted.

(2) After a regional growth strategy is adopted, the requirement under subsection (1) must be fulfilled by the applicable council submitting a proposed RCS to the board within 2 years after the regional growth strategy is adopted....”

Furthermore, [Section 447](#) of the *Local Government Act* sets out the purpose of RCSs as follows:

“447 (1) A RCS must specifically identify:

(a) the relationship between the official community plan and the matters referred to in section 429 (2) [required content for regional growth strategy] and any other regional matters included under section 429 (3) [additional content], and

(b) if applicable, how the official community plan is to be made consistent with the regional growth strategy over time.

(2) A RCS and the rest of the official community plan must be consistent.”

In accordance with section 446 of the *Local Government Act*, member jurisdictions must prepare and submit an RCS within two years of the adoption of a Regional Growth Strategy.

After an RCS has been accepted by the MVRD Board there are instances in which member jurisdictions are required to submit a new RCS:

1. When a new OCP is developed, with consequential changes to the RCS.
2. When amendments to an existing OCP are proposed that are not consistent with the previously-accepted RCS or *Metro 2050*.
3. When a member jurisdiction applies for an amendment to *Metro 2050* involving a regional land use designation amendment that would also have to change in the RCS.

[Section 448](#) of the *Local Government Act* states that member jurisdictions must review the RCS every five years after acceptance to determine its continued alignment with the regional growth strategy.

APPENDIX B: SAMPLE COVER LETTER

The Sample Cover Letter is provided as a reference only.

Member Jurisdiction Letterhead

Date

Corporate Officer

Metro Vancouver

Metrotower III, 4515 Central Boulevard

Burnaby, BC V5H 0C6

Dear Corporate Officer,

RE: [Member Jurisdiction] Metro 2050 Regional Context Statement

Introduction (Heading not required)

The [Member Jurisdiction] is pleased to submit its Regional Context Statement in accordance with section 446 of the *Local Government Act* to the Metro Vancouver Board for consideration and acceptance. On [Date], at our council [Meeting], [Member Jurisdiction] council passed [Resolution or Bylaw name or number] to submit the [Member Jurisdiction's] Regional Context Statement for acceptance to the MVRD Board.

On [Date], at the Council [Meeting Title], [Member Jurisdiction] Council approved recommendations in the [Report Title]. This included recommendations to give first and second readings to the Bylaw and instructed the [Member Jurisdiction] Clerk to set a date for Public Hearing. On [Date], at Council – [Public Hearing Meeting], [Member Jurisdiction] Council passed a Bylaw to give third reading to the proposed [Member Jurisdiction] OCP Bylaw and endorsed referring the Bylaw to Metro Vancouver.

Summary of the Regional Context Statement (Heading not required)

Optional section providing a summary of key highlights related to the Regional Context Statement.

Summary (Heading not required)

The [Member Jurisdiction] requests that Metro Vancouver Regional District Board consider and accept the [Member Jurisdiction] Regional Context Statement. Should Metro Vancouver staff require any additional information regarding this matter, please contact [Member Jurisdiction Contact Name, Title], at [Phone Number] or at [Email Address].

Yours,

Signature

[Name]

[Title]

[Department]

Attachments

[Title of Attachment, Date]

Metro 2050 Regional Context Statement Template

April 2023

Regional Context Statement Checklist

Mapping Requirements

In addition to completing the template below, an RCS must contain a parcel-based map that identifies the six regional land use designations, the Urban Containment Boundary, and the regional overlays within the member jurisdiction whenever applicable.

- Regional Land Use Designations
 - General Urban
 - Industrial
 - Rural
 - Employment
 - Agricultural
 - Conservation and Recreation

- Regional Overlays
 - Urban Centres
 - Frequent Transit Development Areas
 - Trade-Oriented Lands Overlay
 - Natural Resource Areas Overlay (Maintained by Metro Vancouver)

Population, Dwelling Unit and Employment Projections Requirements

- [Section 1.1.9\(b\)](#) of *Metro 2050* requires member jurisdictions adopt RCSs 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 UCB.” An RCS should illustrate efforts to align the OCP with the member jurisdiction and regional projections over time. RCSs should indicate growth projections for the same time periods as indicated in *Metro 2050*: i.e. to 2030, 2040, and 2050.
- [Section 1.2.24\(a\)](#) of *Metro 2050* requires member jurisdictions adopt RCSs that “provide dwelling unit and employment projections that indicate the member jurisdiction’s share of planned growth and contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2.”
- [Section 6.2.7](#) of *Metro 2050* provides member jurisdictions with the flexibility to amend OCP land use designations (or equivalent) without amending the RCS under certain circumstances. This language must be included in the RCS to permit this flexibility.

Official Community Plan Consistency with Metro 2050

- Demonstrate how the OCP or equivalent contributes to reaching the regional federation’s targets using the Regional Context Statement template included on the following pages.

METRO 2050 REGIONAL CONTEXT STATEMENT

Metro 2050 Targets

In the following section please outline the Official Community Plan policies (or equivalent) that demonstrate your member jurisdiction’s contribution to reaching the regional federation’s regional growth strategy targets. Please also provide supplementary information on how these policies, along with any other applicable plans or strategies, will work together to contribute to meeting these regional targets. For the environmental and housing targets, Metro 2050 recognizes that the targets are regional in scale and long term to the year 2050; member jurisdiction local context is expected.

Metro 2050 Regional Targets		
Goal 1 Create a Compact Urban Area Targets		
Policy with Target	Applicable OCP Policies	Supplementary Information
<p>1.1.9 b) 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</p>		<p>Example: <i>In 2024 the city will be undertaking the preparation of neighbourhood plan for the x and y urban centres and will include these projections as part of this planning work.</i></p>
<p>1.2.24 a) provide dwelling unit and employment projections that indicate the member jurisdiction’s share of planned growth and contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2 (Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas)</p> <p>Regional Targets for Residential Growth by Location:</p> <ul style="list-style-type: none"> • All Urban Centre Types: 40% • Frequent Transit Development Areas: 28% <p>Regional Targets for Employment Growth by Location:</p> <ul style="list-style-type: none"> • All Urban Centre Types: 50% • Frequent Transit Development Areas: 27% 		<p>Example: <i>The regional dwelling unit projections have been incorporated into the city’s approved Housing Needs Report which will be used to inform OCP policy amendments. The upcoming neighbourhood plan project for the x and y urban centres and will include these projections as part of this planning work.</i></p>
<p>1.2.24 b) ii) include policies and actions for Urban Centres and</p>		<p>Example: <i>In 2024 the city will be undertaking the preparation</i></p>

<p>Frequent Transit Development Areas that: focus and manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and demonstrate how that growth will contribute to the Urban Centre and Frequent Transit Development Area targets set out in Table 2 and Action 1.2.13</p> <p><i>1.2.13 Implement the strategies and actions of the regional growth strategy that contribute to regional targets as shown on Table 2 to:</i></p> <p>a) focus 98% of the region’s dwelling unit growth to areas within the Urban Containment Boundary;</p> <p>b) focus 40% of the region’s dwelling unit growth and 50% of the region’s employment growth to Urban Centres; and</p> <p>c) focus 28% of the region’s dwelling unit growth and 27% of the region’s employment growth to Frequent Transit Development Areas.</p>		<p><i>of neighbourhood plan for the x and y urban centres and will include these projections as part of this planning work.</i></p>
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Goal 3 Protect the Environment, Address Climate Change, and Respond to Natural Hazards
Targets

Policy with Target	Applicable OCP Policies	Supplementary Information
<p>3.2.7 a) identify local ecosystem protection and tree canopy cover targets, and demonstrate how these targets will contribute to the regional targets in Action 3.2.1:</p> <ul style="list-style-type: none"> increase the area of lands protected for nature from 40% to 50% of the region’s land base by the year 2050; and increase the total regional tree canopy cover within the Urban Containment Boundary from 32% to 40% by the year 2050. 		<p>Example: <i>The city will be undertaking (updating) a street tree and urban forestry planting program and policy framework in 2024.</i></p> <p><i>A review of the development approvals process and development contributions is underway to consider opportunities for land dedication for conservation purposes.</i></p>
<p>3.3.7 a) identify how local land use and transportation policies will contribute to meeting the regional greenhouse gas</p>		<p>Example: <i>The city’s xxx plan/OCP includes a greenhouse gas emissions</i></p>

<p>emission reduction target of 45% below 2010 levels by the year 2030 and achieving a carbon neutral region by the year 2050;</p>		<p><i>reduction target that matches the Metro 2050 target.</i></p> <p><i>A review of the development approvals process and development contributions is underway to consider opportunities for land dedication for conservation.</i></p> <p><i>In 2023, the City adopted an Urban Forest Management Strategy that aims to retain 40% tree canopy cover in urban areas by implementing a tree protection bylaw and a program that supports tree planting on both public and private land in areas with low tree canopy cover. The City's target matches the regional target.</i></p>
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Goal 4 Provide Diverse and Affordable Housing Choices Target

Policy with Target	Applicable OCP Policies	Supplementary Information
<p>4.2.7 a) indicate how you will, within the local context, contribute toward the regional target of having at least 15% of newly completed housing units built within all Urban Centres and Frequent Transit Development Areas combined, to the year 2050, be affordable rental housing units (recognizing that developing affordable rental housing units in transit-oriented locations throughout the urban area is supported)</p>		<p><i>Example: In 2024 the city will be undertaking a the preparation of neighbourhood plan for the x and y urban centres and this target along with the city's approved Housing Needs Report will inform that planning work.</i></p>

Metro 2050 Goal 1: Create a Compact Urban Area

Describe how the OCP and other supporting plans and policies contribute to this Goal:

Goal 1 Targets

Policy with Target	Applicable OCP Policies	Supplementary Information
<p>1.1.9 b) Provide member jurisdiction population, dwelling unit, and employment projections, with reference</p>		<p><i>Example: In 2024 the city will be undertaking the preparation of neighbourhood plan for the x</i></p>

<p>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</p>		<p><i>and y urban centres and will include these projections as part of this planning work.</i></p>
<p>1.2.24 a) provide dwelling unit and employment projections that indicate the member jurisdiction’s share of planned growth and contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2 (Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas)</p> <p>Regional Targets for Residential Growth by Location:</p> <ul style="list-style-type: none"> • All Urban Centre Types: 40% • Frequent Transit Development Areas: 28% <p>Regional Targets for Employment Growth by Location:</p> <ul style="list-style-type: none"> • All Urban Centre Types: 50% • Frequent Transit Development Areas: 27% 		<p><i>Example: The regional dwelling unit projections have been incorporated into the city’s approved Housing Needs Report which will be used to inform OCP policy amendments. The upcoming neighbourhood plan project for the x and y urban centres and will include these projections as part of this planning work.</i></p>
<p>1.2.24 b) ii) include policies and actions for Urban Centres and Frequent Transit Development Areas that: focus and manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and demonstrate how that growth will contribute to the Urban Centre and Frequent Transit Development Area targets set out in Table 2 and Action 1.2.13</p> <p><i>1.2.13 Implement the strategies and actions of the regional growth strategy that contribute to regional targets as shown on Table 2 to:</i></p>		<p><i>Example: In 2024 the city will be undertaking the preparation of neighbourhood plan for the x and y urban centres and will include these projections as part of this planning work.</i></p>

<p>a) focus 98% of the region’s dwelling unit growth to areas within the Urban Containment Boundary;</p> <p>b) focus 40% of the region’s dwelling unit growth and 50% of the region’s employment growth to Urban Centres; and</p> <p>c) focus 28% of the region’s dwelling unit growth and 27% of the region’s employment growth to Frequent Transit Development Areas.</p>		
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Strategy 1.1: Contain urban development within the Urban Containment Boundary

	Section	Policy	Applicable OCP Policies
Policy 1.1.9	Adopt Regional Context Statements that:		
	a)	Depict the Urban Containment Boundary on a map, generally consistent with the Regional Land Use Designations map (Map 2)	
	b)	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	<i>Please provide response in Targets section</i>
	c)	Include a commitment to liaise regularly with Metro Vancouver Liquid Waste Services and Metro Vancouver Water Services to keep them apprised of the scale and timeframe of major development plans as well as specific plans to separate combined sewers	
	d)	Integrate land use planning policies with local and regional economic development strategies, particularly in the vicinity of the port and airports, to minimize potential exposure of residents to environmental noise and other harmful impacts	

Strategy 1.2: Focus growth in Urban Centres and Frequent Transit Development Areas

	Section	Policy	Applicable OCP Policies
Policy 1.2.24	Adopt Regional Context Statements that:		
	a)	provide dwelling unit and employment projections that indicate the member jurisdiction’s share of planned growth and contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2 (Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas)	<i>Please provide response in Targets section</i>

b)	include policies and actions for Urban Centres and Frequent Transit Development Areas that:	
i)	identify the location, boundaries, and types of Urban Centres and Frequent Transit Development Areas on a map that is consistent with the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and Map 4	
ii)	focus and manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and demonstrate how that growth will contribute to the Urban Centre and Frequent Transit Development Area targets set out in Table 2 and Action 1.2.13	<i>Please provide response in Targets section</i>
iii)	encourage office development to locate in Urban Centres through policies, economic development programs, or other financial incentives	
iv)	support modal shift by establishing or maintaining reduced residential and commercial parking requirements in Urban Centres and FTDA's and consider the use of parking maximums	
v)	consider the identification of appropriate measures and neighbourhood plans to accommodate urban densification and infill development in Urban Centres, Frequent Transit Development Areas, and, where appropriate, Major Transit Growth Corridors in a resilient and equitable way (e.g. through community vulnerability assessments, emergency services planning, tenant protection policies, and strategies to enhance community social connectedness and adaptive capacity)	
vi)	consider support for the provision of child care spaces in Urban Centres and Frequent Transit Development Areas	
vii)	consider the implementation of green infrastructure	
viii)	focus infrastructure and amenity investments (such as public works and civic and recreation facilities) in Urban Centres and Frequent Transit Development Areas, and at appropriate locations within Major Transit Growth Corridors	
ix)	support the provision of community services and spaces for non-profit organizations	
x)	consider, where Urban Centres and Frequent Transit Development Areas overlap with Employment lands, higher density forms and intensification of commercial and light industrial	
xi)	take appropriate steps to avoid or mitigate the negative health impacts of busy roadways on new or redeveloped residential areas	
c)	Include policies for General Urban lands that:	

	i)	identify General Urban lands and their boundaries on a map generally consistent with Map 2	
	ii)	exclude new non-residential Major Trip- Generating uses, as defined in the Regional Context Statement, from those portions of General Urban lands outside of Urban Centres and Frequent Transit Development Areas and direct new non-residential Major Trip-Generating uses to Urban Centres and Frequent Transit Development Areas	
	iii)	encourage infill and intensification (e.g. row houses, townhouses, mid-rise apartments, laneway houses) in appropriate locations within walking distance of the Frequent Transit Network;	
	iv)	encourage neighbourhood-serving commercial uses	
	d)	with regards to Actions 1.2.16 and 1.2.24 c) ii), include a definition of “non-residential Major Trip- Generating uses” that includes, but is not limited to, the following uses: office or business parks, outlet shopping malls, post-secondary institutions, and large-format entertainment venues	
	e)	consider the identification of new Frequent Transit Development Areas in appropriate locations within Major Transit Growth Corridors, as part of the development of new or amended area or neighbourhood plans, or other community planning initiatives	
	f)	consider long-term growth and transportation planning coordination with adjacent municipalities, First Nations, TransLink, and Metro Vancouver for transit corridors that run through or along two or more adjacent jurisdictions	

Strategy 1.3: Develop resilient, healthy, connected, and complete communities with a range of services and amenities

	Section	Policy	Applicable OCP Policies
Policy 1.3.7	Adopt Regional Context Statements that:		
	a)	support compact, mixed use, transit, walking, cycling and rolling-oriented communities	
	b)	locate and support community, arts, cultural, recreational, institutional, medical/health, social service, education and child care facilities, and local serving retail uses in Urban Centres or areas with good access to transit	
	c)	provide and encourage public spaces and other place-making amenities and facilities (e.g. community gardens, playgrounds, gathering places, etc.) in new and established neighbourhoods, for all ages, abilities, and seasons, to support social connections and engagement	
	d)	respond to health and climate change-related risks by providing equitable access to:	
	i)	recreation facilities	

	ii)	green spaces and public spaces (e.g. parks, trails, urban forests, public squares, etc.)	
	iii)	safe and inviting walking, cycling, and rolling environments, including resting spaces with tree canopy coverage, for all ages and abilities	
	e)	support the inclusion of community gardens (at-grade, rooftop, or on balconies), grocery stores and farmers' markets to support food security, and local production, distribution and consumption of healthy food, in particular where they are easily accessible to housing and transit services	
	f)	consider, when preparing new neighbourhood and area plans, the mitigation of significant negative social and health impacts, such as through the use of formal health and social impact assessment methods in neighbourhood design and major infrastructure investments	
	g)	provide design guidance for existing and new neighbourhoods to promote social connections, universal accessibility, crime prevention through environmental design, and inclusivity while considering the impacts of these strategies on identified marginalized members of the community	
	h)	consider where appropriate, opportunities to incorporate recognition of Indigenous and other cultures into the planning of Urban Centres, FTDA's, and other local centres	

Strategy 1.4: Protect Rural lands from urban development

	Section	Policy	Applicable OCP Policies
Policy 1.4.3	Adopt Regional Context Statements that:		
	a)	identify Rural lands and their boundaries on a map generally consistent with Map 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	
	c)	specify the allowable density and form, consistent with Action 1.4.1, for land uses within the Rural regional land use designation	
	d)	prioritize and support agricultural uses within the Agricultural Land Reserve, and where appropriate, support agricultural uses outside of the Agricultural Land Reserve	
	e)	support the protection, enhancement, restoration, and expansion of ecosystems identified on Map 11 to maintain ecological integrity, enable ecosystem connectivity, increase natural carbon sinks and enable adaptation to the impacts of climate change	

Metro 2050 Goal 2: Support a Sustainable Economy

Describe how the OCP and other supporting plans and policies contribute to this Goal:

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

Policy 2.1.10	Section	Policy	Applicable OCP Policies	
	Adopt Regional Context Statements that:			
	a)	include policies to support appropriate economic activities, as well as context-appropriate built form for Urban Centres, Frequent Transit Development Areas, Industrial lands, and Employment lands		
	b)	support the development and expansion of large-scale office and retail uses in Urban Centres, and lower-scale uses in Frequent Transit Development Areas through policies such as: zoning that reserves land for commercial uses, density bonus provisions to encourage office development, variable development cost charges, and/or other incentives		
c)	discourage the development and expansion of major commercial uses outside of Urban Centres and Frequent Transit Development Areas and that discourage the development of institutional land uses outside of Urban Centres and Frequent Transit Development Areas			

Strategy 2.2 Protect the supply and enhance the efficient use of industrial land

Policy 2.2.9	Section	Policy Text	Applicable OCP Policies	
	Adopt Regional Context Statements that:			
	a)	identify the Industrial and Employment lands and their boundaries on a map generally consistent with Map 7		
	b)	identify Trade-Oriented lands, if applicable, with a defined set of permitted uses that support inter-regional, provincial, national, and international trade (e.g. logistics, warehouses, distribution centres, transportation and intermodal terminals) and location needs (e.g. large and flat sites, proximity to highway, port, or rail infrastructure) on a map consistent with the goals in the regional growth strategy. Strata and/or small lot subdivisions on these lands should not be permitted		
c)	include policies for Industrial lands that:			

i)	consistently define, support, and protect industrial uses, as defined in Metro 2050, in municipal plans and bylaws, and ensure that non-industrial uses are not permitted	
ii)	support appropriate and related accessory uses, such as limited-scale ancillary commercial spaces, and caretaker units	
iii)	exclude uses that are not consistent with the intent of Industrial lands and not supportive of industrial activities, such as medium and large format retail uses, residential uses, and stand-alone office uses, other than ancillary uses, where deemed necessary	
iv)	encourage improved utilization and increased intensification/densification of Industrial lands for industrial activities, including the removal of any unnecessary municipal policies or regulatory barriers related to development form and density	
v)	review and update parking and loading requirements to reflect changes in industrial forms and activities, ensure better integration with the surrounding character, and reflect improvements to transit service, in an effort to avoid the over-supply of parking	
vi)	explore municipal industrial strategies or initiatives that support economic growth objectives with linkages to land use planning	
vii)	provide infrastructure and services in support of existing and expanding industrial activities	
viii)	support the unique locational and infrastructure needs of rail-oriented, waterfront, and trade-oriented industrial uses	
ix)	consider the preparation of urban design guidelines for Industrial land edge planning, such as interface designs, buffering standards, or tree planting, to minimize potential land use conflicts between industrial and sensitive land uses, and to improve resilience to the impacts of climate change	
x)	do not permit strata and/or small lot subdivisions on identified Trade-Oriented lands	
d)	include policies for Employment lands that:	
i)	support a mix of industrial, small scale commercial and office, and other related employment uses, while maintaining support for the light industrial capacity of the area, including opportunities for the potential densification/intensification of 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 objective of concentrating larger- scale commercial, higher density forms of employment, and other Major Trip-Generating uses in Urban Centres, and local-scale uses in Frequent Transit Development Areas	
	iv)	support higher density forms of commercial and light industrial development where Employment lands are located within Urban Centres or Frequent Transit Development Areas, and permit employment and service activities consistent with the intent of Urban Centres or Frequent Transit Development Areas, while low employment density and low transit generating uses, possibly with goods movement needs and impacts, are located elsewhere	
	v)	do not permit residential uses, except for: <ul style="list-style-type: none"> • an accessory caretaker unit; or • limited residential uses (with an emphasis on affordable, rental units) on lands within 200 m of a rapid transit station and located within Urban Centres or Frequent Transit Development Areas, provided that the residential uses are located only on the upper floors of buildings with commercial and light industrial uses, where appropriate and subject to the consideration of municipal objectives and local context. 	
	e)	include policies to assist existing and new businesses in reducing their greenhouse gas emissions, maximizing energy efficiency, and mitigating impacts on ecosystems	
	f)	include policies that assist existing and new businesses to adapt to the impacts of climate change and reduce their exposure to natural hazards risks, such as those identified within the regional growth strategy (Table 5)	

Strategy 2.3 Protect the supply of agricultural land and strengthen agricultural viability

	Section	Policy	Applicable OCP Policies
Policy 2.3.12	Adopt Regional Context Statements that:		
	a)	specify the Agricultural lands within their jurisdiction, denoting those within the Agricultural Land Reserve, on a map generally consistent with Map 8	
	b)	consider policies and programs that increase markets and the distribution of local food in urban areas to strengthen the viability of agriculture and increase availability of local food for all residents	
	c)	include policies that protect the supply of agricultural land and strengthen agriculture viability including those that:	

	i)	assign appropriate land use designations to protect agricultural land for future generations and discourage land uses on Agricultural lands that do not directly support and strengthen agricultural viability	
	ii)	encourage the consolidation of small parcels and discourage the subdivision and fragmentation of agricultural land	
	iii)	support climate change adaptation including: <ul style="list-style-type: none"> • monitoring storm water, flooding, and sea level rise impacts on agricultural land, • implementing flood construction requirements for residential uses, and • maintaining and improving drainage and irrigation infrastructure that support agricultural production, where appropriate and in collaboration with other governments and agencies 	
	iv)	protect the integrity of agricultural land by requiring edge planning along the Urban Containment Boundary and adjacent to agricultural operations through activities such as screening, physical buffers, roads, or Development Permit area requirements	
	v)	demonstrate support for economic development opportunities for agricultural operations that are farm related uses, benefit from close proximity to farms, and enhance primary agricultural production as defined by the <i>Agricultural Land Commission Act</i>	
	vi)	align policies and regulations, where applicable, with the Minister's Bylaw Standards and Agricultural Land Commission legislation and regulations	
Policy 2.3.13	Section	Policy	Supplementary Information
		In partnership with other agencies and organizations, support agricultural awareness and promote the importance of the agricultural industry, the importance of protecting agricultural land, and the value of local agricultural products and experiences	

Metro 2050 Goal 3: Protect the Environment, Address Climate Change, and Respond to Natural Hazards

Describe how the OCP and other supporting plans and policies contribute to this Goal:

Goal 3 Targets

Policy with Target	Applicable OCP Policies	Supplementary Information
<p>3.2.7 a) identify local ecosystem protection and tree canopy cover targets, and demonstrate how these targets will contribute to the regional targets in Action 3.2.1:</p> <ul style="list-style-type: none"> • increase the area of lands protected for nature from 40% to 50% of the region’s land base by the year 2050; and • increase the total regional tree canopy cover within the Urban Containment Boundary from 32% to 40% by the year 2050. 		<p><i>Example: The city will be undertaking (updating) a street tree and urban forestry planting program and policy framework in 2024.</i></p> <p><i>A review of the development approvals process and development contributions is underway to consider opportunities for land dedication for conservation purposes.</i></p>
<p>3.3.7 a) identify how local land use and transportation policies will contribute to meeting the regional greenhouse gas emission reduction target of 45% below 2010 levels by the year 2030 and achieving a carbon neutral region by the year 2050;</p>		<p><i>Example: The city’s xxx plan/OCP includes a greenhouse gas emissions reduction target that matches the Metro 2050 target.</i></p> <p><i>A review of the development approvals process and development contributions is underway to consider opportunities for land dedication for conservation.</i></p> <p><i>In 2023, the City adopted an Urban Forest Management Strategy that aims to retain 40% tree canopy cover in urban areas by implementing a tree protection bylaw and a program that supports tree planting on both public and private land in areas with low tree canopy cover. The City’s target matches the regional target, which exceeds the current targets of other member jurisdictions.</i></p>

Strategy 3.1: Protect and enhance Conservation and Recreation lands

	Section	Policy	Applicable OCP Policies	
Policy 3.1.9	Adopt Regional Context Statements that:			
	a)	identify Conservation and Recreation lands and their boundaries on a map generally consistent with Map 2		
	b)	include policies that support the protection and enhancement of lands with a Conservation and Recreation land use designation, which may include the following uses:		
	i)	drinking water supply areas		
	ii)	environmental conservation areas		
	iii)	wildlife management areas and ecological reserves		
	iv)	forests		
	v)	wetlands (e.g. freshwater lakes, ponds, bogs, fens, estuarine, marine, freshwater, and intertidal ecosystems)		
	vi)	riparian areas (i.e. the areas and vegetation surrounding wetlands, lakes, streams, and rivers)		
	vii)	ecosystems not covered above that may be vulnerable to climate change and natural hazard impacts, or that provide buffers to climate change impacts or natural hazard impacts for communities		
	viii)	uses within those lands that are appropriately located, scaled, and consistent with the intent of the designation, including: <ul style="list-style-type: none"> ○ major parks and outdoor recreation areas; ○ education, research and training facilities, and associated uses that serve conservation and/or recreation users; ○ commercial uses, tourism activities, and public, cultural, or community amenities; ○ limited agricultural use, primarily soil-based; and ● land management activities needed to minimize vulnerability / risk to climate change impacts 		
	c)	Include policies that:		
	i)	protect the integrity of lands with a Conservation and Recreation regional land use designation from activities in adjacent areas by considering wildland interface planning, and introducing measures such as physical buffers or development permit requirements		
	ii)	encourage the consolidation of small parcels, and discourage subdivision and fragmentation of lands with a Conservation and Recreation regional land use designation.		

	Section	Policy Text	Applicable OCP Policies
Policy 3.2.7	Adopt Regional Context Statements that:		
	a)	identify local ecosystem protection and tree canopy cover targets, and demonstrate how these targets will contribute to the regional targets in Action 3.2.1	<i>Please provide response in Targets section</i>
	b)	refer to Map 11 or more detailed local ecological and cultural datasets and include policies that:	
	i)	support the protection, enhancement, and restoration of ecosystems through measures such as land acquisition, density bonusing, development permit requirements, subdivision design, conservation covenants, land trusts, and tax exemptions	
	ii)	seek to acquire, restore, enhance, and protect lands, in collaboration with adjacent member jurisdictions and other partners, that will enable ecosystem connectivity in a regional green infrastructure network	
	iii)	discourage or minimize the fragmentation of ecosystems through low impact development practices that enable ecosystem connectivity	
	iv)	indicate how the interface between ecosystems and other land uses will be managed to maintain ecological integrity using edge planning, and measures such as physical buffers, or development permit requirements.	
	c)	Include policies that:	
	i)	support the consideration of natural assets and ecosystem services in land use decision-making and land management practices	
	ii)	enable the retention and expansion of urban forests using various tools, such as local tree canopy cover targets, urban forest management strategies, tree regulations, development permit requirements, land acquisition, street tree planting, and reforestation or restoration policies, with consideration of resilience	
	iii)	reduce the spread of invasive species by employing best practices, such as the implementation of soil removal and deposit bylaws, development permit requirements, and invasive species management plans	
	iv)	increase green infrastructure along the Regional Greenway Network, the Major Transit Network, community greenways, and other locations, where appropriate, and in collaboration with Metro Vancouver, TransLink, and other partners	
	v)	support watershed and ecosystem planning, the development and implementation of Integrated Stormwater Management Plans, and water conservation objectives.	

Strategy 3.3: Advance land use, infrastructure, and human settlement patterns that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality

	Section	Policy	Applicable OCP Policies
Policy 3.3.7	Adopt Regional Context Statements that:		
	a)	identify how local land use and transportation policies will contribute to meeting the regional greenhouse gas emission reduction target of 45% below 2010 levels by the year 2030 and achieving a carbon neutral region by the year 2050	<i>Please provide response in Targets section</i>
	b)	identify policies, actions, incentives, and / or strategies that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality from land use, infrastructure, and settlement patterns, such as:	
	i)	existing building retrofits and construction of new buildings to meet energy and greenhouse gas performance guidelines or standards (e.g. BC Energy Step Code, passive design), the electrification of building heating systems, green demolition requirements, embodied emissions policies, zero-carbon district energy systems, and energy recovery and renewable energy generation technologies, such as solar panels and geexchange systems, and zero emission vehicle charging infrastructure	
	ii)	community design, infrastructure, and programs that encourage transit, cycling, rolling and walking	
	c)	focus infrastructure and amenity investments in Urban Centres and Frequent Transit Development Areas, and at appropriate locations along Major Transit Growth Corridors	

Strategy 3.4 Advance land use, infrastructure, and human settlement patterns that improve resilience to climate change impacts and natural hazards

	Section	Policy	Applicable OCP Policies
Policy 3.4.5	Adopt Regional Context Statements that:		
	a)	include policies that minimize risks associated with climate change and natural hazards in existing communities through tools such as heat and air quality response plans, seismic retrofit policies, and flood-proofing policies	
	b)	include policies that discourage new development in current and future hazardous areas to the extent possible through tools such as land use plans, hazard-specific Development Permit Areas, and managed retreat policies, and where development in hazardous areas is unavoidable, mitigate risks	

Policy 3.4.6	Section	Policy	
		Incorporate climate change and natural hazard risk assessments into planning and location decisions for new municipal utilities, assets, operations, and community services.	
Policy 3.4.7	Section	Policy	
		Integrate emergency management, utility planning, and climate change adaptation principles when preparing land use plans, transportation plans, and growth management policies.	
Policy 3.4.8	Section	Policy	
		Adopt appropriate planning standards, guidelines, and best practices related to climate change and natural hazards, such as flood hazard management guidelines and wildland urban interface fire risk reduction principles.	

Metro 2050 Goal 4: Provide Diverse and Affordable Housing Choices

Describe how the OCP and other supporting plans and policies contribute to this Goal:

Goal 4 Targets

Policy with Target	Applicable OCP Policies	Supplementary Information
4.2.7 a) indicate how, within the local context, contribute toward the regional target of having at least 15% of newly completed housing units built within all Urban Centres and Frequent Transit Development Areas combined, to the year 2050, be affordable rental housing units (recognizing that developing affordable rental housing units in transit-oriented locations throughout the urban area is supported)		Example: <i>In 2024 the city will be undertaking a the preparation of neighbourhood plan for the x and y urban centres and this target along with the city’s approved Housing Needs Report will inform that planning work.</i>

Strategy 4.1 Expand the supply and diversity of housing to meet a variety of needs

Policy	Section	Policy	Applicable OCP Policies
	Adopt Regional Context Statements that:		
	a)	indicate how you will work towards meeting	

		estimated future housing needs and demand, as determined in their housing needs report or assessment	
	b)	articulate how local plans and policies will meet the need for diverse (in tenure, size, and type) and affordable housing options	
	c)	identify policies and actions that contribute to the following outcomes	
	i)	increased supply of adequate, suitable, and affordable housing to meet a variety of needs along the housing continuum	
	ii)	increased supply of family-friendly, age-friendly, and accessible housing	
	iii)	increased diversity of housing tenure options, such as attainable homeownership, rental, co-op housing, rent-to-own models, and cohousing	
	iv)	increased density and supply of diverse ground-oriented and infill housing forms in low-density neighbourhoods, such as duplex, four-plex, townhouse, laneway/coach houses, and apartments, particularly in proximity to transit	
	v)	integration of land use and transportation planning such that households can reduce their combined housing and transportation costs	
	vi)	increased social connectedness in multi-unit housing	
	vii)	integrated housing within neighbourhood contexts and high quality urban design	
	viii)	existing and future housing stock that is low carbon and resilient to climate change impacts and natural hazards	
Policy 4.1.9	Section	Policy	
	Prepare and implement housing strategies or action plans that:		
	a)	are aligned with housing needs reports or assessments, and reviewed or updated every 5-10 years to ensure that housing strategies or action plans are based on recent evidence and responsive to current and future housing needs	
	b)	are based on an assessment of local housing market conditions, by tenure, including assessing housing supply, demand, and affordability	
	c)	identify housing priorities, based on the assessment of local housing market conditions, household incomes, changing population and household demographics, climate change and natural hazards resilience, and key categories of local housing need, including specific statements about special needs housing and the housing needs of equity-seeking groups	
	d)	identify implementation measures within their jurisdiction and financial capabilities, including actions set out in Action 4.1.8	

Strategy 4.2 Protect tenants and expand, retain, and renew rental housing supply			
	Section	Policy	Applicable OCP Policies
Policy 4.2.7	Adopt Regional Context Statements that:		
	a)	indicate how they will, within their local context, contribute toward the regional target of having at least 15% of newly completed housing units built within all Urban Centres and Frequent Transit Development Areas combined, to the year 2050, be affordable rental housing units (recognizing that developing affordable rental housing units in transit-oriented locations throughout the urban area is supported)	<i>Please provide response in Targets section</i>
	b)	articulate how local plans and policies will mitigate impacts on renter households, particularly during redevelopment or densification of Urban Centres and Frequent Transit Development Areas	
	c)	identify the use of regulatory tools that protect and preserve rental housing	
	d)	identify policies and actions that contribute to the following outcomes:	
	i)	increased supply of affordable rental housing in proximity to transit and on publicly-owned land	
	ii)	increased supply of market and below-market rental housing through the renewal of aging purpose-built rental housing and prevention of net rental unit loss	
	iii)	protection and renewal of existing non-market rental housing	
	iv)	mitigated impacts on renter households due to renovation or redevelopment, and strengthened protections for tenants	
	v)	reduced energy use and greenhouse gas emissions from existing and future rental housing stock, while considering impacts on tenants and affordability	
Policy 4.2.8	Section	Policy	Supplementary Information
	Prepare and implement housing strategies or action plans that:		
	a)	encourage the supply of new rental housing and mitigate or limit the loss of existing rental housing stock	
	b)	encourage tenant protections and assistance for renter households impacted by renovation or redevelopment of existing purpose-built rental housing	
c)	cooperate with and facilitate the activities of Metro Vancouver Housing under Action 4.2.2		
Strategy 4.3 Meet the housing needs of lower income households and populations experiencing or at risk of homelessness			
Polic	Section	Policy	Applicable OCP Policies
	Adopt Regional Context Statements that:		

	a)	indicate how they will collaborate with the Federal Government, the Province, and other partners, to assist in increasing the supply of permanent, affordable, and supportive housing units	
	b)	identify policies and actions to partner with other levels of government and non-profit organizations in order to create pathways out of homelessness and contribute to meeting the housing and support needs of populations experiencing or at risk of homelessness	
Policy 4.3.8	Section	Policy	Supplementary Information
	Prepare and implement housing strategies or action plans that		
	a)	identify opportunities to participate in programs with other levels of government to secure additional housing units to meet the housing needs of lower income households	
	b)	identify strategies to increase community acceptance and communicate the benefits of affordable and supportive housing development	
	c)	are aligned with or integrate plans to address homelessness, and identify strategies to reduce the total number of households that are in core housing need and populations experiencing or at risk of homelessness	

Metro 2050 Goal 5: Support Sustainable Transportation Choices

Describe how the OCP and other supporting plans and policies contribute to this Goal:

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

	Section	Policy	Applicable OCP Policies	
Policy 5.1.14	Adopt Regional Context Statements that:			
	a)	identify land use and transportation policies and actions to encourage a greater share of trips made by transit, shared mobility options, cycling, walking, and rolling		
	b)	support the development and implementation of transportation demand management strategies, such as: parking pricing and supply measures, transit priority measures, end-of-trip facilities for active transportation and micro-mobility, and shared mobility services		
	c)	manage and enhance municipal infrastructure in support of transit, multiple-occupancy vehicles, cycling, walking, and rolling		
	d)	support the transition to zero-emission vehicles		
	e)	support implementation of the Regional Greenway Network and Major Bikeway Network, as identified in Map 10		
	f)	support implementation of local active transportation and micro-mobility facilities that provide direct, comfortable, all ages and abilities connections to the Regional Greenway Network, Major Bikeway Network, transit services, and everyday destinations		

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

	Section	Policy	Applicable OCP Policies	
Policy 5.2.6	Adopt Regional Context Statements that:			
	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; Major Transit Growth Corridors; Industrial, Employment, and Agricultural lands; ports; airports; and international border crossings		
	b)	identify land use and related policies and actions that support the optimization and safety of goods movement via roads, highways, railways, aviation, short sea shipping, and active transportation		
	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, coordinated traffic signalization, and lane management	
	d)	identify policies and actions that support the protection of rail rights-of-way, truck routes, and access points to navigable waterways in order to reserve the potential for goods movement	
	e)	identify policies and actions to mitigate public exposure to unhealthy levels of noise, vibration, and air pollution associated with the Major Road Network, Major Transit Network, railways, truck routes, and Federal / Provincial Highways	
	f)	identify policies and actions that anticipate the land and infrastructure requirements for goods movement and drayage, such as truck parking, zero-emission vehicle charging infrastructure, and e-commerce distribution centres, and mitigate any negative impacts of these uses on neighbourhoods	

To: Regional Planning Committee

From: Jonathan Cote, Deputy General Manager, Regional Planning and Housing Development, Regional Planning and Housing Services

Date: May 16, 2023 Meeting Date: June 9, 2023

Subject: **Manager's Report**

RECOMMENDATION

That the Regional Planning Committee receive for information the report dated May 16, 2023, titled "Manager's Report".

REGIONAL PLANNING COMMITTEE 2023 WORK PLAN

The Regional Planning Committee's Work Plan for 2023 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.

METRO 2050 GENERAL REFERENCE MATERIALS AND IMPLEMENTATION GUIDELINES WORK PLAN

In early 2023, the Regional Planning Implementation Services team travelled to 16 member jurisdictions to meet with local planning and engineering staff to better understand their needs with respect to regional planning services. One of the key pieces of feedback received from these meetings was a desire for an improved information sharing platform as they look to Metro Vancouver to act as a central repository for information. In response, Metro staff are in the process of establishing a Regional Planning Advisory Committee SharePoint site to facilitate the knowledge exchange between member jurisdictions and provide an avenue for collating research and reference material from both Metro Vancouver and relevant external agencies.

Following the adoption of *Metro 2050* by the MVRD Board in February 2023, Metro Vancouver staff are developing and updating implementation guidelines to support member jurisdictions with the interpretation, administration, and implementation of *Metro 2050's* strategies and policies. Metro Vancouver staff have provided the Implementation Guidelines Work Plan to the Regional Planning Advisory Committee (RPAC) for feedback. Additional opportunities for comment and feedback by RPAC as well as other relevant stakeholders will be available as the work for each guideline advances.

HOUSING AND TRANSPORTATION COST BURDEN STUDY UPDATE

The Housing and Transportation Cost Burden Study Update is proceeding in two phases; Phase One (Transportation Costs) is now complete. Phase Two (Housing Costs) relies upon custom data from the 2021 Census whose delivery has been delayed until early 2024. For this reason, Phase Two will commence in the first quarter of 2024 and will be completed by mid-year, assuming timely delivery of the required Census data. In addition to estimating household housing costs, Phase Two will combine the findings of Phase One into a comprehensive assessment of household "H+T" cost

burden, including recommendations for regional growth management. This analysis will be published in a final report and will be presented to the Regional Planning Committee.

HOUSING TARGETS UNDER THE HOUSING SUPPLY ACT

In November 2022, the Province of BC announced the *Housing Supply Act* (Bill 43 – 2022). The legislation is part of the Province's "Homes for People" action plan and enables the Province to, by order, set housing targets for specified municipalities in an effort to increase housing supply, availability, and affordability. A housing target order sets a housing target for the specified municipality, as well as the reporting period, performance indicators, and timeline by which the municipality's progress towards the housing target will be assessed. The minister is required to consult with the specified municipality and consider a variety of sources when setting a housing target, including housing needs reports, official community plans, regional growth strategies, transportation investments, and other statistical information and data relating to the demand and supply of housing.

On May 31, 2023, the Province announced the first cohort of ten municipalities that have been selected for housing targets, based on an evidence-based methodology that evaluated measures related to housing need, availability of housing supply, and projected growth. Five of the 10 selected municipalities are Metro Vancouver member jurisdictions and include:

- City of Delta
- District North Vancouver
- City of Port Moody
- City of Vancouver
- District of West Vancouver

Over the summer, the Province will consult with the selected municipalities and set the final housing targets. A second group of eight to 10 municipalities will be selected and notified in late 2023.

Metro Vancouver aims to support our member jurisdictions to meet new requirements set by the Province. This may be achieved through a variety of data provision, policy, research, support, and advocacy measures. Metro Vancouver is well-positioned to convene and assist members to coordinate with the Province and to help overcome barriers that members may face in meeting requirements under the *Housing Supply Act*, similar to the support already provided to member jurisdictions in the preparation of provincial Housing Needs Reports. Metro Vancouver staff will be engaging with the Regional Planning Advisory Committee to offer support for regional coordination, recognizing that other members may also be subject to future housing target orders.

Attachment

Regional Planning Committee 2023 Work Plan

References

[Bill 43 – 2022: Housing Supply Act](#)

Regional Planning Committee 2023 Work Plan

Report Date: May 16, 2023

Priorities

1st Quarter	Status
E-Commerce Study Findings	Complete
Municipal Liaison Review Implementation	Complete
Adoption of Metro 2050	Complete
Metro 2050 Climate Policy Enhancement Project – Scope	Complete
Equity Study Phase 3 – Final Report	Complete
Tree Canopy Cover and Impervious Services Update – Scope	Complete
Metro Vancouver Office Inventory Update	Complete
Community and Social Data Model – Phase 1	Complete
2nd Quarter	Status
Ecosystem Services on Agricultural Lands	Complete
Regional Food Systems Strategy Update - Scope	Pending
Agricultural Land Protection and Viability Strategy – Scope	Pending
Sensitive Ecosystem Inventory	In Progress
Transportation Corridor Study	In Progress
Metro 2050 Implementation Guidelines – Phase 1 (Technical Documents)	In Progress
Develop Immigration Model	In Progress
Metro Vancouver 3D Model	In Progress
Community and Social Data Model – Phase 2	In Progress
3rd Quarter	Status
Conduct Urban Centres and FTDA's Policy and Target Review	Pending
Recommended Actions – Industrial Land Strategy	Pending
Regional Green Infrastructure Network Guidelines	In Progress
Metro 2050 Climate Policy Enhancement Project	In Progress
Metro 2050 Implementation Guidelines – Phase 2 (Best Practice Guide)	In Progress
Regional Land Use Model	In Progress
Housing + Transportation Cost Burden Update	In Progress
Metro Vancouver Regional Data Book	Pending
4th Quarter	Status
Regional Food Strategy Update	Pending
Regional Green Infrastructure Network Guidelines	Pending
Sensitive Ecosystem Inventory	Pending
Regional Parking Strategy	In Progress
Agricultural Land Use Inventory	In Progress
Agricultural Data Book	Pending
Metro Vancouver Housing Data Book	Pending
2021 Census Custom Data Report Outs	Pending