



REVISED

PLANNING AND DEVELOPMENT COMMITTEE

NOTICE OF OPEN MEETING

DATE: TUESDAY, 2019 JUNE 25
TIME: 4:00 p.m.
PLACE: Council Committee Room, City Hall

A G E N D A

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1. <u>CALL TO ORDER</u>	
2. <u>MINUTES</u>	
A) Minutes of the Planning and Development Committee Open meeting held on 2019 May 28	1
3. <u>CORRESPONDENCE</u>	
A) Correspondence from Metro Vancouver Re: Metro 2040 Land Use Designation Amendment Request for the City of Delta - MK Delta Lands Regional Growth Strategy Amendment Bylaw No. 1283, 2019	7
B) Correspondence from TransLink - Mayors' Council on Regional Transportation Re: Cure Congestion Campaign	9
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B) Report from the Director Planning and Building Proposed Bylaw Text Amendments - 2019 June	22
5. <u>NEW BUSINESS</u>	
6. <u>INQUIRIES</u>	

7. CLOSED

Public excluded according to Sections 90 and 92 of the Community Charter to discuss matters concerning negotiations and related discussions respecting the proposed provision of a municipal service that are at their preliminary stages and that, in the view of the council, could reasonably be expected to harm the interests of the municipality if they were held in public.

8. ADJOURNMENT



PLANNING AND DEVELOPMENT COMMITTEE

Minutes

An Open meeting of the Planning and Development Committee was held in the Council Committee Room, City Hall, 4949 Canada Way, Burnaby, B.C. on **Tuesday, 2019 May 28** at 4:00 p.m. followed by a Closed meeting from which the public was excluded.

1. CALL TO ORDER

PRESENT: Councillor Pietro Calendino, Chair
Councillor Sav Dhaliwal, Vice Chair
Councillor Joe Keithley, Member
Councillor Paul McDonell, Member
Councillor James Wang, Member
His Worship, Mayor Mike Hurley, Ex-Officio Member

STAFF: Mr. Ed Kozak, Director Planning and Building
Ms. Lee-Ann Garnett, Assistant Director Long Range Planning
Mr. Doug Louie, Asst. Director Engineering Transportation Services
Mr. Johannes Schumann, Assistant Director Current Planning
Mr. Jim Wolf, Senior Long Range Planner
Ms. Lily Ford, Planner 2 - Housing
Ms. Monica Macdonald, Administrative Officer

The Chair called the Open Committee meeting to order at 4:05 p.m.

The Chair acknowledged the unceded, traditional, and ancestral lands of the hən̓q̓əmi̓n̓əm and skwxwú7mesh speaking people, and extended appreciation for the opportunity to hold a meeting on this shared Coast Salish territory.

2. MINUTES

A) Minutes of the Planning and Development Committee Open meeting held on 2019 April 30

MOVED BY COUNCILLOR KEITHLEY
SECONDED BY COUNCILLOR MCDONELL

THAT the minutes of the Planning and Development Committee Open meeting held on 2019 April 30 be adopted.

CARRIED UNANIMOUSLY

3. DELEGATIONS

MOVED BY COUNCILLOR MCDONELL
SECONDED BY COUNCILLOR KEITHLEY

THAT the delegations be heard.

CARRIED UNANIMOUSLY

A) My Lane Home Inc.
Re: Lane Homes
Speaker: Paul Binotto, President

Mr. Paul Binotto, President, appeared before the Committee and provided an overview of My Lane Home and its projects currently underway in Metro Vancouver.

Mr. Binotto advised that his company focuses on developing lane homes and coach houses to provide affordable housing options for multi-generational families, families downsizing, and seniors wishing to “age in place”. Other benefits include providing more and diverse rental housing, and help for families and seniors to augment income for mortgages and pension.

The delegation illustrated the benefits of lane homes and coach houses by giving the following examples of people living in these homes:

- Senior “age in place” - D.S. is able to stay in her neighbourhood, supplements her pension with rental income, and lives in a home which is accessible and designed for her needs now, as well as, in the future;
- Multi-Generational Family - R. & M. are able to help their children by assisting with child care and providing them with affordable housing. In turn, their children are close by and available to offer them help as they age; and,
- Rental - the “Jones” are able to rent in detached and ground-oriented housing in a neighbourhood.

In conclusion, Mr. Binotto advised that My Lane Home also constructs modular housing which offers the following additional benefits:

- less time to build, more affordable, and less disruptive to homeowners;
- increase in density with less stress on city infrastructure;
- more environmentally responsible with 42% less emissions, up to 70% less waste, and is more energy efficient.

B) City of North Vancouver
Re: Lane Homes
Speaker: Wendy Tse, Planner 2

Ms. Wendy Tse, Planner 2, appeared before the Committee and provided a city perspective on the implementation of the Coach House Program in North Vancouver.

Ms. Tse advised she has been employed by the City of North Vancouver for seven years and has seen the evolution of the Program from the early stages. She noted that the City covers a small geographic area and, therefore, is forced into being a denser city. In its move towards gentle density, the City was an early adopter of secondary suites and coach houses.

The delegation advised that in 2008 a Coach House Working Group was formed to create design guidelines and determine the approvals process. The guidelines focused on the following:

- respecting scale and built form of neighbouring properties;
- minimizing overlook and shadowing impacts;
- providing outdoor living space and respecting existing landscaping;
- incorporating sustainable design;
- ensuring adequate servicing, parking, and access.

Ms. Tse stated that the original approval process limited size (1 storey to 800 sq. ft. and 1.6 storey to 100 sq. ft.), required consultation with neighbours, limited density, and required two parking spaces. In 2015, she said, the Process was simplified resulting in permitting coach houses up to 1,000 sq. ft. and 1.6 storeys, and only requiring notification of neighbours.

The delegation advised that in 2017, coach houses and secondary suites were permitted on RS-1 lots. There was no change in overall density and only two parking stalls were required for three units. To date, 1.4% of eligible RS lots have coach houses.

In conclusion, Ms. Tse provided comments on the City's "lessons learned" and noted the need for continuous improvement and evaluation of the success of meeting Program objectives; as well as, experiment with modular coach houses and innovations in small housing designs.

4. CORRESPONDENCE

MOVED BY COUNCILLOR WANG
SECONDED BY COUNCILLOR MCDONELL

THAT the correspondence be received.

CARRIED UNANIMOUSLY

A) Correspondence from the Ministry of Municipal Affairs and Housing
Re: Building BC Funds

Correspondence was received from the Minister Selina Robinson, Ministry of Municipal Affairs and Housing, providing an overview and status report of current partnership opportunities, as well as new initiatives, through the Building BC funds.

B) Correspondence from Edmond Kan
Re: Electric Vehicle Charging Stations

Correspondence was received from Mr. Edmond Kan expressing concern regarding installation of electric vehicle (EV) outlets in strata parking garages.

Staff advised that an education bulletin directed to strata councils can be prepared; however, the challenge is bringing power to the existing building.

Staff noted that installation of EV outlets is part of the planning process for all new civic projects. Further, staff stated 20 public charging stations are being installed this year throughout the City, as part of a pilot project to help in understanding the issues and expanding the policy.

5. REPORT

MOVED BY COUNCILLOR MCDONELL
SECONDED BY COUNCILLOR WANG

THAT the report be received.

CARRIED UNANIMOUSLY

A) Report from the Director Planning and Building
Re: Accessory Dwelling Units in Single and Two Family Districts Review

The Director Planning and Building submitted a report outlining a proposed 'Review, Process and Timeline' for undertaking a program that would permit

accessory dwelling units in single and two family districts.

The Director Planning and Building recommended:

1. THAT Council be requested to approve in principle the draft 'Review, Process and Timeline' for the proposed Accessory Dwelling Units program, as outlined in Section 3.0 of this report.

MOVED BY COUNCILLOR MCDONELL
SECONDED BY COUNCILLOR KEITHLEY

THAT the recommendation of the Director Planning and Building be adopted.

CARRIED UNANIMOUSLY

6. **NEW BUSINESS**

No items of new business were brought before the Committee at this time.

7. **INQUIRIES**

No inquiries were brought before the Committee at this time.

8. **CLOSED**

MOVED BY COUNCILLOR MCDONELL
SECONDED BY COUNCILLOR WANG

THAT the Committee, in accordance with Sections 90 and 92 of the Community Charter, do now resolve itself into a Closed meeting from which the public is excluded to consider matters concerning negotiations and related discussions respecting the proposed provision of a municipal service that are at their preliminary stages and that, in the view of the Council, could reasonably be expected to harm the interests of the municipality if they were held in public.

CARRIED UNANIMOUSLY

MOVED BY COUNCILLOR DHALIWAL
SECONDED BY COUNCILLOR KEITHLEY

THAT the Open Committee meeting do now recess.

CARRIED UNANIMOUSLY

The Open Committee meeting recessed at 5:40 p.m.

MOVED BY COUNCILLOR MCDONELL
SECONDED BY COUNCILLOR KEITHLEY

THAT the Open Committee meeting do now reconvene.

CARRIED UNANIMOUSLY

The Open Committee meeting reconvened at 6:02 p.m.

9. ADJOURNMENT

MOVED BY COUNCILLOR MCDONELL
SECONDED BY COUNCILLOR DHALIWAL

THAT this Open Committee meeting do now adjourn.

CARRIED UNANIMOUSLY

The Open Committee meeting adjourned at 6:02 p.m.

Monica Macdonald
ADMINISTRATIVE OFFICER

Councillor Pietro Calendino
CHAIR

**Note from Director Planning and Building:**

The RGS minor amendment proposal is being advanced by the City of Delta. There are no local issues of concern for Burnaby regarding the proposal. Matters of regional interest will be considered through the review process of the Metro Vancouver Board.

Office of the Chair
 Tel. 604 432-6215 Fax 604 451-6614

JUN 10 2019

File: CR-12-01
 Ref: RD 2019 May 24

Mayor Mike Hurley and Council
 City of Burnaby
 4949 Canada Way
 Burnaby, BC V5G 1M2

Dear Mayor Hurley and Council:

Referred to:

Planning and Development Committee (2019.06.25)

Copied to:

City Manager
 Dir. Corporate Services
 Dir. Planning and Building

Re: Metro 2040 Land Use Designation Amendment Request from the City of Delta – MK Delta Lands Regional Growth Strategy Amending Bylaw No. 1283, 2019

On February 12, 2019, the City of Delta submitted a request to Metro Vancouver to amend *Metro 2040: Shaping Our Future (Metro 2040)* for a 62.7 ha (155 ac) property located at 7969 Highway 91 Connector, by changing the regional land use designation from “Agricultural” to “Industrial” and to include the lands within the Urban Containment Boundary.

At its May 24, 2019 regular meeting, the Board of Directors of the Metro Vancouver Regional District (Metro Vancouver) adopted the following resolutions:

That the MVRD Board:

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

As required in both the *Local Government Act* and *Metro 2040*, amendment processes include a notification period to allow all affected local governments to provide comment on the proposed amendment. Following the comment period, Metro Vancouver will review all comments received, and consider third and final reading of the amendment bylaw.

The proposed amendment is a Type 3 minor amendment to *Metro 2040*, which requires an amendment bylaw be passed by Metro Vancouver by a 50%+1 weighted vote. No regional public hearing is required. For more information on regional growth strategy amendment procedures,

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please refer to Sections 6.3 and 6.4 in *Metro 2040*. A Metro Vancouver staff report* providing background information and an assessment of the proposed amendment regarding consistency with *Metro 2040* is enclosed.

You are invited to provide written comments on the proposed amendment. Please provide your comments by Friday, September 6, 2019. Comments can be provided via Council resolution.

As per MVRD Board resolution (d), Metro Vancouver staff will be in contact with City of Delta staff to request additional information, as laid out in the report dated March 15, 2019.

If you have any questions with respect to the proposed amendment, please contact Gord Tycho, Senior Planner, Regional Planning by email at Gordon.Tycho@metrovanancouver.org or by phone at 604-456-8805.

*Available in Clerks Office

Yours sincerely,



Sav Dhaliwal
Chair, Metro Vancouver Board

SD/CM/NC/gt

Encl: Report dated May 15, 2019, titled "Metro 2040 Land Use Designation Amendment Request from the City of Delta – MK Delta Lands" (Doc #29622457)



To: MVRD Board of Directors

From: Neal Carley, General Manager, Planning and Environment

Date: May 15, 2019 Meeting Date: May 24, 2019

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

At its April 5, 2019 meeting, the Regional Planning Committee considered the attached report, supported the staff recommendation, and advanced the report to the Board. At its April 26, 2019 meeting, the MVRD Board withdrew the attached report from its agenda at the request of the applicant. The City of Delta expressed interest in bringing the application to two additional Standing Committees for information, and as a result appeared as a delegation at the May 2, 2019 Industrial Lands Strategy Task Force meeting and the May 15, 2019 Regional Parks Committee meeting.

Regional Planning staff provided a presentation to describe the Metro 2040 amendment process, and considerations in evaluating the proposed amendment's impacts on the regional growth strategy's goals and policy actions. Staff noted to Committee members that if any comments were provided, they would be conveyed to the Board with the attached report.

At the Industrial Lands Strategy Task Force meeting, members articulated:

- that if approved, the type of industrial development should be consistent with the parcel's location on the goods movement network and support trade-enabling uses;
- concern about potential impact on bog hydrology;
- the uniqueness of the proposal in having multiple parcels with which to meet a broad range of regional and local objectives; and
- the inclusion of land into the Agricultural Land Reserve seems challenging as a regional benefit given there is no intent to farm the land.

At the Regional Parks Committee meeting, members articulated:

- concern about the potential impacts of the proposed development on the bog, particularly regarding fill, settlement on the site and water management;
- desire for ongoing monitoring post construction;
- continued involvement of the Burns Bog Scientific Advisory Panel at the design, construction and monitoring phases;
- that if approved, lots A, B and C be included in the Burns Bog Ecological Conservancy Area;
- recognition that with the current zoning, lots A, B and C are at risk;
- concern about speculation and an anticipated proposal for the lot to the east;
- the challenges with these types of complex applications and the inherent trade-offs; and
- that if approved, the type of industrial development be limited to activities that will minimize potential impacts on the bog.

Attachment:

"Metro 2040 Land Use Designation Amendment Request from the City of Delta – MK Delta Lands",
dated March 15, 2019

29622457

To: Regional Planning Committee

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

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

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

RECOMMENDATION

That the MVRD Board:

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

PURPOSE

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

BACKGROUND

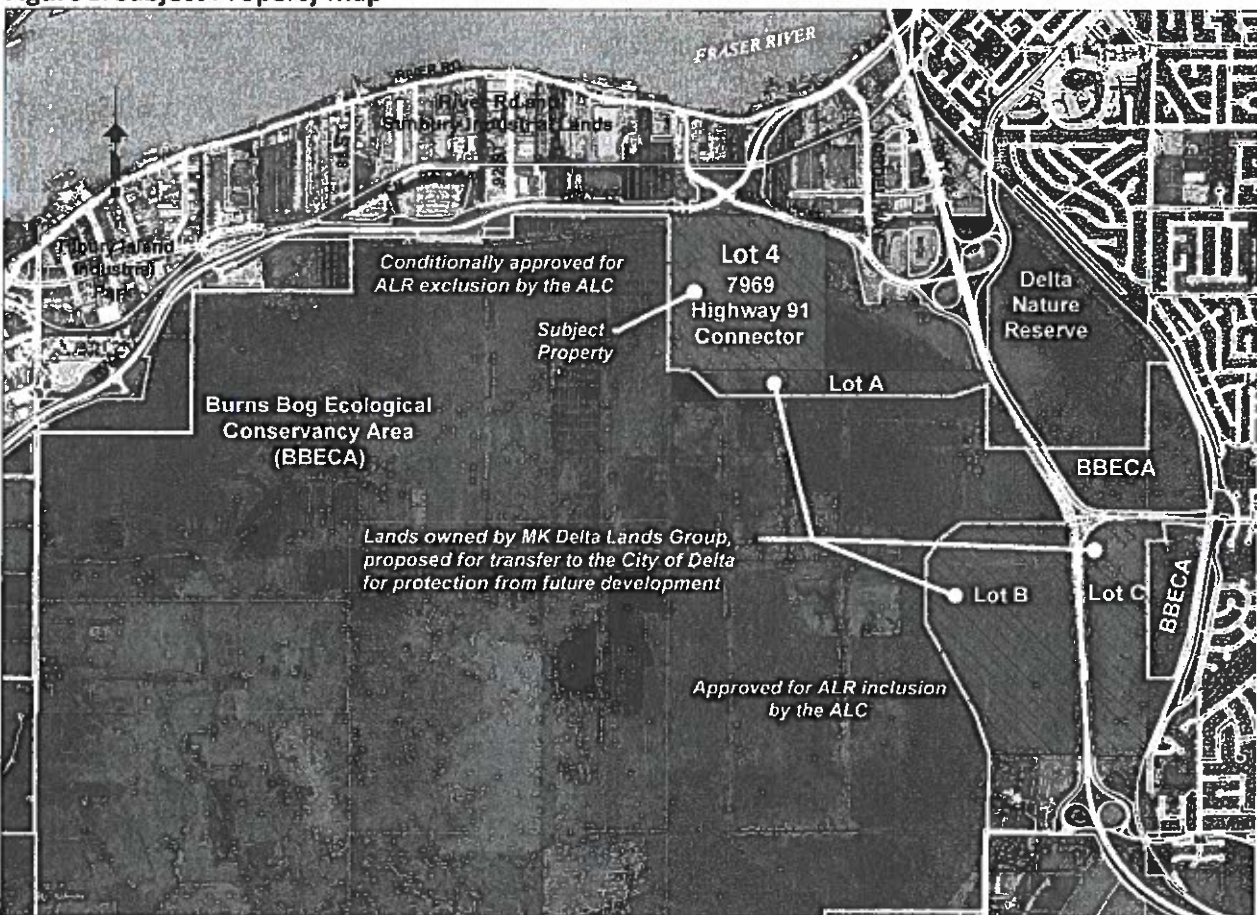
On February 12, 2019, the City of Delta submitted a proposed *Metro 2040* amendment to Metro Vancouver for the property located at 7969 Highway 91 Connector (Attachment 2). The proposed amendment is to change the regional land use designation of the subject property from "Agricultural" to "Industrial",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

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

SITE DESCRIPTION

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

Figure 1: Subject Property Map



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

Burns Bog Ecological Conservancy Area

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

Table 1: Subject Property (Lot 4) - Summary

Parcel Location	7969 Highway 91 Connector, City of Delta	
Parcel Size	62.7 ha (155 ac)	
Proposed Development	Development of a 9-lot industrial subdivision over a developable area of 43.79 ha (108.2 ac). Remainder of area to occupied by internal roads and utilities, future highway access, and protection (buffer) / enhancement areas.	
	Current	Proposed
Urban Containment Boundary (UCB)	Outside of the UCB	Include the parcel within the UCB
Metro 2040 Designation	Agricultural	Industrial
City of Delta OCP Designation	Agricultural (A)	Industrial (I)
Municipal Zoning	I3 Extraction Industrial*	CD Comprehensive Development (site-specific)**
ALR	Exclusion granted by ALC subject to conditions (agriculture / environment buffers). History of peat extraction.	

* Extraction activities are subject to non-farm use approval by ALC.

** Proposed CD Zone allows light industrial uses on the majority of the site with environmental buffers along the perimeter. Allowable light industrial uses include warehousing, wholesaling and distribution, transportation, communication, equipment sales, repair and servicing, etc., but restrict container storage and uses with higher potential for emissions of air contaminants and spills of hazardous materials.

APPLICATION HISTORY

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

The application also included requests to:

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

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

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

Proposed *Metro 2040* Amendment

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

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

ANALYSIS OF ALIGNMENT WITH *METRO 2040*

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

GOAL 1 – CREATE A COMPACT URBAN AREA

Strategy 1.1: Contain Urban Development within the Urban Containment Boundary

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

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

GOAL 2 – SUPPORT A SUSTAINABLE ECONOMY

Strategy 2.2: Protect the supply of industrial land

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

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

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

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

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

Strategy 3.1: Protect Conservation and Recreation lands

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

An Environmental Effects Assessment for the subject property was prepared by Environmental Dynamics as part of the proposal. The study concludes that the proposed industrial development, in

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

Strategy 3.2: Protect and enhance natural features and their connectivity

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

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

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

GOAL 5 – SUPPORT SUSTAINABLE TRANSPORTATION CHOICES

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

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

REQUEST FOR ADDITIONAL INFORMATION

As part of the review of the proposed amendment submission, Metro Vancouver staff identified a number of areas that would benefit from further information from the City of Delta. Two of these areas deal with the width of the proposed environmental buffers for the subject property and clarity

on the potential impacts of site surcharge loading. In addition, Water and Liquid Waste staff are also seeking further information.

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

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

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

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

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

REGIONAL PLANNING ADVISORY COMMITTEE REVIEW

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

NEXT STEPS

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

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

ALTERNATIVES

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

FINANCIAL IMPLICATIONS

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

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

SUMMARY / CONCLUSION

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

Agricultural to Industrial, and to include the subject property within the Urban Containment Boundary.

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

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

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

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

Attachments:

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

28905446

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

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

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

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

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

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

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

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

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

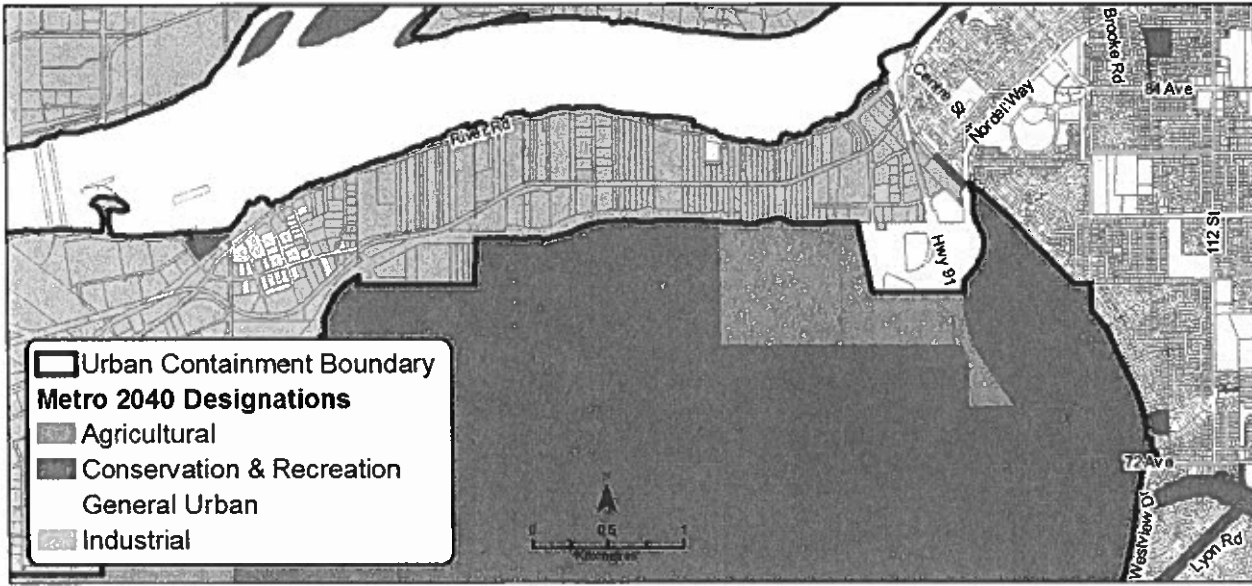
 Sav Dhaliwal, Chair

 Chris Plagnol, Corporate Officer

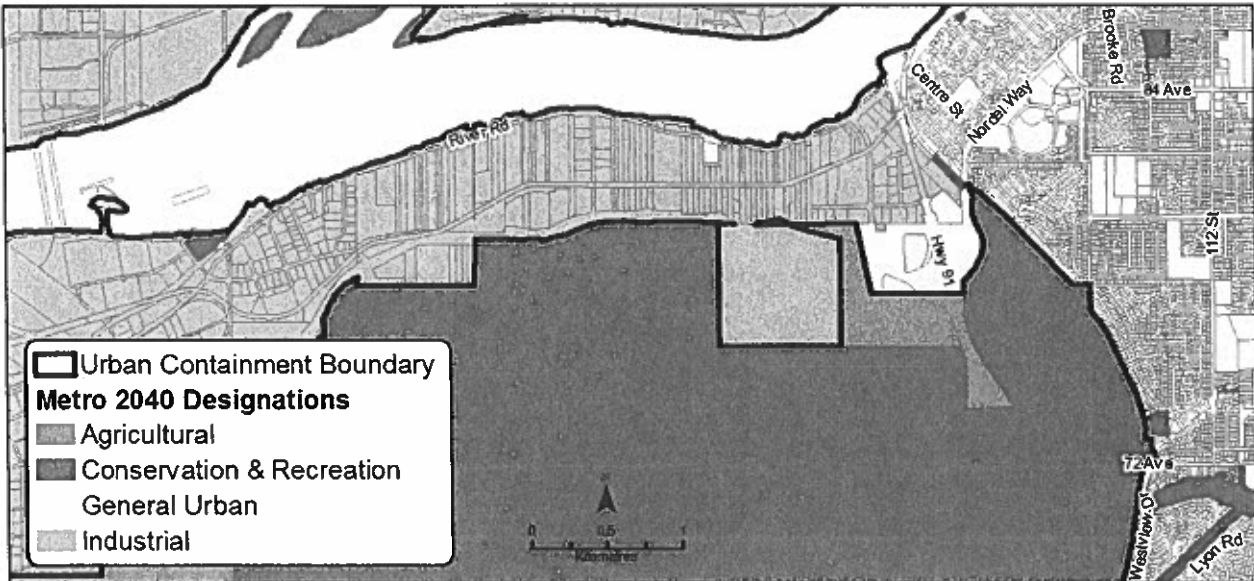
SCHEDULE A

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

PRIOR TO AMENDMENT

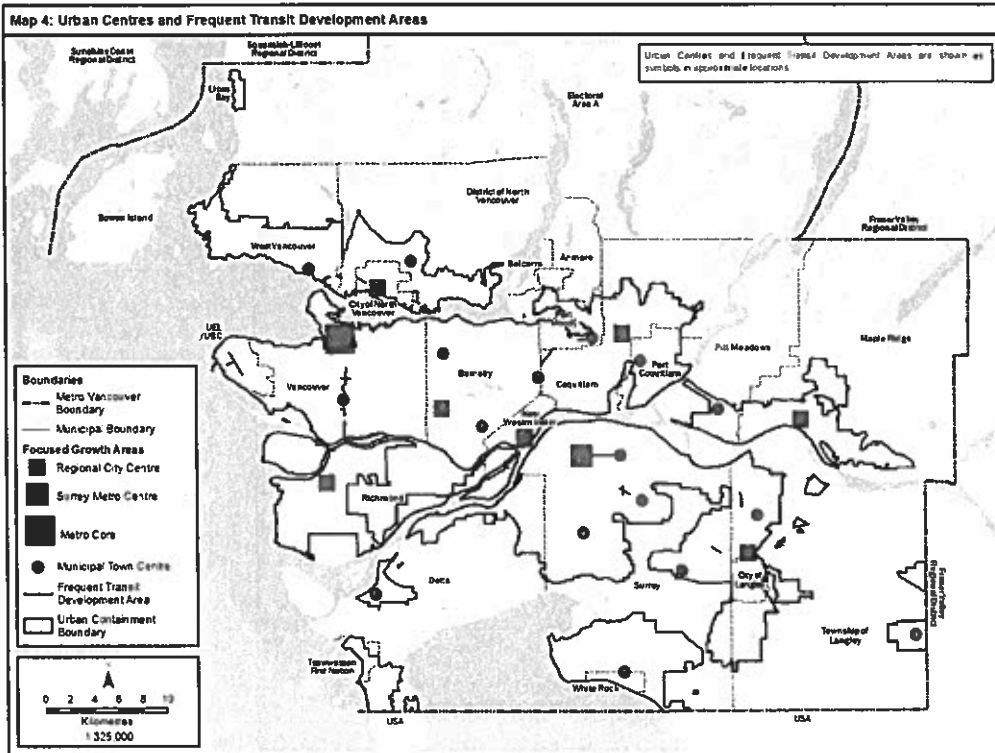


POST AMENDMENT

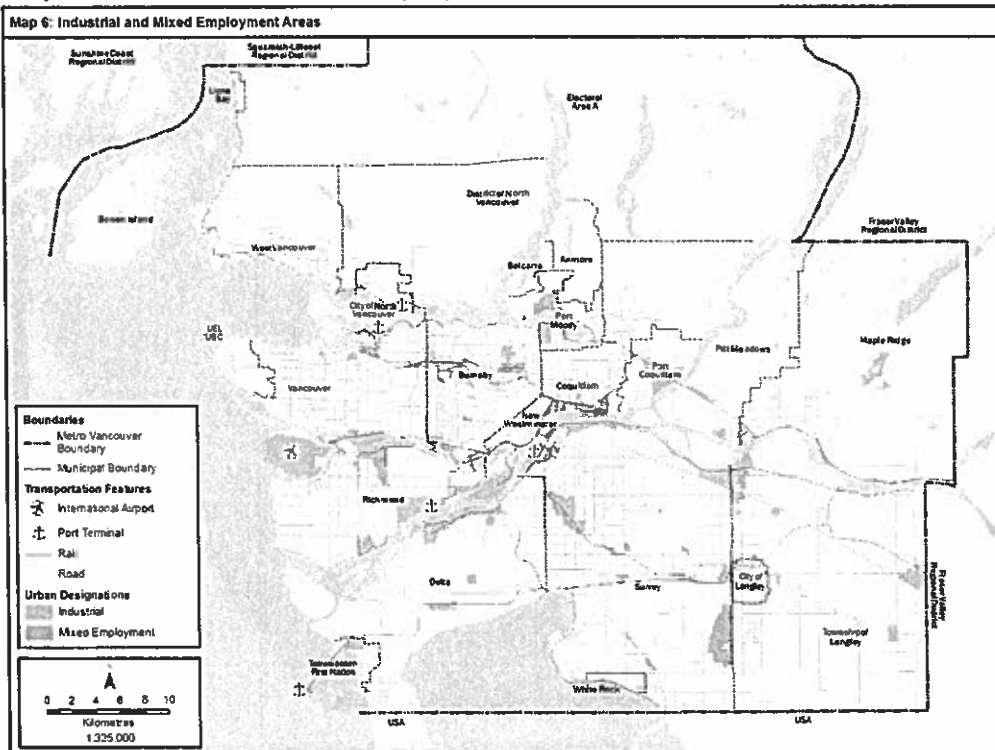


SCHEDULE B (continued)

Map 4 Urban Centres and Frequent Transit Development Areas

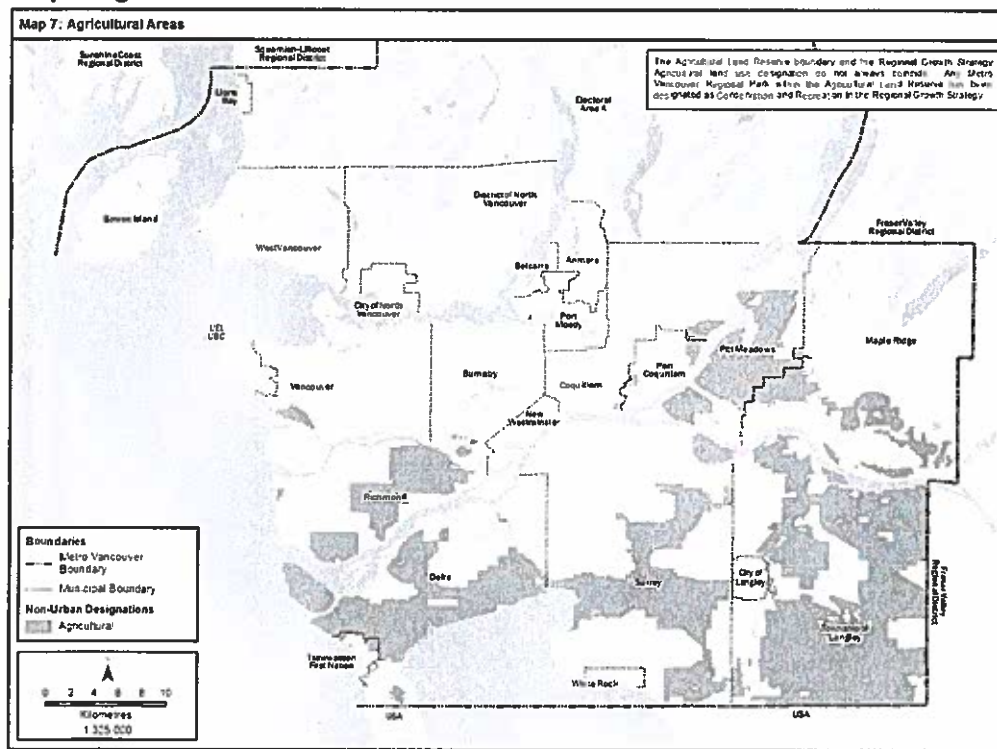


Map 6 Industrial and Mixed Employment Areas

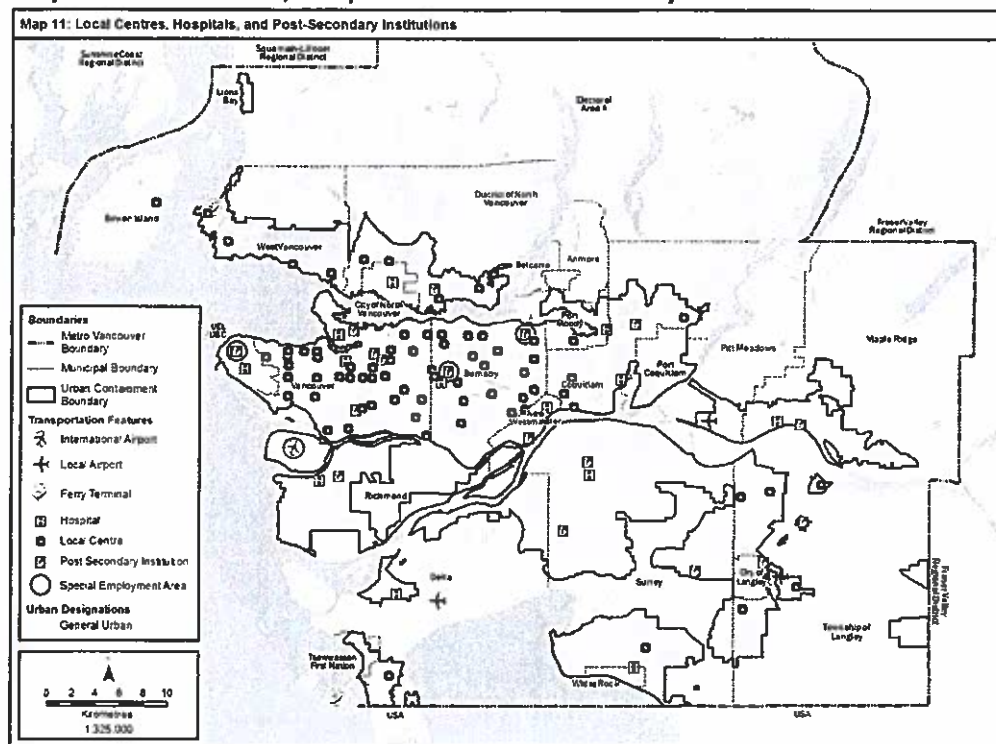


SCHEDULE B (continued)

Map 7 Agricultural Areas

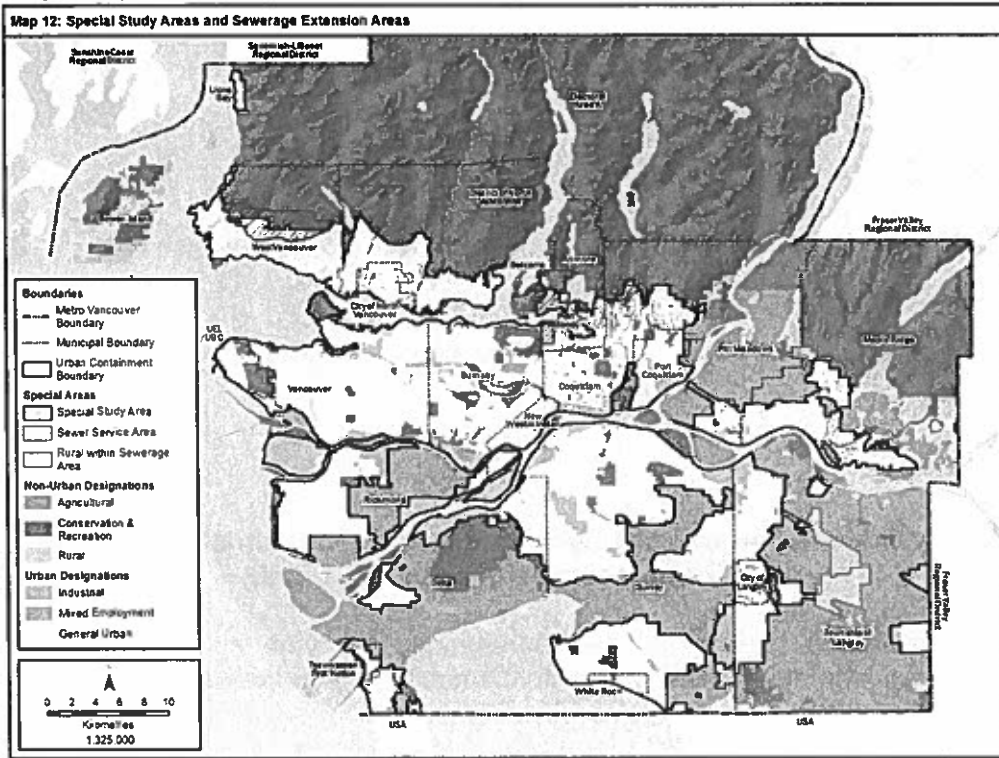


Map 11 Local Centres, Hospitals and Post-Secondary Institutions



SCHEDULE B (continued)

Map 12 Special Study Areas and Sewerage Extension Areas





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



February 19, 2019

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

Dear Chair Dhaliwal,

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

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

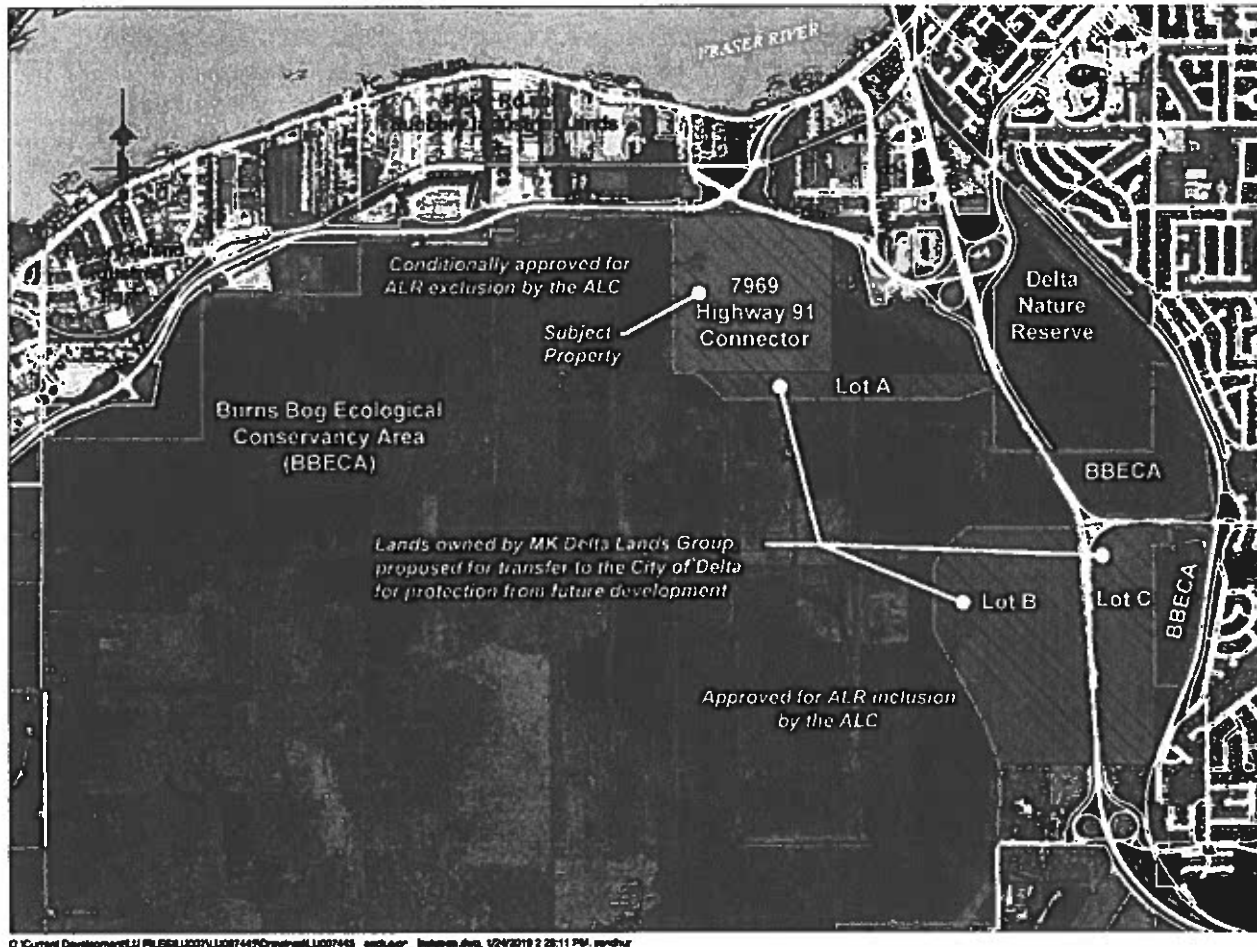
Proposal

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

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

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Location Map



Environmental and Agricultural Benefits and Community Amenities

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

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

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

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

Process

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Provincial Agricultural Land Commission Decision

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

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

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

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

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

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

Local and Regional Context

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

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

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

Conclusion

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

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

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

Yours truly,



George V. Harvie
Mayor

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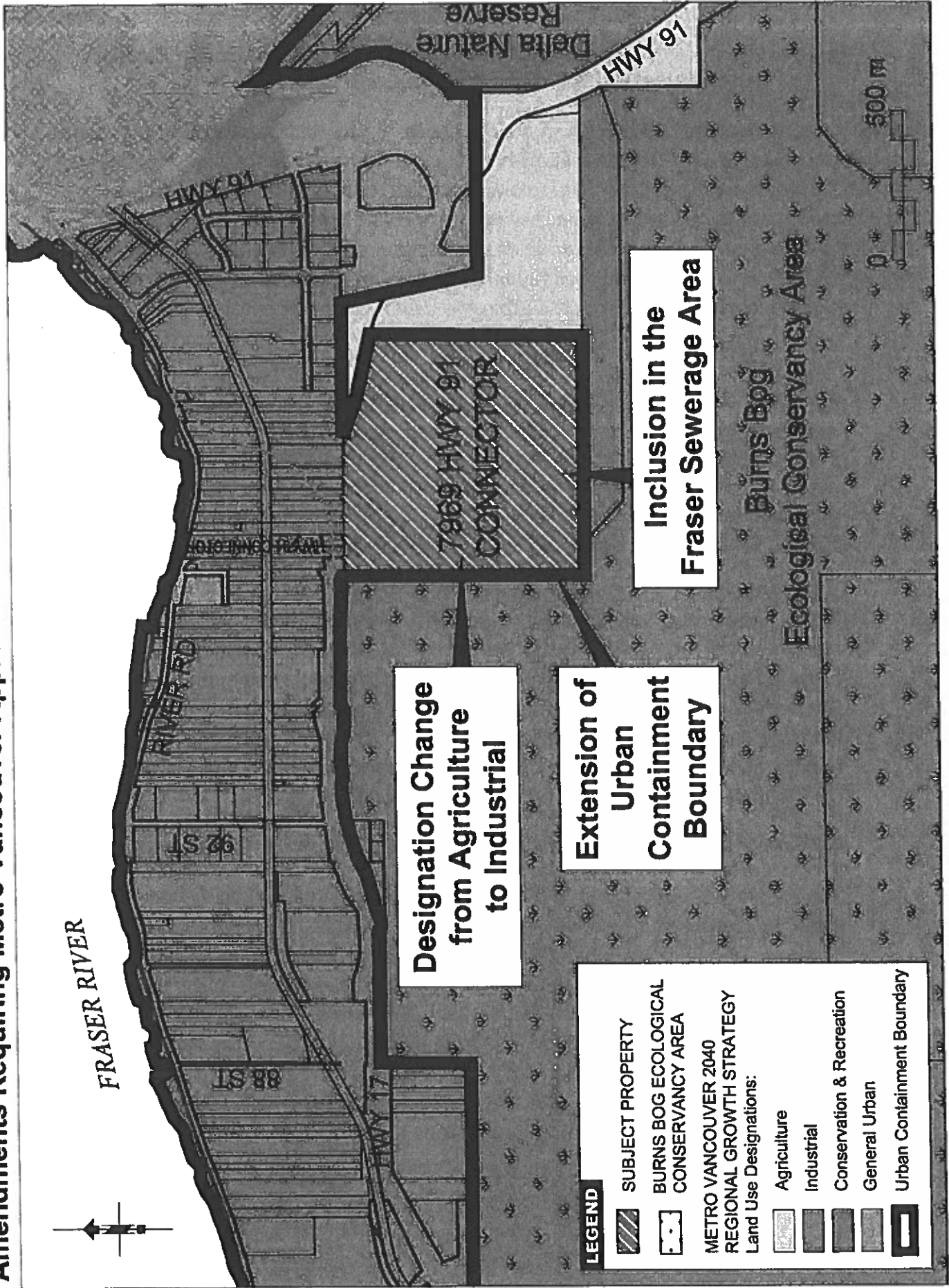
Enclosures:

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

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



Amendments Requiring Metro Vancouver Approval



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

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

1) Support a Sustainable Economy (Goal 2)

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

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

2.2 Protect the supply of industrial land.

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

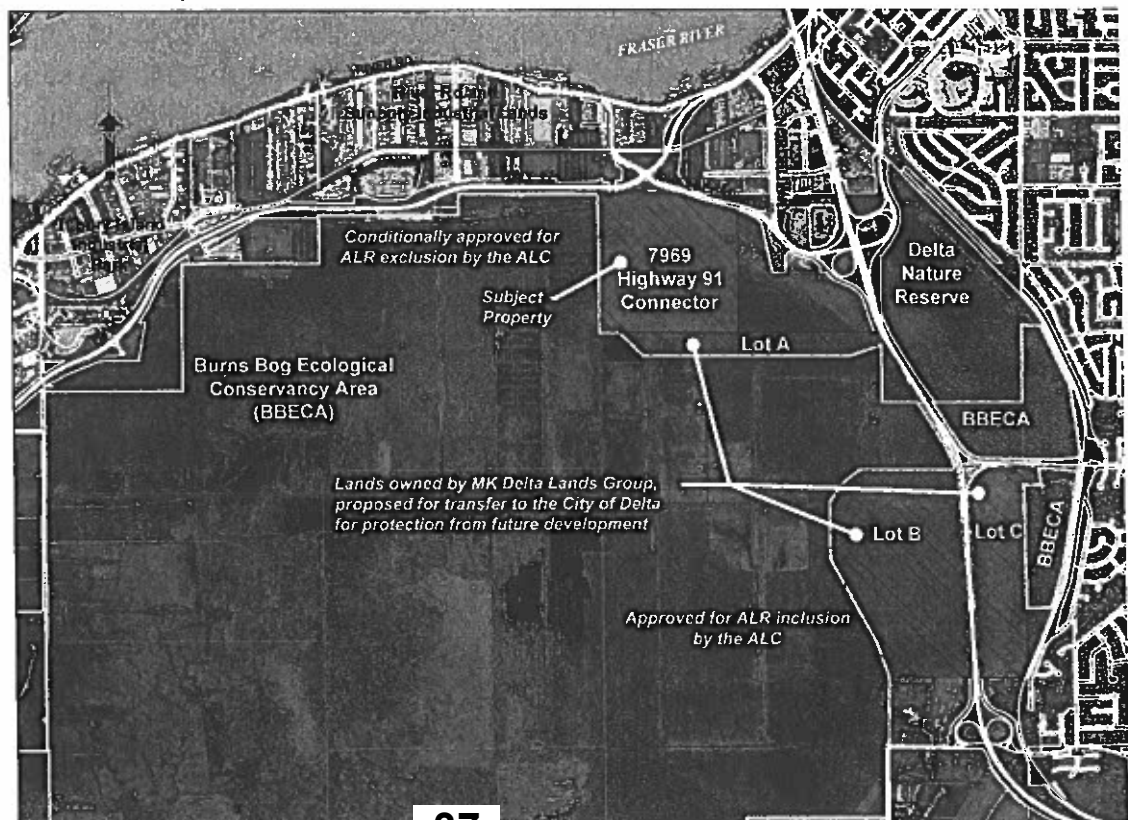
2.3 Protect the supply of agricultural land and promote agricultural viability with an emphasis on food production.

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

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

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

Location Map



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

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

3.1 Protect Conservation and Recreation lands.

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

3.2 Protect and enhance natural features and their connectivity.

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

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

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

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

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

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

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

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

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

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

3) Support Sustainable Transportation Choices (Goal 5)

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

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

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

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

Sewer Area Extension Evaluation Summary and Sanitary Sewer Map

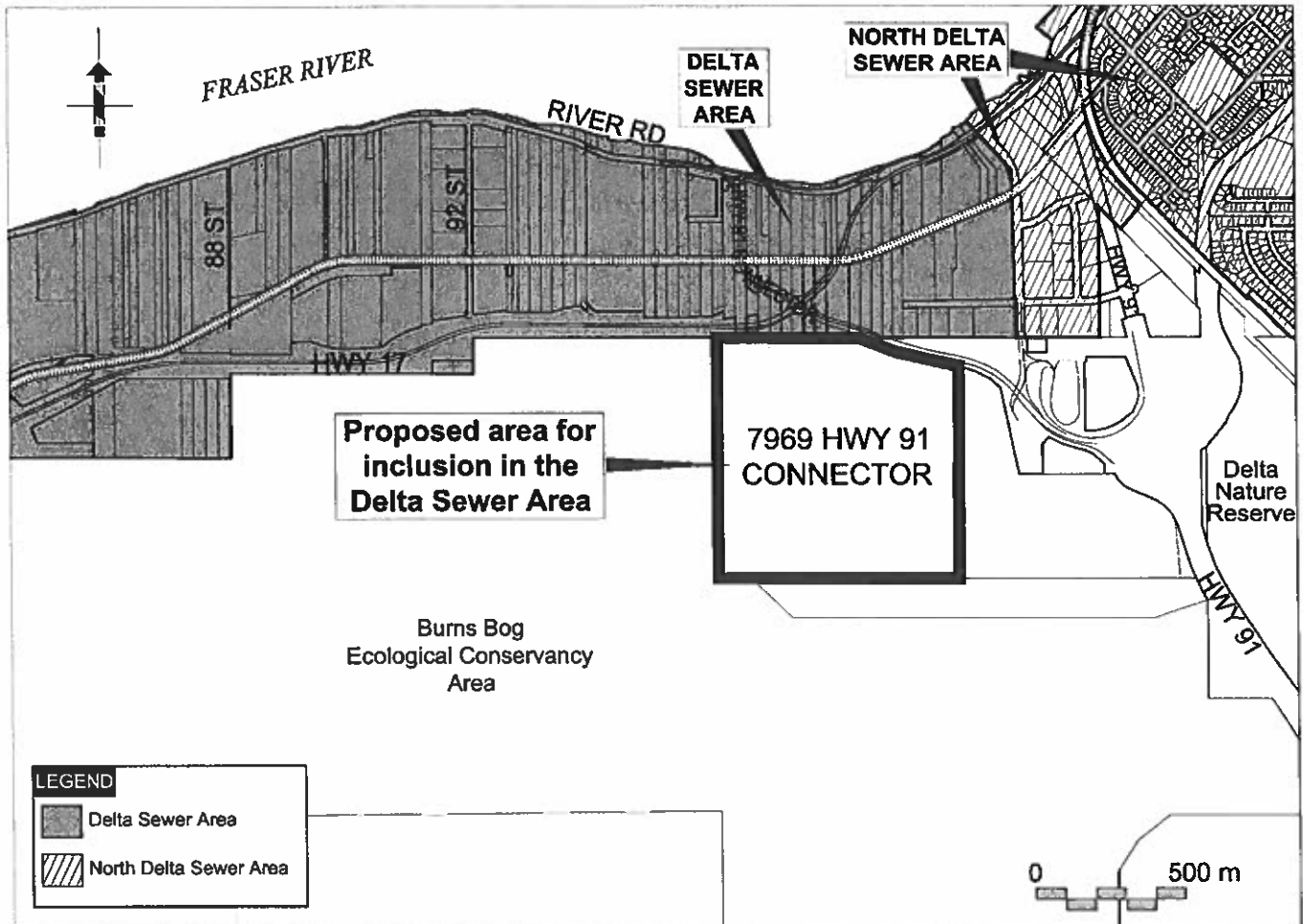
Applications to extend the Sewer Area are reviewed with consideration given to a number of factors including: consistency with local policy and land use designations; the technical, operation and financial impacts of the proposed extension; and the goals, objectives and land use designations of the Regional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

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

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

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

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



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THE CORPORATION OF DELTA

BYLAW NO. 7508

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

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

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

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

1. This Bylaw may be cited for all purposes as "Delta Sewer Area Extension and Enlargement (MK Delta Lands Group- LU007445) Bylaw No. 7508, 2016".
2. Any liabilities incurred, on behalf of the "Delta Sewer Area" as created by the "Delta Sewer Area Merger Bylaw No. 2551, 1976" shall be borne by all the owners of parcels of lands in the "Delta Sewer Area" as extended and enlarged by this bylaw.

3. The "Delta Sewer Area" as created by the "Delta Sewer Area Merger Bylaw No. 2551, 1976" and as extended from time to time is hereby further extended and enlarged to include the property described as "Proposed Sewer Area Extension" as shown outlined in bold on the plan attached hereto and identified as Schedule "A".

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

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

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

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

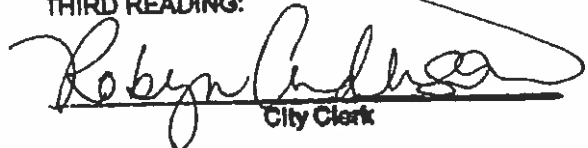
APPROVED BY the Greater Vancouver Sewer & Drainage District
the day of 201 .

FINALLY CONSIDERED AND ADOPTED the day of , 20 .

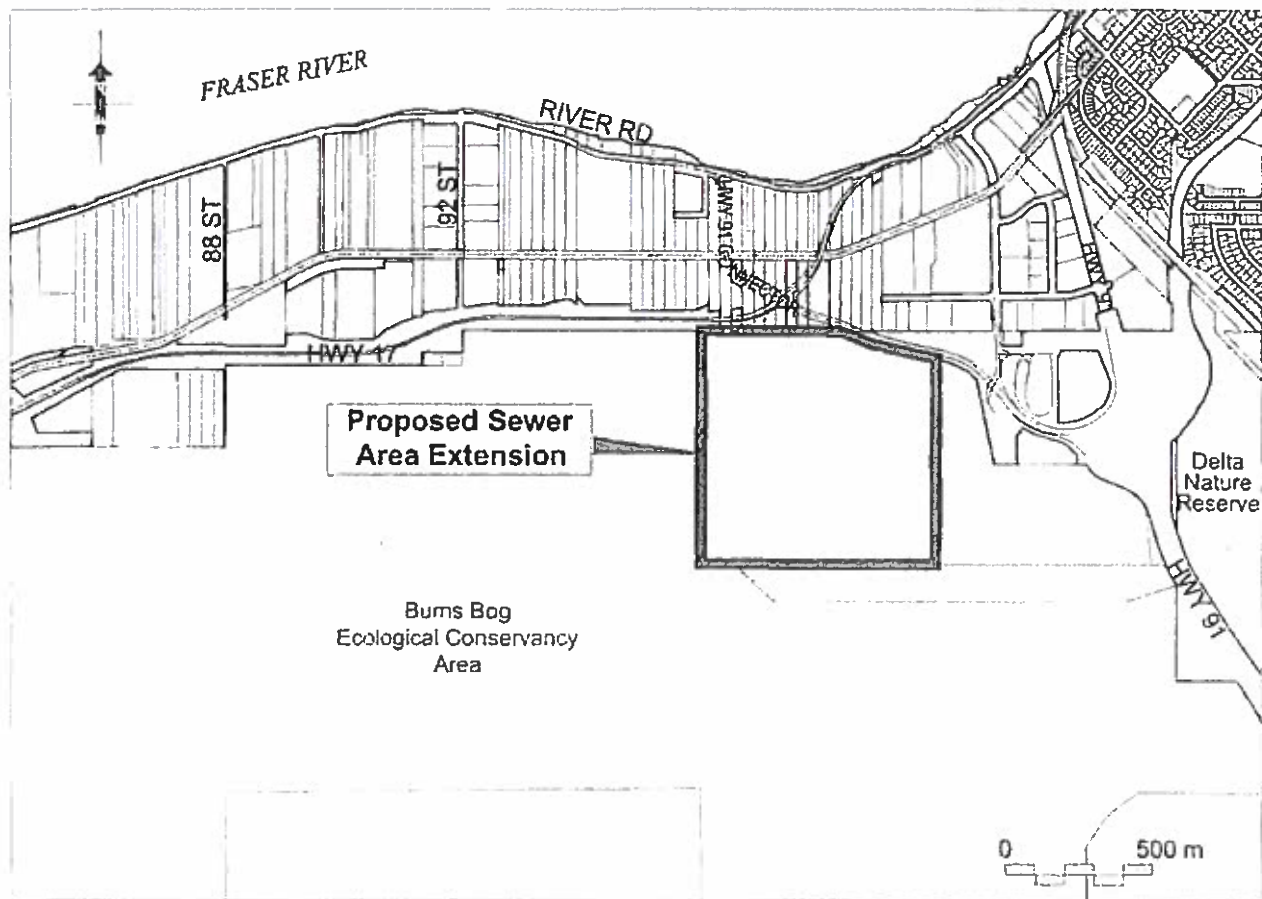
Lois E. Jackson
Mayor

Robyn Anderson
Municipal Clerk

**CERTIFIED CORRECT AS AT
THIRD READING:**



City Clerk



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

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

List of Information Included in Referral Package to Metro Vancouver

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

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



COMMITTEE INFORMATION ITEMS AND DELEGATION SUMMARIES

Metro Vancouver Regional District

Board Meeting Date – Friday, May 24, 2019

This information item, listing recent information received by committee, is provided for the MVRD Board's information. Please access a complete PDF package [here](#).

Housing Committee – May 1, 2019

Delegation Summaries:

No delegations presented

Information Items:

5.2 Regional Affordable Housing Strategy – Progress Report Work Plan

Industrial Lands Strategy Task Force – May 2, 2019

Delegation Summaries:

3.1 Marcy Sangret, City of Delta

Information Items:

No items presented

Aboriginal Relations Committee – May 2, 2019

Delegation Summaries:

No delegations presented

Information Items:

5.1 2019 Community to Community Forum Draft Proposal

5.2 Quarterly Report on Reconciliation Activities

Regional Planning Committee – May 3, 2019

Delegation Summaries:

3.1 Sarah Ross, TransLink

Information Items:

5.3 Transit-Oriented Affordable Housing Study Phase 3 – Scoping

5.4 Equity in Regional Growth Management – Project Initiation

5.6 Expanded Consultation on a Potential Cannabis Production Emission Regulation for Metro Vancouver

Regional Parks Committee – May 15, 2019*Delegation Summaries:*

- 3.1 Marcy Sangret, City of Delta

Information Items:

- 5.3 Regional Parks 2018 Annual Report

Zero Waste Committee – May 17, 2019*Delegation Summaries:*

No delegation presented

Information Items:

- 5.3 Update on Metro Vancouver's Engagement with the Love Food Hate Waste Canada Campaign

Climate Action Committee – May 17, 2019*Delegation Summaries:*

- 3.1 Pat Bell, Community Energy Association

Information Items:

- 5.1 2019 Update on Liquid Waste Sustainability Innovation Fund Projects
- 5.2 2019 Update on Regional District Sustainability Innovation Fund Projects
- 5.3 2019 Update on Water Sustainability Innovation Fund Projects
- 5.6 Air Quality and Climate Action Initiatives in the Caring for the Air 2019 Report

29504026

From: Buda, Mike [<mailto:Mike.Buda@Translink.ca>]
Sent: June-18-19 2:26 PM
To: Mayors Council
Subject: HELP REQUEST: Mayors' Council help needed on our Cure Congestion Campaign

Members of the Mayors' Council,

The Cure Congestion campaign's public engagement strategy, supported by paid social media advertising, is about one month into its planned 6 weeks. We are going to need your help to reach our public action targets. Ensuring that our issues are part of the election campaign, and that parties make commitments to our transit needs, is going to be critical as we move into Phase Three Plan development, and finalizing Transport 2050 – none of our planned expansion will be possible without a strong federal partner, and the election is the quickest and best way to get the next government on board.

So far, about 1000 residents have responded to our call to action, and have sent messages to party leaders and local candidates – about 4000 emails in all. Ideally, by the beginning of the election period, we would like to at least double this number. Our paid advertising campaign, which will end on June 30, has generated about 80% of these actions, which is a higher proportion that we had hoped. We are now looking to stakeholders and other supporters to help get the word out, especially as our paid media buy ends, and encourage more residents to take action by using the online tools our website that make it easy to send messages directly to all parties and candidates.

I am hoping that many of you can do the same. There are several ways you can help:

1. **Write your candidates:** Send your own e-mail to your local MP & candidates through our online tool or, even better, in a customized letter from your office.
2. **Council Resolution:** put the Cure Congestion resolution adopted at our last meeting in front of your council, if appropriate. This will generate local debate and media coverage, furthering our reach, and will then allow your local government to voice its support to parties directly. This would be quite powerful.
3. **Social Media:** Share Mayors' Council #CureCongestion content on your social media accounts by: updating your social media accounts with #CureCongestion banner images and/or profile photo frames: Sharing or retweeting Mayors' Council posts: posting pre-written materials provided in the attached Campaign Kit
4. **Write your network and supporters:** Encourage your Council, individuals, and organizations in your community to show their support by sending them an e-mail introducing the Cure Congestion campaign. An email template is included in the attached Campaign Kit.

Let me know if you have any ideas or if you'd like support engaging stakeholders in your community to help promote the campaign. For example, if there are community groups, leaders or other stakeholders interested in a photo opp, we can pitch local media on a story and post it on social media. Likewise, we can help you customize some of the tools attached for your own community (i.e. "Support the Cure Congestion campaign to build Skytrain to PoCo!").

Referred to:

Planning and Development Committee (2019.06.25)

Copied to:

City Manager, Dir. Corporate Services, I-50-anning and Building, Dir. Engineering

We will provide an update on campaign metrics and plans at the June 27 meeting. Let me know if you have any questions. Now is the time for action, before election day, so we need to do what we can to make this campaign successful.

Thanks,
Mike

Michael Buda
Executive Director, Mayors' Council on Regional Transportation

m. 604-307-2839
o. 778-375-7669
e. mike.buda@mayorscouncil.ca
t. @mikebuda
www.MayorsCouncil.ca

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Cure Congestion Voter Engagement Mayors' Council Members' Kit

The Mayors' Council is looking forward to embarking on the next phase of our Cure Congestion campaign - engaging Metro Vancouver voters to help spread our message about the importance of sustained funding for better public transit. This next phase of the campaign relies on wider engagement from the entire Metro Vancouver region to demonstrate the urgent need for ongoing transportation investment. This means that direct support from our Mayors' Council members such as yourself will be critical to our success.

In an attempt to make participation as simple as possible, this document contains all the relevant links, information, and materials that you can use to help promote the voter engagement stage of the campaign.

Starting May 23rd, we are launching an e-mail mobilization tool through our CureCongestion.ca website, where visitors will be able to quickly and easily send an email to their local MP and candidates whose contact information will be automatically filled when they enter their postal code. A pre-drafted e-mail is already included in the tool, however visitors have the capability to edit or re-write the message to make it their own. This unique tool will amplify our message and allow residents to engage directly with federal leaders, MPs and candidates.

How can you help?

Some ways you can participate include:

- Send your own e-mail to your local MP & candidates through our online tool
- Share Mayors' Council #CureCongestion content on your social media accounts by:
 - Updating your social media accounts with #CureCongestion banner images and/or profile photo frames
 - Sharing or retweeting Mayors' Council posts
 - Posting pre-written materials provided in this document
- Encourage your Council, individuals, and organizations in your community to show their support by sending them an e-mail introducing the Cure Congestion campaign. An email template is included in this document, and we are posting localized Cure Congestion / 10-Year Vision fact sheets on the website, which include our call to action, maps and information for municipalities and sub-regions across Metro Vancouver.
- Contact the campaign team with any ideas or if you'd like support engaging stakeholders in your community to help promote the campaign. For example, if there are community groups, leaders or other stakeholders interested in a photo opp, we can pitch local media on a story and post it on social media.

The following pages contain relevant materials that you may need throughout this campaign to continue to show your support and help us in our goal to #CureCongestion! For any questions or support during the campaign, please contact Mike Buda, or Anna Lilly at anna.lilly@fhhighroad.com.

Contents

Important Campaign Information and Materials.....	2
Social Media Posts	2
Key Messages	4
Mobilize Your Network!	5

Important Campaign Information and Materials

Website: www.curecongestion.ca

Social Media handles:

- Facebook: @TransLinkMayorsCouncil
- Twitter: @mayors_council

Hashtags: #CureCongestion #cdnpoli

All background and campaign materials are available on our [website](#) including:

- Mayors' Council 2019 Federal Election Platform
- Election Platform Summary
- Localized Fact Sheets highlighting transit projects in Metro Vancouver municipalities
- Backgrounders on the benefits of a Congestion Relief Fund for the environment, the economy and the community
- News releases
- Creative assets for social media engagement (will be available [here](#) starting May 23)
 - Twitter and Facebook banner photos
 - Profile photo frame

Social Media Posts

Here are some examples of posts that you can use, or adapt to make them your own:

- Sick of congestion in #MetroVan? In this federal election, the @mayors_council is calling for a permanent Congestion Relief Fund to keep Metro Vancouver moving! Do your part by visiting curecongestion.ca and emailing your local MPs/candidates #CureCongestion

- The @mayors_council is calling on federal parties to establish a Congestion Relief Fund to help fund future transit projects across our region. We need your help to #CureCongestion in #MetroVan! Visit curecongestion.ca and email your local MPs/candidates!
- Better transit 🚌 = better economy 💰
You can't grow an economic region if you don't have the infrastructure to support that growth. Do your part to help #CureCongestion in Metro Vancouver - Send an email to your local MPs/candidates at curecongestion.ca!
- Better transit 🚌 = better environment 🌱
Investments in public transit make a big impact on the environment and reduce GHG emissions. Do your part to help #CureCongestion in Metro Vancouver - Send an email to your local MPs/candidates at curecongestion.ca!
- Better transit 🚌 = increased affordability 🏠
A strong public transit network gives residents and businesses more options for affordable transportation and housing. Do your part to help #CureCongestion in Metro Vancouver - Send an email to your local MPs/candidates at curecongestion.ca!
- Better transit 🚌 = more free time ⌚
Less time spent idling or waiting for your bus means more time spent with family and friends. Do your part to help #CureCongestion in Metro Vancouver - Send an email to your local MPs/candidates at curecongestion.ca!

Regional specific posts:

- The South East region saw the highest growth in ridership in #MetroVan in 2018 at 15.6%. In order to keep up with demand, we need a federal Congestion Relief Fund. Join in our call and e-mail your federal MP/candidates through our website! #CureCongestion curecongestion.ca
- Maple Ridge/Pitt Meadows transit ridership is growing. In order to keep up with demand, we need a federal Congestion Relief Fund. Join in our call and e-mail your federal MP/candidates through our website! #CureCongestion curecongestion.ca
- According to @TransLink, bus routes heading to and from UBC are at the top of the list for overcrowding. We need your help to #CureCongestion in #MetroVan. You can do your part by e-mailing your local MP/candidates through our online tool: curecongestion.ca
- According to @TransLink the Tri-Cities saw a 5.7% growth in ridership in 2018. In order to keep up with demand, we need a federal Congestion Relief Fund. Join in our call and e-mail your federal MP/candidates through our website! #CureCongestion curecongestion.ca

- According to @TransLink Burnaby/New West transit ridership grew 5.5% in 2018. In order to keep up with demand, we need a federal Congestion Relief Fund. Join in our call and e-mail your federal MP/candidates through our website! #CureCongestion curecongestion.ca
- According to @TransLink transit ridership grew 8.8% in 2018 in the Southwest subregion of Metro Van. In order to keep up with demand, we need a federal Congestion Relief Fund. Join in our call and e-mail your federal MP/candidates through our website! #CureCongestion curecongestion.ca
- North Shore transit ridership is growing, and better transit will help us fight traffic congestion. To make a real difference, we need a federal Congestion Relief Fund. Join in our call and e-mail your federal MP/candidates through our website! #CureCongestion curecongestion.ca

Key Messages

On Thursday, May 23rd, the Mayors' Council will launch the voter engagement platform at CureCongestion.ca. These are the messages we'll be using to describe this next phase of the campaign as we engage Metro Vancouver residents and get them involved:

- We are calling on Metro Vancouver voters to join us in sending a message to Members of Parliament, party leaders and candidates in the upcoming federal election: We need permanent, predictable funding for public transit so we can cure congestion and keep Metro Vancouver moving!
- The fact is, one million new commuters are coming to our region over the next 20 years, so we need to act now. Our transit system is already overcrowded even though TransLink has been making historic investments in new bus and Skytrain service. That's why we're asking federal parties to commit to creating a permanent, predictable Congestion Relief Fund.
- With a federal election around the corner, this is our opportunity to secure commitments for the funding we will need to improve public transit, roads, cycling and pedestrian infrastructure. The next Government of Canada will decide whether transit and traffic in Metro Vancouver keeps getting better, or gets worse.
- We need your help – go to CureCongestion.ca today to send a message to your local MPs and candidates. Tell them you support better transit – for our environment, our economy, and our quality of life.
- It's going to take more than just mayors – it's going to take thousands of us, working together, to get these commitments from the federal parties. By using our simple email tool at CureCongestion.ca, you'll be doing your part to support better transit in Metro Vancouver.

- We're breaking new ground with this campaign – as far as we know, this is the first time local elected officials are sponsoring a campaign to mobilize voters around a single issue in advance of a federal election.
- We can make a difference together this federal election. It's pretty simple: if you agree that we need to keep improving our public transit system in Metro Vancouver, go to CureCongestion.ca and add your voice to this campaign.

Mobilize Your Network!

Your network of community groups and stakeholders are all potential supporters for this campaign. We need your help to spread the word and encourage others to get involved. To make this easier, we have drafted an email that you can use to address your contacts. Feel free to edit to make your own.

Subject: Let's Cure Congestion – now!

Dear [Supporter Name],

As your mayor, I wanted to share with you a campaign led by the Mayors' Council on Regional Transportation that is picking up speed. The campaign is directed at the federal government, asking all federal parties and candidates in the upcoming election to make congestion a 2019 election issue—and we need your help.

You and I both know how hard it is to get around this region. There's overcrowding on our transit system. There's bottlenecks on our roads that delay people and commerce. We experience this congestion every day. With demand for public transit growing at a record pace-- and another one million people arriving in the region over the next two decades-- the pressures on our transportation network will only increase. It's time to send Ottawa a message. I'm asking you to join me and the Mayors' Council in our call for a Congestion Relief Fund that would deliver \$375 million in annual, reliable, dedicated transit funding for Metro Vancouver.

Here's how you can help:

- Write your Member of Parliament and federal candidates using the simple online tool at www.curecongestion.ca - including pre-loaded recipient emails based on *your* local representative and candidates
- Share the suggested social media content below with your network, using the hashtag #CureCongestion
- Retweet, repost, and "like" CureCongestion campaign content
- Visit [this page](#) and use the social media filters to build momentum
- Ask your friends and family to do the same

Beyond the frustrations we experience from congestion, the federal investments we are calling for will have a significant impact on key issues that matter to our community. This includes economic growth through better movement of people and goods; a greener economy; better air quality; improved

affordability; and more options for people who may not drive or may not be able to afford a car. The addition of more bus, Skytrain, SeaBus and West Coast Express services will help make transit a more viable option for commuters.

Metro Vancouver is a key battleground in the federal election, and Ottawa is watching. Let's make the most of this opportunity, and together, let's cure congestion in Metro Vancouver.

Thank you for your support.

Sincerely

XX

Suggested Social Media Content

[Please see above]

The following resolution was approved by the Mayors' Council on Regional Transportation at its May 23, 2019 meeting, with a request that it be shared with local government councils in Metro Vancouver for consideration.

Proposed resolution

IT IS TIME TO CURE CONGESTION IN FEDERAL ELECTION 2019

WHEREAS ridership on transit in Metro Vancouver is exploding, and another one million commuters are coming to our region over the next 20 years;

WHEREAS the *10-Year Vision for Metro Vancouver Transit and Transportation* is making historic investments to improved regional bus, SkyTrain, SeaBus, West Coast Express and HandyDART services which will help keep the region moving, reduce the impact of population growth on regional GHG emissions, and improve access to affordable housing options;

WHEREAS Metro Vancouver's North American-leading ridership growth is out-pacing the expansion planned in the *10-Year Vision*, leading to continued overcrowding pressures on transit, and congestion on our roads;

WHEREAS to support these new riders and planned population growth, the remaining projects in the *10-Year Vision* and the next wave of regional transit and transportation priorities to be identified in TransLink's *Transport 2050* planning process must be funded and approved quickly to avoid losing momentum on addressing overcrowding and congestion;

WHEREAS local governments via the Mayors' Council establish plans for new transit/roads/active transportation projects and infrastructure for the region, with reliable federal and provincial funding being critical to making projects a reality;

WHEREAS our region needs the next federal government to continue its successful partnership with the Mayors' Council on Regional Transportation, TransLink and the Province of B.C., so our region doesn't go backwards with worsening road congestion and overcrowding on transit;

WHEREAS in April, the Mayors' Council released its federal election platform, "Cure Congestion," that calls on national parties to commit to work in partnership to cure congestion in Metro Vancouver;

WHEREAS the Cure Congestion platform asks all federal parties to commit to establishing a *Congestion Relief Fund* that would deliver \$3.4 billion annually across Canada based on ridership, delivering approximately \$375 million annually to TransLink;

WHEREAS the *Congestion Relief Fund* will provide a permanent, predictable source of federal funding that can be invested alongside TransLink and provincial government commitments to accelerate completion of the *10-Year Vision* and start the next phase of projects to be identified in the *Transport 2050* planning process to improve the transit and transportation network in every corner of our region;

THEREFORE BE IT RESOLVED,

THAT Metro Vancouver local government councils support the Cure Congestion campaign;

THAT local government councils contact their local federal election candidates to urge them to support the call for a *Congestion Relief Fund*.



Item
Meeting2019 Jun 25

COMMITTEE REPORT

TO: CHAIR AND MEMBERS
PLANNING AND DEVELOPMENT
COMMITTEE

DATE: 2019 June 17

FROM: DIRECTOR ENGINEERING

FILE: 38100-03

SUBJECT: BURNABY HOSPITAL PARKING

PURPOSE: To provide an option for free street parking adjacent to Burnaby Hospital.

CONSIDERATION:

1. **THAT** the Committee recommend to Council the replacement of select parking meters adjacent to Burnaby Hospital with two hour parking time limits to provide free visitor parking as outlined in this report.
2. **THAT** the Committee recommend to Council an increase in parking meter rates for all other parking meters near Burnaby Hospital from \$1.50 to \$2.00 per hour to make it consistent with other areas of the City and to help offset reduced revenues from the removal of parking meters.

REPORT

INTRODUCTION

On 2019 May 11, Council requested staff to bring forward a report to the Planning and Development Committee regarding pay parking at Burnaby Hospital. The request was accompanied by a document from www.hospitalpayparking.ca which supports free parking at all BC hospitals for patients and their supporters to reduce the stress and anxiety, and increase barrier free access to healthcare.

POLICY SECTION

Parking management is aligned with the City of Burnaby's Corporate Strategic Plan by supporting the following goals and sub-goals of the Plan.

To: Planning and Development Committee
 From: Director Engineering
 Re: BURNABY HOSPITAL PARKING
 2019 June 16..... Page 2

Goal

- An Inclusive Community
 - Serve a diverse community – Ensure City services fully meet the needs of our dynamic community
- A Dynamic Community
 - City facilities and infrastructure – Build and maintain infrastructure that meets the needs of our growing community
- A Thriving Organization
 - Organizational culture – Ensure that our core values are reflected in our policies, programs and service delivery
 - Financial viability – Maintain a financially sustainable City for the provision, renewal and enhancement of City services, facilities and assets

DISCUSSION

Burnaby Hospital operates under the jurisdiction of the Fraser Health Authority. The City does not have any direct control of its operations including on-site hospital parking spaces. Therefore the City cannot directly respond to requests for free parking at Burnaby Hospital. However, the City does manage the street parking surrounding the hospital. Currently the parking spaces surrounding the hospital are in high demand and are controlled by parking meters or resident parking only restrictions.

Parking meters have been installed around Burnaby Hospital and the commercial businesses along Sunset St to prevent all day parking from employees and to encourage parking turnover for customers and visitors. The existing parking meters allow parking up to a maximum of two hours at a cost of \$1.50 per hour between the hours of 9:00 am and 8:00 pm. Parking is free and unlimited between the hours of 8:00 pm and 9:00 am when parking demand is lower. Parking meters are an effective parking management tool because the cost of parking encourages visitors to stay for the least amount of time up to two hours and compliance can be achieved through periodic enforcement. In comparison to the cost of parking at Burnaby Hospital, the cost of parking on the surrounding streets is inexpensive. The surface parking lot at Burnaby Hospital Emergency costs \$4.25 per hour to park. The cost of parking in the hospital parkade is \$4.25 for the first hour and \$3.25 for each additional hour. The maximum day rate is \$11.25 and the evening/weekend rate is \$5.25. Other rates exist for weekly and monthly parkers, and those with financial hardships are considered on a case-by-case basis.

Due to the cost of parking at Burnaby Hospital and the surrounding streets, resident parking only restrictions were installed within the single family neighbourhood closest to Burnaby Hospital. The restrictions discourage hospital employees and visitors from parking all day and night in front of residential homes.

To: Planning and Development Committee
 From: Director Engineering
 Re: BURNABY HOSPITAL PARKING
 2019 June 16..... Page 3

A review of the City's resident parking program will be provided in a separate, upcoming report to the Traffic Safety Committee.

In response to interest from some Council members for free hospital visitor parking, an option to replace 23 on-street parking meters with two hour parking time limits directly adjacent to the hospital's entry to emergency services is presented for consideration. The replacement would be along the east side of the 3800 and 3900 block of Ingleton Ave and along the north side of the 3900 block Kincaid St as shown in Figure 1 below.

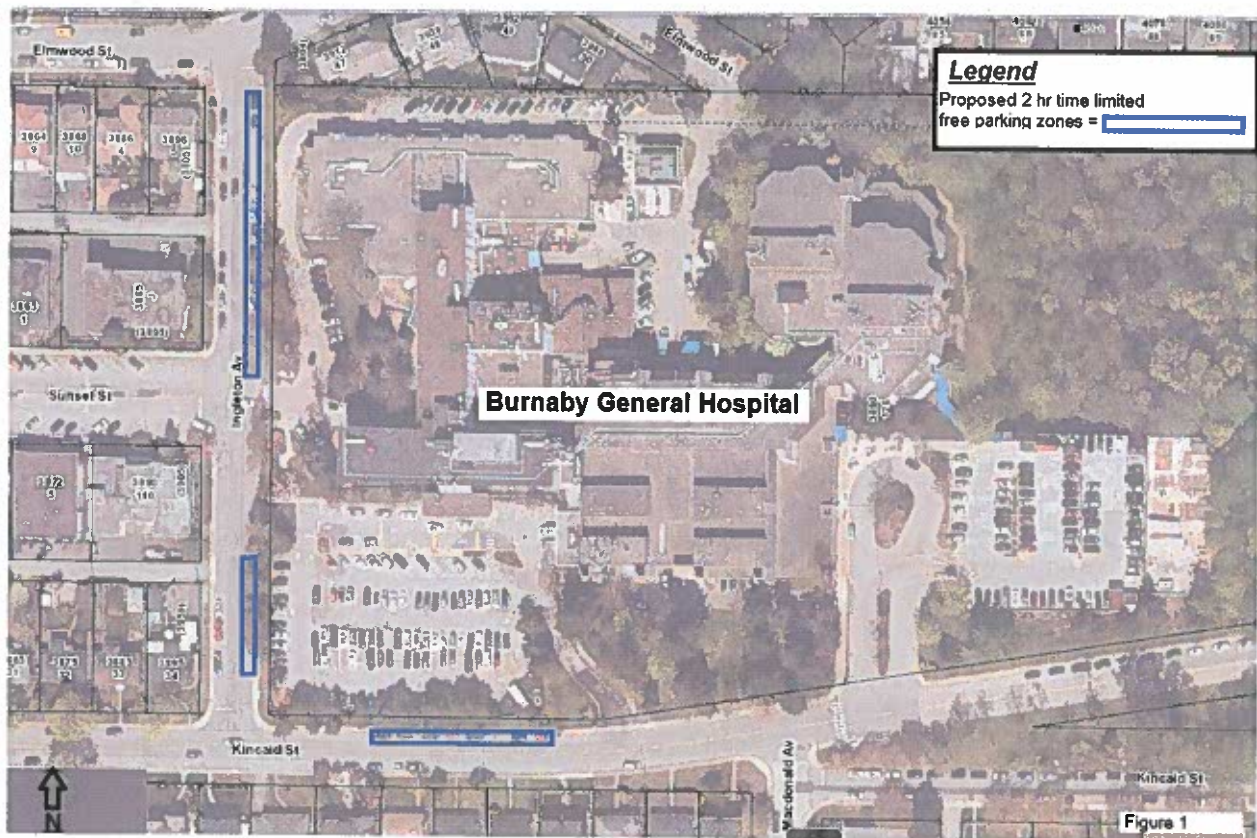


Figure 1 – Location of potential parking time limits to replace existing parking meters

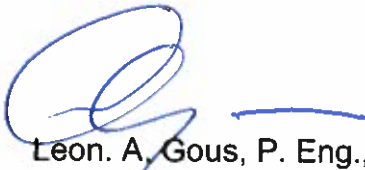
Two hour parking time limits would continue to encourage short term visitor parking at no cost to the users. The parking spaces would be available to the general public including all visitors to the hospital (not just the emergency department) and nearby commercial businesses and residents. Because the parking is free, these parking spaces are expected to be in very high demand. The parking time limits would be in effect between the hours of 7:00 am to 8:00 pm seven days a week. The effective hours are extended in the morning to 7:00 am to encourage better parking turnover in the morning time period. To ensure compliance, the time limited parking spaces would require ongoing and regular patrols (e.g. every two hours) by bylaw enforcement officers.

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Notwithstanding the cost of potential additional parking enforcement resources, the removal of the existing parking meters would reduce parking revenues by about \$125,000 per year. This reduction can be offset in future years with the reinstallation of parking meters in other areas of the City where parking demand is increasing. The reduced parking meter revenues can also be offset by increasing the parking meter rate on the remaining parking meters in the area (along Sunset St and the west side of Ingleton Ave) from \$1.50 to \$2.00 per hour. This would make it consistent with the parking meter rates in all other areas of the City, and still remain well below the cost of parking at Burnaby Hospital. If this is completed at the same time the parking time limits are installed, it would mitigate the reduced parking meter revenue budgeted for this year and result in an increase of about \$52,000 per year.

CONCLUSION

An option to provide free on-street parking directly adjacent to Burnaby Hospital's entrance to emergency services is presented for consideration. The proposal would replace 23 parking meters along Ingleton Ave and Kincaid St with two hour time limited parking effective between the hours of 7:00 am and 8:00 pm seven days a week. To help offset the resulting decrease in parking meter revenues, an option to increase the parking meter rates from \$1.50 to \$2.00 per hour in the surrounding area is also presented for consideration.



Leon. A. Gous, P. Eng., MBA
 DIRECTOR ENGINEERING

DL/ac

Copied to: City Manager
 Director Public Safety & Community Services
 Director Finance
 Director Planning and Building



Meeting 2019 June 25

COMMITTEE REPORT

TO: CHAIR AND MEMBERS
PLANNING AND DEVELOPMENT COMMITTEE

DATE: 2019 June 19

FROM: DIRECTOR PLANNING AND BUILDING

FILE: 42000 20
Reference: Text Amendment

SUBJECT: PROPOSED ZONING BYLAW TEXT AMENDMENTS – 2019 JUNE

PURPOSE: To propose two text amendments to the Burnaby Zoning Bylaw.

RECOMMENDATION:

1. **THAT** Council be requested to authorize the preparation of a bylaw amending the Burnaby Zoning Bylaw, as outlined in Section 3.0 of this report, for advancement to a Public Hearing on 2019 July 30.

REPORT**1.0 BACKGROUND INFORMATION**

As part of the ongoing review of the Burnaby Zoning Bylaw, which usually takes place in the context of development enquiries and discussions regarding the intent of the bylaw and the general need for its update, text amendments are brought forward from time to time. These text amendment reports are submitted in order to provide clarification and improvements to the wording of the bylaw, and to respond to changes in related legislation, forms of development, land uses and social trends.

This report presents two Zoning Bylaw amendments regarding: 1) outdoor play areas in child care facilities; and 2) accessible parking.

2.0 POLICY

The advancement of the proposed Zoning Bylaw amendment aligns with the following goals and sub-goals of the Corporate Strategic Plan:

- **An Inclusive Community**
 - Serve a diverse community – Ensure City services fully meet the needs of our dynamic community
 - Enhance City workforce diversity – Support a diversified City workforce by identifying barriers and implementing proactive strategies

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- **A Dynamic Community**
 - Economic opportunity – Foster an environment that attracts new and supports existing jobs, businesses and industries

3.0 PROPOSED BYLAW TEXT AMENDMENTS

3.1 Outdoor Play Areas in Child Care Facilities

Issue

There is a need to regulate the location of child care facilities' outdoor play areas to ensure children's safety, maintain a uniform streetscape and to protect the neighbouring properties' privacy.

Discussion

The Zoning Bylaw allows child care facilities in a number of multi-family residential, commercial and institutional districts. All child care facilities are regulated by the *Community Care and Assisted Living Act* and accompanying *Child Care Licensing Regulation*, which are administered by the Fraser Health Authority.

The Fraser Health Community Care Facilities Licensing Program uses a provincial tool to conduct the risk assessments of facilities, including the physical facility, equipment and furnishings (outdoor play areas). The Fraser Health assessment and continuous monitoring of the facilities are to ensure children's health and safety.

While the *Child Care Licensing Regulation* regulates the outdoor play area specifications, the Zoning Bylaw may control its location on the lot and in relation to the neighbouring properties and abutting streets. The Zoning Bylaw generally does not allow location of any buildings or uses, including parking and storage areas, in the required front yard in order to maintain a uniform streetscape. Similarly, in order to maintain visual uniformity along the property lines abutting a street, and to protect children's health and safety, it is recommended that outdoor play areas be located outside of the required front yards and side yards adjoining a flanking street.

The *Child Care Licensing Regulation* requires a minimum 6.0 m² (64.58 sq. ft.) per child for outdoor play areas. The required side yards generally do not provide adequate space to meet this outdoor play area requirement. Considering the insufficiency of the area within the side yards, and to limit privacy and noise impacts on neighbouring properties, it is also recommended that outdoor play areas be located outside of the required side yards. The outdoor play areas' enclosures shall meet the requirements of the *Child Care Licensing Regulation* and shall comply with the fence regulations in Section 6.14 of the Zoning Bylaw.

The Zoning Bylaw requires that in commercial districts, all businesses and undertakings shall be conducted within an enclosed building with the exception of uses that should be located in the open, such as parking and loading areas. Therefore, it is recommended that the outdoor play

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areas be exempted from the enclosure requirement of the Bylaw, in the districts where child care facilities are permitted.

Recommended Bylaw Amendments

1. **THAT** the definition of “Outdoor Play Area” be added to Section 3 (Definition) of the Zoning Bylaw with wording the same or similar to the following:

“OUTDOOR PLAY AREA” means an open area designated for physical activity of the children in a child care facility or a home-based child care facility, in accordance with the Community Care and Assisted Living Act and the Child Care Licensing Regulation, as amended or replaced from time to time.

2. **THAT** Section 6.2 of the Zoning Bylaw be amended by adding the bolded text in the heading as follows:

*6.2 Location and Siting of Buildings **and Uses**:*

3. **THAT** Section 6.2(4) be added to the Zoning Bylaw with wording the same or similar to the following:

(4) No outdoor play area shall be located in any required front or side yard.

4. **THAT** Sections 301.2(1)(f), 302.2(1)(g), 303.2(1)(g), 304.2(1)(g) be added to the Zoning Bylaw with wording the same or similar to the following:

outdoor play areas.

5. **THAT** Section 308.3(1) of the Zoning Bylaw be amended by adding the bolded text as follows:

*(1) Every business or undertaking shall be conducted within a completely enclosed building except for parking and loading facilities, produce and garden displays, outdoor restaurant seating, **outdoor play areas**, and mobile retail carts.*

6. **THAT** Section 309.3(1) of the Zoning Bylaw be amended by adding the bolded texts as follows:

*(1) Every business or undertaking shall be conducted within a completely enclosed building except for parking and loading facilities, produce and garden displays, **outdoor play areas**, and outdoor restaurant seating.*

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3.2 Accessible Parking

Issue

Section 800.3.1 of the Zoning Bylaw requires that the parking spaces for the use of disabled persons be subject to the requirements of the British Columbia Building Code (BCBC). However, the accessible parking requirements were removed from the 2018 BCBC. In the absence of the accessible parking regulations in the BCBC, it is necessary to include these requirements including design standards for accessible parking spaces in the Zoning Bylaw.

Discussion

The *Building Act* establishes the Province as the primary authority to regulate the building requirements that are used consistently across the province. At the same time, the Province recognizes that the need for consistency must be balanced with flexibility in order for local governments to meet the specific community's needs. Section 5.0 of the Act allows for such flexibility, by providing local governments the authority to establish building requirements for matters identified as unrestricted by regulation.

In 2016, the Province approved “parking for persons with disabilities” as an unrestricted matter under the Building Act, for which local governments could retain or establish their own requirements. As a result of the Building and Safety Standards Branch's consultation with stakeholders, it was determined that the BCBC's accessible parking requirements were not sufficient. Therefore, to address the regulatory overlap between the BCBC and the municipal bylaws, the accessible parking requirements were removed from the 2018 BCBC.

Presently, Section 800.3.1 of the Zoning Bylaw requires that the number and the design of parking spaces for persons with disabilities be regulated by the BCBC's parking requirements. Given the removal of such requirements from the 2018 BCBC and that the Zoning Bylaw currently defers to the BCBC on this matter, it is therefore necessary to include these requirements in the Zoning Bylaw.

To regulate accessible parking, staff reviewed the 2012 and 2018 BCBC, SPARC BC guidelines, the Ministry of Transportation and other municipalities' parking bylaws and regulations. Due to the growing number of people with physical disabilities, and consequently the number of issued disabled parking permits, there is a need to consider a parking standard that reflects this need in the community. To address the increasing demand for accessible parking spaces, it is recommended:

- to reduce the threshold for requiring accessible parking for all uses, in order to ensure a minimum of one accessible parking space is provided on most sites;
- to increase the ratio of accessible parking for all uses, particularly the ones that are used regularly by people with disabilities, including adaptable housing units, accessible housing units, medical offices, supportive housing facilities, and similar uses;

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- to require that the location of accessible parking spaces be close to the elevator, vestibule, and the building entrance in order to ensure safety and convenience of access for people with disabilities;
- to require van accessible parking spaces with greater width than the regular accessible parking spaces to allow wheelchair access for a driver or a passenger, and to accommodate accessible vehicles with platform lifts or side ramps. It is recommended that for every three accessible parking spaces, one shall be van accessible;
- to clearly mark accessible parking spaces in order to prevent unauthorized use of these parking spaces;
- to require at least one of the visitor parking spaces be van accessible, where the total number of visitor parking spaces provided on site exceeds five;
- to require that in a strata titled development, accessible parking spaces be held in common ownership and not be assigned to any strata lot;
- to require that the pedestrian routes connecting the accessible parking spaces to the elevator, vestibule, and building or lobby entrance, where they are located in the maneuvering aisles, be marked clearly to improve visibility of the pedestrian by drivers. In addition, the route is required to have a continuous width of not less than 1.2 m (3.9 ft.), and a slope of not more than 1:20; and,
- to increase the clear height of all levels of parking structures containing accessible parking spaces, in order to accommodate over height vehicles equipped with a wheelchair lift or ramp.

Section 800.1 of the Zoning Bylaw states that the parking regulations contained in Schedule VIII of the Bylaw, shall not be applied to the buildings, structures or uses existing on the effective date of the Bylaw, with the exception of any future addition or change thereto. It is acknowledged that a future change of use on an existing site may trigger the provision of additional accessible parking. However, this may not be feasible on an existing site, particularly a small one. Therefore, it is recommended that a change of use on an existing site that does not involve substantial construction, be exempted from application of the proposed accessible parking requirements.

The proposed accessible parking requirements shall apply to any new development, or addition to existing buildings, structures or uses.

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Recommended Bylaw Amendments

1. **THAT** the definition of “Parking Space, Accessible” be added to Section 3 (Definition) of the Zoning Bylaw with wording the same or similar to the following:

“PARKING SPACE, ACCESSIBLE” means a parking space provided for the use of persons with disabilities.

2. **THAT** the definition of “Parking Space, Van Accessible” be added to Section 3 (Definition) of the Zoning Bylaw with wording the same or similar to the following:

“PARKING SPACE, VAN ACCESSIBLE” means a parking space to accommodate vans and other vehicles equipped with platform lifts or side ramps, for the use of persons with disabilities.

3. **THAT** Section 800.1(3) be added to the Zoning Bylaw with wording the same or similar to the following:

(3) Notwithstanding Section 800.1(1) accessible and van accessible parking spaces shall be provided and maintained in accordance with this Schedule for any addition to such existing building, structure or use.

4. **THAT** Section 800.3.1 of the Zoning Bylaw be repealed and replaced with wording the same or similar to the following:

800.3.1 Parking Spaces for Persons with Disabilities:

- (1) Accessible and van accessible parking spaces for all developments for which the rezoning bylaw has received Second Reading, or a preliminary plan approval, or a Building Permit application has been submitted after 2019 November 01, shall comply with this Section 800.3.1.***
- (2) Accessible parking spaces shall be provided in accordance with the following:***

USE	REQUIRED ACCESSIBLE PARKING SPACES
<i>(a) Adaptable housing units, and accessible housing units.</i>	<i>1 for each 2 dwelling units.</i>
<i>(b) Senior citizen housings, category A and B supportive housing facilities, hospitals, rest homes, private hospitals, medical and dental offices and</i>	<i>1 for 1-15 required parking spaces. 2 for 16-30 required parking spaces. 3 for 31-60 required parking spaces. 4 for 61-90 required parking spaces. 5 for 91-150 required parking</i>

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<i>clinics, group homes, and similar uses.</i>	<i>spaces. 1 additional accessible parking for every 100 parking spaces or portion thereof, in excess of 150.</i>
<i>(c) All uses other than single family dwellings, two family dwellings, row housing dwellings, townhouse dwellings, and uses referred to in Clause (a) and (b).</i>	<i>1 for 1-25 required parking spaces. 2 for 26-50 required parking spaces. 3 for 51-100 required parking spaces. 1 additional accessible parking for every 100 parking spaces or portion thereof, in excess of 100.</i>
<i>(d) All uses</i>	<i>For every 3 accessible parking spaces required, 1 shall be a van accessible parking space.</i>
<i>(e) For multiple family dwellings including townhouses and apartments, non-profit housing developments that receive rent supplement assistance from a government or government agency, and rental dwelling units in the RM and P Districts, where the total number of visitor parking spaces provided on site exceeds 5 parking spaces.</i>	<i>A minimum of 1 visitor parking space shall be van accessible parking space.</i>

- (3) *The minimum dimensions of accessible and van accessible parking spaces are:*

Type of Accessible Parking Space	Length	Width	Height
<i>Regular accessible parking space</i>	<i>5.5 m (18.04 ft.)</i>	<i>2.6 m (8.53 ft.)</i>	<i>2.3 m (7.55 ft.)</i>
<i>Parallel accessible parking space</i>	<i>7.3 m (23.95 ft.)</i>	<i>2.6 m (8.53 ft.)</i>	<i>2.3 m (7.55 ft.)</i>

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<i>Regular van accessible parking space</i>	<i>5.5 m (18.04 ft.)</i>	<i>3.4 m (11.15 ft.)</i>	<i>2.3 m (7.55 ft.)</i>
<i>Parallel van accessible parking space</i>	<i>7.3 m (23.95 ft.)</i>	<i>3.4 m (11.15 ft.)</i>	<i>2.3 m (7.55 ft.)</i>

- (4) *All levels of a parking garage, structured parking, or underground parking containing accessible and van accessible parking spaces shall have a minimum clear height of 2.3 m (7.55 ft.).*
- (5) *Accessible and van accessible parking spaces shall:*
- (a) *be located close to the elevator, vestibule, and building or lobby entrance, with a direct and unobstructed access thereto;*
 - (b) *have an adjacent access aisle on one side of the regular accessible and van accessible parking space, and to the rear of the parallel accessible and van accessible parking space, with a minimum width of 1.2 m (3.94 ft.). A single access aisle used jointly by two adjacent regular accessible and van accessible parking spaces shall have a minimum width of 1.5 m (4.92 ft.). The adjacent access aisle shall be marked with diagonal markings or paintings on the surface;*
 - (c) *have a firm, slip-resistant and level surface with a slope not greater than 1:50;*
 - (d) *be clearly marked with a pole mounted sign not less than 1.5 m (4.92 ft.) above ground level, in conformance with the specifications in Schedule 2 of Division 23 of the Motor Vehicle Act. A van accessible parking space, except where it is provided as visitor parking, shall also be identified by a minimum of 0.15 m (0.49 ft.) by 0.3 m (0.98 ft.) signage noting "VAN ACCESSIBLE" attached to the pole; and,*
 - (e) *have the parking surface marked with the international symbol for wheelchair accessibility.*

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- (6) *In a strata titled development, accessible and van accessible parking spaces shall be held in common ownership and shall not be assigned to any strata lot.*
- (7) *A pedestrian route connecting the accessible and van accessible parking spaces to the elevator, vestibule, and building or lobby entrance shall:*
 - (a) *have a continuous and unobstructed width of not less than 1.2 m (3.9 ft.).*
 - (b) *not exceed a slope of 1:20.*
 - (c) *be marked with markings or paintings if it is located on a maneuvering aisle.*

5. **THAT** Section 800.7(2.2)(b) of the Zoning Bylaw be amended by replacing the text “disabled” with “accessible and van accessible”.

6. **THAT** Section 800.8(1) of the Zoning Bylaw be amended by replacing the text “Section 800.4” with the text “Sections 800.4 and 800.3.1(2)”.

4.0 CONCLUSION

The above Zoning Bylaw text amendments are proposed in order to clarify certain aspects of the Bylaw, make amendments in support of existing practices and Council policies, and achieve other regulatory changes. It is recommended that Council approve the above proposed text amendments, as outlined in Section 3.0 of this report, for advancement to a Public Hearing on 2019 July 30.



E.W. Kozak, Director
 PLANNING AND BUILDING

PS:sa

cc: City Manager
 Director Corporate Services
 Director Public Safety and Community Services
 Chief Licence Inspector
 Chief Building Inspector
 City Solicitor
 City Clerk

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