

REGULAR COUNCIL MEETING – AGENDA

Agenda for the Regular Council Meeting scheduled for
Tuesday, September 14, 2021, at 7:00 p.m. in Council Chambers at Village
Hall, 2697 Sunnyside Road, Anmore, BC



NOTE: The Village Hall/Council Chambers is now open to the public. Members of the public are required to follow public health orders to wear a mask in public indoor spaces. Alternatively, members of the public may view our Regular Council meeting by accessing the meeting via our new YouTube channel. For those who are not attending in person, questions/comments under Item 3 Public Input, or Item 17 Public Question Period may be submitted up to 4:00pm on meeting days to karen.elrick@anmore.com to be read by the Corporate Officer during the meeting.

https://www.youtube.com/channel/UCeLV-BY6gZzAVEKX5cMWcAQ?view_as=subscriber

THIS MEETING'S PROCEEDINGS WILL BE BROADCAST LIVE VIA YOUTUBE AND AVAILABLE AS A
RECORDED ARCHIVE ON THE VILLAGE WEBSITE

1. **Call to Order**

2. **Approval of the Agenda**

Recommendation: That the Agenda be approved as circulated.

3. **Public Input**

**Note: The public is permitted to provide comments to Council on any item shown on this meeting agenda. A two-minute time limit applies to speakers.*

4. **Delegations**

None.

5. **Adoption of Minutes**

Recommendation: That the Minutes of the Regular Council Meeting held on July 20, 2021 and the Minutes of the Special Council Meeting held on July 29, 2021 be adopted, as circulated.

6. Business Arising from Minutes

7. Consent Agenda

Note: Any Council member who wishes to remove an item for further discussion may do so at this time.

Recommendation: That the Consent agenda be adopted.

8. Items Removed from the Consent Agenda

9. Legislative Reports

page 15 **(a) Zoning Bylaw Amendment Bylaw – Infill Development**

Report dated September 10, 2021 from the Manager of Development Services, attached.

10. Unfinished Business

11. New Business

page 34 **(a) Draft Metro 2050 Referral for Comment**

Recommendation: That Council receive the communication dated July 14, 2021 from Metro Vancouver regarding Draft Metro 2050: Referral for Comment.

12. Items from Committee of the Whole, Committees, and Commissions

At the July 21, 2021 Parks and Recreation Committee meeting the following recommendations to Council were made:

(a) Interactive Trail Map Options

That the Parks & Recreation Committee recommend that Council direct staff to determine the cost and feasibility creating a trail map of similar quality and appearance to City of North Vancouver

with our existing GIS system showing text and data points; and to promote the map on website and Village social media and report back to Council.

(b) Trail Connection in lieu of Summerwood Stairs

That the Parks & Recreation Committee request That Council write a letter to the Mossom Creek Hatchery requesting support of a trail connection through City of Port Moody in lieu of a staircase at Summerwood; and THAT the Parks & Recreation Committee request That Council direct staff to continue to engage with City of Port Moody regarding a potential trail connection during Port Moody's Parks Master Plan Review scheduled for 2022.

(c) Birch Wynde Recreation Improvements

That the Parks & Recreation Committee request that Council direct staff:

1. to determine a budget and report back to Council for approval to create bicycle paths through Birch Wynde park
2. to consult with adjacent residents on Birch Wynde to confirm support of this project.

13. Mayor's Report

14. Councillors Reports

15. Chief Administrative Officer's Report

16. Information Items

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(a) Committees, Commissions and Boards – Minutes

- Minutes of the Community Engagement, Culture and Inclusion Committee meeting held on May 13, 2021
- Minutes of the Parks and Recreation Committee meeting held on May 19, 2021
- Minutes of the Sasamat Volunteer Fire Department Board of Trustees meeting held on June 17, 2021

page 58

(b) General Correspondence

- Communication dated July 20, 2021 from Forest Enhancement Society of British

Columbia

- Communication dated July 21, 2021 from Environmental Protection Division, BC Provincial Government regarding rodenticide ban.
- Metro Vancouver Board in Brief for meetings held on July 30, 2021
- Communication dated August 13, 2021 from Metro Vancouver regarding Caring for the Air 2021, Metro Vancouver's Annual Review of Air Quality and Climate Change

17. Public Question Period

**Note: The public is permitted to ask questions of Council regarding any item pertaining to Village business. A two-minute time limit applies to speakers.*

19. Adjournment

REGULAR COUNCIL MEETING – MINUTES

Minutes for the Regular Council Meeting scheduled for
Tuesday, July 20, 2021, at 7:00 p.m. in Council Chambers at Village Hall, 2697
Sunnyside Road, Anmore, BC



ELECTED OFFICIALS PRESENT

Mayor John McEwen
Councillor Polly Krier
Councillor Tim Laidler
Councillor Kim Trowbridge
Councillor Paul Weverink

ABSENT

OTHERS PRESENT

Juli Halliwell, CAO
Karen Elrick, Manager of Corporate Services
Chris Boit, Manager of Development Services
Therese Mickelson, Mickelson Consulting Inc.

1. Call to Order

The meeting was called to order at 7:04 p.m.

2. Approval of the Agenda

IT WAS MOVED AND SECONDED:

R108/21	That the Agenda be approved as amended to include delegation under Item 4a. Blair Choquette, Fraser Health, regarding septic concerns.
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Carried Unanimously

3. Public Input

Doug Richardson, spoke regarding the minutes of the July 6 Regular Council meeting, Item 11 (a) Communications and Community Engagement Policy and consideration of including committee members in policy, and whether it is permissible for Council to consider additional expenditures under Item 11 (c) after the financial plan is approved.

Jubin Jalili, commented on the July 6 Regular Council minute attachments. It was noted that the attachments are included in the original minutes and the website but not on the agenda for approval.

4. Delegations

(a) Fraser Health re Septic Concerns

Blair Choquette, Health Protection Manager, Fraser Health, provided a presentation regarding septic concerns in Anmore.

Discussion points included:

- Fraser Health process is an application acceptance process which is a professional reliance model and not an approval process
- Roles include:
 - administrative role to review documentation
 - compliance and enforcement
- importance of working collaboratively with local governments
- there is no active monitoring process but Fraser Health responds based on complaints with limited resources
- 80% of staff was reallocated due to COVID and staffing levels are just now returning to normal
- Should Council wish to request changes to process or regulations, the Ministry of Health would be the contact

5. Adoption of Minutes

(b) Minutes of the Regular Council Meeting held on July 6, 2021

IT WAS MOVED AND SECONDED:

R109/21 That the Minutes of the Regular Council Meeting held on July 6, 2021 be adopted, as circulated.

Carried Unanimously

6. Business Arising from Minutes

Clarification was sought regarding the resident's concern under public question period regarding the minutes and reference to rejection of an infill application. It was noted that the minutes are an accurate reflection of what occurred at the meeting; however, the speaker does not believe what was said is accurate.

7. Consent Agenda

None.

8. Items Removed from the Consent Agenda**9. Legislative Reports**

None.

10. Unfinished Business**11. New Business****(a) Communications and Community Engagement Policy 70** *(deferred from the July 6, 2021 Regular Council Meeting)*

Ms. Karen Elrick, Manager of Corporate Services provided an overview of the policy and addressed the resident concern regarding inclusion of council committees in the policy noting that there is an existing code of conduct policy for committee members. It was noted that Ms. Therese Mickelson, Mickelson Consulting Ltd. is available for any questions or clarification.

Discussion points included:

- Tailoring the policy to Anmore's needs as a small municipality
- Request for examples from other small municipalities
- Providing framework for staff to work within
- Whether policy is predicated on approval of additional resource budget

It was agreed by consensus to leave this item on the table for future consideration.

(b) 2021 Ma Murray Day

Council discussed options regarding 2021 Ma Murray Day and whether it would be feasible to move forward with the event this year.

Discussion points included:

- Event would be dependent on moving to Step 4 of COVID restart plan
- Components could include marketplace, SVFD food, ice cream truck, bouncy castle, live band or music
- Activities to be excluded from this 2021 event would be car show, additional children's events, petting farm, lawnmower race
- Moving the event back one week to the 3rd Sunday of September rather than

the 2nd week of September

- Need for volunteers should the event move forward

IT WAS MOVED AND SECONDED:

R110/21 That council support September 19, 2021 for 2021 Ma Murray Day and direct staff to proceed with planning subject to public health orders allowing an event and adequate volunteers.

Carried Unanimously

(c) Additional Resource Requirements

Ms. Juli Halliwell, CAO, provided an overview of the staff report outlining the request for resource requirements for procurement consultant support, Anmore Community Hub Project Manager, and additional communications support. Ms. Halliwell confirmed that Council has the ability to authorize this funding at this time.

Mayor McEwen requested that the procurement consultant support, and additional communications support discussion continue at the In Camera meeting scheduled following this meeting.

Discussion points regarding the Anmore Community Hub Project Manager request included:

- Following best practices for procuring consultant services
- Need for project manager services for project
- Whether RFP would be necessary, and timeline should that be the desired process
- Scope of services would be for the entire project

IT WAS MOVED AND SECONDED:

R111/21 That council defer consideration of procurement consultant and additional procurement consultant support to the In Camera meeting following the July 6, 2021 Regular Council Meeting.

Carried Unanimously

Council requested that staff report back to Council at the July 29, 2021 Special Council Meeting the Anmore Community Hub Project Manager scope of work and comparable fees for similar project management consultant fees.

(d) Canadian Community Revitalization Fund and BC Active Transportation Infrastructure Grant Program

IT WAS MOVED AND SECONDED:

R112/21 That Council direct staff to apply to the Canada Community Revitalization Fund (CCRF) Grant for the amount of \$400,000 for the Redevelopment of Spirit Park project and confirm the Village's commitment to fund the required 25% contribution, up to \$100,000, to be funded from the Capital Reserve, and to provide overall grant management should the application be successful; and

That Council direct staff to apply to the B.C. Active Transportation Infrastructure Grant Program for the amount of \$500,000 in order to continue the multiuse pathway along Sunnyside Road from East Road to Summerwood Lane and confirm the project is "shovel-ready" and meets all program eligibility requirements; And that the Village commits to fund the required 30% contribution, up to \$150,000, to be funded from the Capital Reserve, and to provide overall grant management should the application be successful.

Carried Unanimously

12. Items from Committee of the Whole, Committees, and Commissions

None.

13. Mayor's Report

Mayor McEwen reported that:

- The contractor will be returning in fall to replant the grass on the boulevards
- Fire risk in the Village is extreme – please report anything
- There is a COVID vaccination clinic on July 28 at White Pine Beach
- RCMP and staff continue to work on Buntzen Lake traffic issues
- Expressed concern that AGE sewer connection is not moving forward and requested that a meeting be scheduled with stakeholders to get the AGE project on track to facilitate the sewer connection hook up

14. Councillors Reports

Councillor Weverink report that:

- The Environment Committee met and would like to review the tree management

bylaw with a goal of saving mature trees

IT WAS MOVED AND SECONDED:

R113/21 That Council refer the Tree Management Bylaw to the Environment Committee for discussion on possible changes and recommendations.

Carried Unanimously

15. Chief Administrative Officer's Report

Ms. Juli, Halliwell, CAO, noted that a provincial state of emergency has been declared again and encouraged residents to check the Village website for Firesmart information.

16. Information Items

(a) Committees, Commissions and Boards – Minutes

- None.

(b) General Correspondence

- Communication dated June 30, 2021 from City of Mississauga regarding Canada Day
- Communication dated July 11, 2021 from BCAS 10-7 Association Society regarding BC Ambulance service crisis
- Communication dated July 12, 2021 from City of Pitt Meadows regarding BC Ambulance service levels

17. Public Question Period

Trevor Mueckel, Anmore questioned why the Public Hearing for Bella Terra is being held before a long weekend and requested that Council consider moving it to September. It was noted that notices have been prepared.

Nancy Maloney, Anmore asked if there is a littering bylaw and noted concerns regarding litter throughout the Village. She asked about designated accessible parking in lower parking lot? It was noted that there is an accessible parking spot in the upper parking lot that will be used for construction during the Anmore Hub construction but that accessible parking will be included in the new building. She asked whether the Village could consider environmentally friendly rodent control? It was noted that the Village could check with our contractor. She expressed concern regarding safety of bicycle and pedestrians using the same pathways.

Doug Richardson, Anmore requested Cllr. Laidler provide rational as to his statement that RS1 zoning is unsustainable? Cllr. Laidler noted that it is his belief that this is true.

Therese Reid 1525 East Road noted that it would be her preference that Village communications provide short action items rather than directing persons to the website. Ms. Reid noted that another option rather than rural or urban would be parkland. It was noted that there needs to be a willing landowner to sell or provide land for parkland.

18. Resolution to Close Meeting to the Public

It was MOVED and SECONDED:

R114/21 THAT pursuant to section 90 1 (c) labour relations or other employee relations, the Special (In Camera) Council meeting immediately following the close of the July 20, 2021 Regular Council meeting, be closed to the public.

Carried Unanimously

19. Adjournment

It was MOVED and SECONDED:

R115/21 THAT the meeting be adjourned at 8:45 p.m.

Carried Unanimously

Karen Elrick
Corporate Officer

John McEwen
Mayor

SPECIAL COUNCIL MEETING – MINUTES

Minutes for the Special Council Meeting scheduled for Tuesday, July 29, 2021, immediately following the close of the Public Hearing scheduled for 6:00 p.m. in Council Chambers at Village Hall, 2697 Sunnyside Road, Anmore, BC



ELECTED OFFICIALS PRESENT

Mayor John McEwen
Councillor Polly Krier
Councillor Tim Laidler
Councillor Kim Trowbridge
Councillor Paul Weverink

ABSENT

OTHERS PRESENT

Juli Halliwell, CAO
Chris Boit, Manager of Development Services

1. Call to Order

The meeting was called to order at 7:10 p.m.

2. Approval of the Agenda

IT WAS MOVED AND SECONDED:

R116/21 That the Agenda be approved as amended to include Item 5b.
Purchase of Used Dump Truck

Carried Unanimously

3. Public Input

Doug Richardson, Anmore regarding authority for Council to approve changes to budget after the 5-Year Financial Plan is adopted.

4. Legislative Reports

(a) **Zoning Bylaw Amendment No. 650-2021 – Bella Terra CD6**

IT WAS MOVED AND SECONDED:

R117/21 That Council give third reading and adopt Anmore Zoning Amendment Bylaw No. 650-2021.

Carried Unanimously

5. New Business

(a) Additional Resource Requirements – Anmore Community Hub Project Manager

IT WAS MOVED AND SECONDED:

R118/21 That Council approve one-time funding of up to \$120,000 for the Anmore Community Hub Project Manager position for the term of the project to be funded from the Capital Reserve;

And that Council authorize the Chief Administrative Officer, on behalf of the Village, to enter into a contract with ARC Projects for the Anmore Community Hub Project Manager position.

Carried Unanimously

(b) Purchase of Used Dump Truck

IT WAS MOVED AND SECONDED:

R119/21 That Council approve the purchase of a 2008 Freightliner dump truck from Harbour International for a total price of \$42,800, inclusive of applicable taxes;

And that funding for the purchase of the dump truck be allocated from the Capital Reserve.

Carried Unanimously

6. Public Question Period

Trevor Mueckel, Anmore requested information regarding the annual maintenance cost of the dump truck.

Nancy Maloney, Anmore enquired about Village policy related to equipment

Doug Richardson, Anmore asked when the report back on zoning changes would be coming forward.

7. Adjournment

It was MOVED and SECONDED:

R120/21 THAT the meeting be adjourned at 7:30 p.m.

Carried Unanimously

Karen Elrick
Corporate Officer

John McEwen
Mayor



VILLAGE OF ANMORE

REPORT TO COUNCIL

Date: September 10, 2021 File Number: 3900-30

Submitted by: Chris Boit, Manager of Development Services

Subject: Zoning Bylaw Amendment Bylaw No 651-2021 – Infill Development

Purpose / Introduction

The purpose of this report is to present Council with the Zoning Bylaw Amendment Bylaw No. 651-2021 (**Attachment 1**) for Infill Development, as well as three infill development applications.

Recommended Option

That Council give first reading to Anmore Zoning Bylaw Amendment Bylaw No. 651-2021;

And That Council refer the Anmore Zoning Amendment Bylaw 651-2021 and the infill development applications to the Advisory Planning Commission for comment and to report back to Council.

And That Council direct staff to request each applicant to confirm the amount of community amenity charge they are proposing and to report back to Council.

Background

In July of 2018, the Village of Anmore adopted an Official Community Plan (OCP) amendment to enable infill development, OCP Policy RLU -16. The OCP amendment was accompanied by an Infill Development Policy No. 61 that provided further direction and clarity as to what the Village's expectations were for infill development. This policy was recently reviewed and changes are being recommended in relation to where the policy criteria are included.

A zone titled RS-1A was established for previous infill developments. However, following the review of the infill policy, it is recommended that a new zone is established for all future infill applications to be considered under.

The Village is also in receipt of three infill development applications. Letters of intent are included in **Attachments 2-4**.

Report/Recommendation to Council

Zoning Bylaw Amendment Bylaw No 651-2021 – Infill Development

September 10, 2021

Discussion

The proposed zone has been developed based upon the approved Infill Policy No. 61. The three infill applications that have been received meet all infill development criteria proposed. If Council wishes to proceed with the applications, Schedule A of the Zoning Bylaw Amendment Bylaw No. 651-2021 includes updated zoning maps.

INFILL DEVELOPMENT ZONE

The following sections are included in the Zoning Bylaw Amendment Bylaw No. 651-2021, with explanatory notes included below:

Purpose

The zone will provide an opportunity for one-family residential housing as the principal use.

Minimum Parcel Size

The minimum allowable parcel size shall be 1349m² (1/3 acre). However, applicants are reminded of the Policy requirements to make the proposed parcel as large as possible (up to ½ acre).

Floor Area Ratio

There has been a deviation from the previous RS-1 and RS-1A FAR ratios.

Lots larger than 2200m² will have larger FAR ratio (0.3) than compared to the traditional RS-1 zone (0.25), plus a bonus floor area. This will help facilitate zoning compliance for the existing property. As previous analysis indicated that existing properties were unlikely to meet the FAR requirements and therefore require significant alterations.

Lots larger than 1799m² but less than 2200 m² have a proposed FAR of 0.25 plus a bonus of 60m². It is hoped that the 60m² bonus provides an incentive to maximize the “infill lot”.

Lots larger than 1349m² but less than 1799m² shall receive a standard FAR of 0.25.

Accessory building FAR

The allowable FAR for accessory buildings (including coach houses) will now be based upon total allowable FAR for the parcel and not a ratio based on the proposed building FAR. This helps to eliminate the need to maximise principal property FAR in order to construct a reasonable sized accessory building.

Report/Recommendation to Council

Zoning Bylaw Amendment Bylaw No 651-2021 – Infill Development

September 10, 2021

Coach Houses

Coach houses will only be allowed on parcels of land larger than 2695 m². This provision was provided in case a property had an existing coach house and is also eligible for infill. Staff did not feel it was appropriate to allow coach houses on parcels of land smaller than 2695 m².

Setbacks

Interior setbacks have been reduced to 3m. This is to help maximise “infill lot” size and improve massing of new properties.

Parking

Off-street parking shall be provided for all new parcels.

Maximum Parcel Coverage

The parcel coverage has increased to 35%. There are 2 reasons for this. Firstly, to help keep existing properties compliant without the need for alterations. Secondly, one of the driving factors for Infill development, was to provide a place to age in place. The increase in parcel coverage will allow the development of single story properties which are beneficial to elderly residents.

2175 EAST ROAD

A letter of intent has been provided by the Owner (**Attachment 2**) to help highlight how the proposed development meets the Village’s Infill Policy, OCP and Zoning Bylaw.

The proposed property is 4,044.8m² parcel of land and within an RS-1 zone. The proponent wishes to rezone and subdivide their property into 2 parcels under the Village’s Infill Policy No. 61. The policy permits 2 units per acre and the proposed development would meet that criteria.

The following is a review for eligibility as per the OCP and Infill Policy requirements:

1. Not have been created through a previous comprehensive development plan or subdivided in the past 5 years
 - a. This Parcel of land has not been subject to a CD rezoning or subdivided in the past 5 years
2. The Parcel must be between 0.98 Ac to 2.04 acres
 - a. The Parcel is 1.0 acres.

Report/Recommendation to Council

Zoning Bylaw Amendment Bylaw No 651-2021 – Infill Development

September 10, 2021

3. Does the proposed parcel of land have an appropriate graded area?
 - a. The existing land has adequate area for development
4. Is there a requirement to extend or expand Municipal infrastructure?
 - a. The parcel of land fronts an existing road right way that contains all required infrastructure
5. Does the property have at least 50 m of frontage on a public highway?
 - a. The property has 60m of road frontage

The parcel meets all of the eligibility requirements that relate to the rezoning of the property. The proponent's applications outlines how the property will meet the requirements of subdivision.

125 HUMMINGBIRD DRIVE

A letter of intent has been provided by the Owner (**Attachment 3**) to help highlight how the proposed development meets the Village's Infill Policy, OCP and Zoning Bylaw.

The proposed property is 4,048.5m² parcel of land and within an RS-1 zone. The proponent wishes to rezone and subdivide their property into 2 parcels under the Village's Infill Policy No. 61. The policy permits 2 units per acre and the proposed development would meet that criteria.

The following is a review for eligibility as per the OCP and Infill Policy requirements:

1. Not have been created through a previous comprehensive development plan or subdivided in the past 5 years
 - a. This Parcel of land has not been subject to a CD rezoning or subdivided in the past 5 years
2. The Parcel must be between 0.98 Ac to 2.04 acres
 - a. The Parcel is 1.0 acres.
3. Does the proposed parcel of land have an appropriate graded area?
 - a. The existing land has adequate area for development
4. Is there a requirement to extend or expand Municipal infrastructure?
 - a. The parcel of land fronts two existing road right way that contains all required infrastructure
5. Does the property have at least 50 m of frontage on a public highway?
 - a. The property has 171m of road frontage

Report/Recommendation to Council

Zoning Bylaw Amendment Bylaw No 651-2021 – Infill Development

September 10, 2021

The parcel meets all of the eligibility requirements that relate to the rezoning of the property. The proponent's letter of intent outlines their commitment to the Community Amenity Contribution (CAC) and the requirements of subdivision.

2345 SUNNYSIDE ROAD

A letter of intent has been provided by the Owner (**Attachment 4**) to help highlight how the proposed development meets the Village's Infill Policy, OCP and Zoning Bylaw.

The owner of 2345 Sunnyside Rd has submitted an application for rezoning under the Infill Policy No. 61 and the proposed INF zone. The applicant is proposing to create 2 lots from the existing 1.504 acre property. There is an existing home on the property that will be retained.

The following is a review for eligibility as per the OCP and Infill Policy requirements:

1. Not have been created through a previous comprehensive development plan or subdivided in the past 5 years
 - a. This Parcel of land has not been subject to a CD rezoning or subdivided in the past 5 years
2. The Parcel must be between 0.98 Ac to 2.04 acres
 - a. The Parcel is 1.504.
3. Does the proposed parcel of land have an appropriate graded area?
 - a. The existing land has adequate area for development
4. Is there a requirement to extend or expand Municipal infrastructure?
 - a. The parcel of land fronts an existing road right way that contains all required infrastructure
5. Does the property have at least 50 m of frontage on a public highway?
 - a. The property has 93.5m of road frontage

The parcel meets all of the eligibility requirements that relate to the rezoning of the property. The proponent's application outlines their commitment to the Community Amenity Contribution (CAC) and how the parcel will meet the requirements of subdivision.

Other Options

1. That Council give first reading to Anmore Zoning Bylaw Amendment Bylaw No. 651-2021;

Report/Recommendation to Council

Zoning Bylaw Amendment Bylaw No 651-2021 – Infill Development

September 10, 2021

And That Council refer the Anmore Zoning Amendment Bylaw 651-2021 and the infill applications to the Advisory Planning Commission for comment and to report back to Council.

And That Council direct staff to request each applicant to confirm the amount of community amenity charge they are proposing and to report back to Council.

[RECOMMENDED]

2. That Council give first and second reading to Anmore Zoning Amendment Bylaw 651-2021 and refer Anmore Zoning Amendment Bylaw 651-2021 and the infill applications to the Advisory Planning Commission for review and comment.

And that Council direct staff to set a date for the public hearing should the Advisory Planning Commission suggest no further changes to Anmore Zoning Amendment Bylaw 651-2021.

And That Council direct staff to request each applicant to confirm the amount of community amenity charge they are proposing and to report back to Council.

3. That Council direct staff not to proceed with the rezoning of this property.

Financial Implications

All infill applications include commitment to the community amenity charges; however, none have identified a specific amount. Staff recommends follow up with each applicant to confirm their intent.

Attachments:

1. Anmore Zoning Bylaw Amendment Bylaw No. 651-2021
2. Letter of Intent – 2175 East Road
3. Letter of Intent – 125 Hummingbird Drive
4. Letter of Intent – 2345 Sunnyside Road

Report/Recommendation to Council

Zoning Bylaw Amendment Bylaw No 651-2021 – Infill Development

September 10, 2021

Prepared by:
 _____ Chris Boit, P.Eng. Manager of Development Services
Reviewed for Form and Content / Approved for Submission to Council:
Chief Administrative Officer's Comment/Concurrence <div style="text-align: right;"> _____ Chief Administrative Officer</div>

Schedule A

9.20 INFILL DEVELOPMENT – INF

9.20.1 Purpose

This **zone** is intended to provide **land** solely for the purpose of one-family **residential** housing as the **principal use**.

9.20.2 Minimum Parcel Size

Permitted Uses	Parcel Size
One-Family Dwelling	1,349 m ²

Refer to Village of Anmore Policy No. 61 for guidance on Property line requirements during subdivision.

9.20.3 Maximum Number of Buildings and Height

Permitted Use by Parcel	Maximum Number	Maximum Building Height
Principal Building:	1	10 m
Accessory Buildings and Structures	1	7 m

9.20.4 Maximum Floor Area Ratio for Parcel of Land

Parcel Size	Ratio	Bonus Floor Area
>1349m ² to <1799m ²	0.25	0 m ²
>1799m ² to <2200m ²	0.25	60 m ²
>2200m ²	0.30	125 m ²

Example Calculation of Total Floor Area Ratio

A parcel of land totaling 1826m² is created through subdivision the maximum **FAR** will be:

$$(1826\text{m}^2 \times 0.25) + 100\text{m}^2 = 556.5\text{m}^2 \text{ (approx. 5990 ft}^2\text{)}$$

9.20.4.1 – Accessory Buildings Floor Area

Accessory building floor area shall not exceed 30% of the total allowable **Floor Area Ratio** for the Parcel of Land.

9.20.4.2 – Coach House

Coach House will only be allowable on parcels of land 2695 m² or larger.

9.20.5 Minimum Building Setbacks

Permitted Use	Front Parcel Line Setback	Rear Parcel Line Setback	Exterior Side Parcel Line Setback	Interior Side Parcel Line Setback
Principal Buildings	7.6 m	7.6 m	5.0 m	3.0 m
Accessory Building and Structure	7.6 m	7.6 m	5.0 m	3.0 m

9.20.6 Off-Street Parking

Off-street parking spaces shall be provided on the same **parcel** as the **use** being served in accordance with the following requirements:

- a) 2 spaces per **one-family dwelling**;
- b) 2 Spaces per **secondary suite**;
- c) 2 Spaces per **coach house**.

9.20.7 Maximum Parcel Coverage

The maximum **parcel coverage** shall be 35% per **parcel**.

9.20.8 Other Regulations

All permitted **land uses** shall be connected to community services in accordance with the *Subdivision and Development Control Bylaw NO. 633-2020*

9.20.9 Zoning Plan

The Zoning Plan(s) contained within this Bylaw form an integral component of this **zone**.

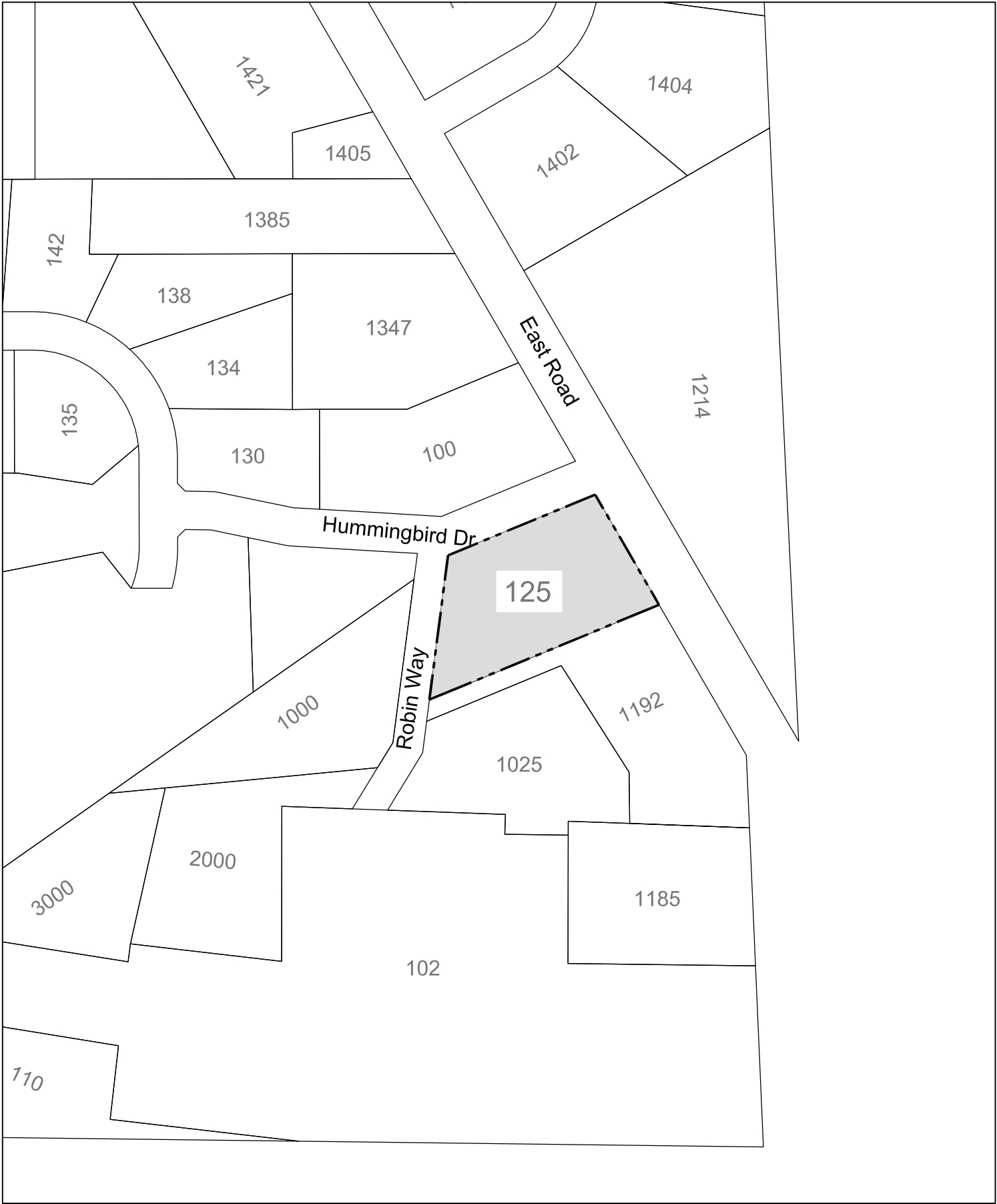


INFILL ZONE

ZONING MAP

INFILL - 1





INFILL ZONE

ZONING MAP

INFILL-2



INFILL ZONE

ZONING MAP

INFILL-3

December 1, 2020

City Staff
Department of Planning & Community & Economic Development
Village of Anmore

RE: Subdivision – Letter of Intent

Dear City Staff,

This Letter of Intent describes our development plan, which is submitted together with the Re-Zoning Application (Infill) and required documentation. The proposed subdivision will include 1 single family home that would be designed to provide an opportunity for us to stay in the Anmore area and raise our family. Having grown up on East Road it is our intent to ensure the home fits with the character of the community. Moreover, my parents live in the existing home and we wish to be close to provide support as they age. The intent is to begin constructing our home in the lot you will find on the Topographical survey in February 2021.

Currently, the property has one home where our parents, sister, bother in-law and nephew reside. As we work through this process we are also currently residing in the main home on the property. The proposed plan is to build our forever home for us to continue to look after our family and begin a family of our own. It is particularly important for our family stays together and for our future children to grow up here. We would like to propose to rezone and subdivide the property.

Bill Papove completed a survey of the property, as you can see in the attached document it includes all the required information for this application. The proposal is inline with all requirements of the infill strategy set out by the Anmore village. Existing frontage is 60 metres, the new lot will have 26 metres and the remaining lot will have 34 metres. The justification of this proposal is to allow us to subdivide the property as this is our only way to stay in the community, stay close to our family and continue to support the local economy.

Thank you for considering our application.

Sincerely,

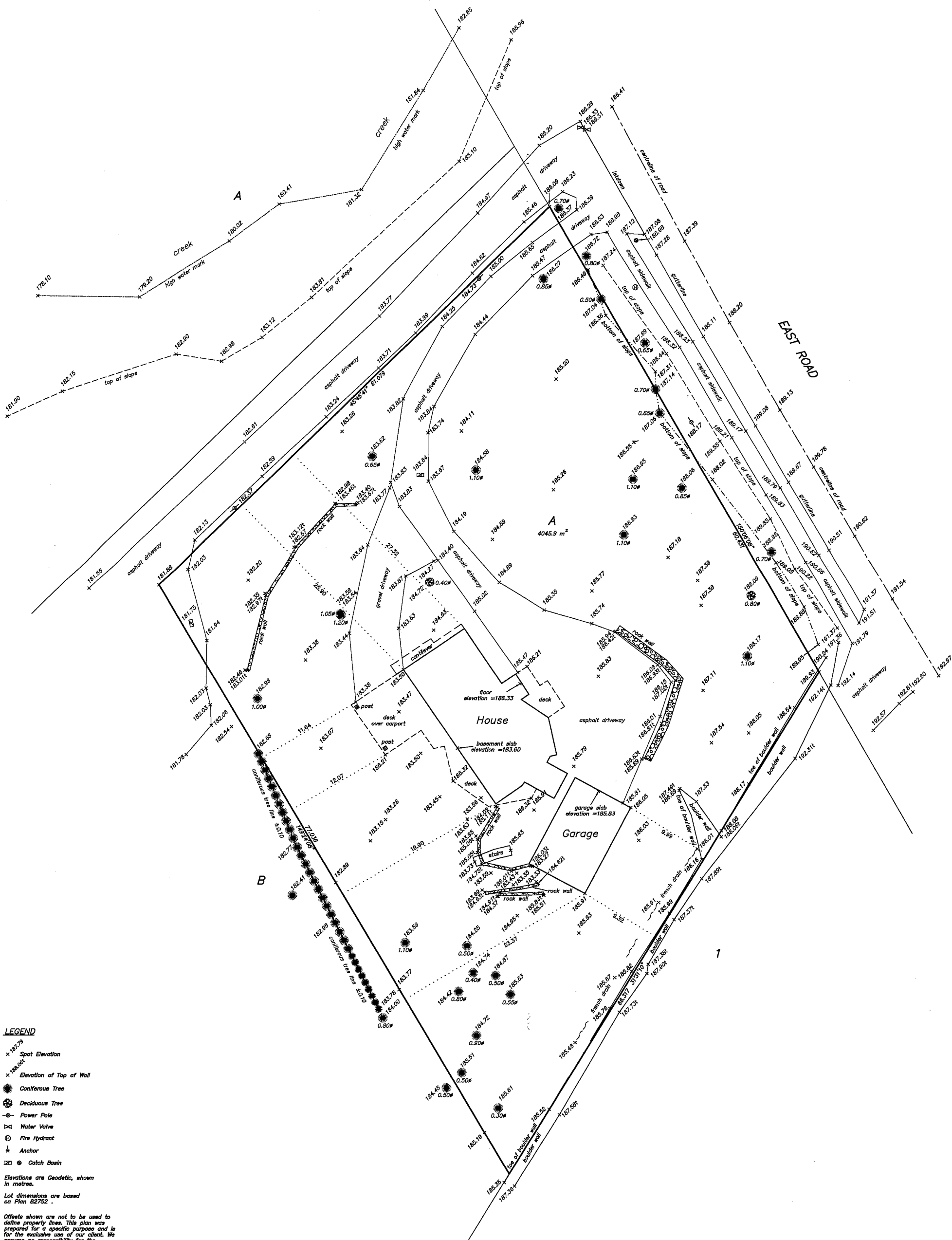
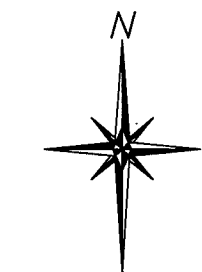
Tim Laidler and Jamie Sheets
(604) 616-5742
timlaidler@gmail.com

TOPOGRAPHICAL PLAN OF LOT A,
SECTION 20, TOWNSHIP 39,
NEW WESTMINSTER DISTRICT, PLAN 82752

PARCEL IDENTIFIER 014-846-756
Civic ADDRESS 2175 East Road
Anmore, B.C.

SCALE: 1:200

All distances are in metres



LEGEND

- × 187.79 Spot Elevation
- × 188.06 Elevation of Top of Wall
- Contiferous Tree
- ⊗ Deciduous Tree
- ⊙ Power Pole
- ⊠ Water Valve
- ⊕ Fire Hydrant
- ⋈ Anchor
- ⊠ Catch Basin

Elevations are Geodetic, shown in metres.

Lot dimensions are based on Plan 82752.

Offsets shown are not to be used to define property lines. This plan was prepared for a specific purpose and is for the exclusive use of our client. We assume no responsibility for the unauthorized use of this plan.

CERTIFIED CORRECT
this 25th day of August, 2020.

W. PAPOVE B.C.L.S.

PAPOVE
PROFESSIONAL LAND SURVEYING INC.
202 - 1120 WESTWOOD STREET
COQUITLAM, B.C., V3B 7K3
TEL : (604) 464-5199
FAX : (604) 464-6609
FILE NUMBER 5311

May 14, 2021

Village of Anmore
2697 Sunnyside Road
Anmore, BC, V3H 5G9



Attention: Chris Boit, P. Eng., Manager of Development Services

Letter of Intent

Re: Rezoning for a 2 Lot Subdivision at 125 Hummingbird Drive

We propose to rezone the current single family lot at 125 Hummingbird Drive from RS-1: “Residential 1” to RS-1A – “Residential 1A” to accommodate for a two lot subdivision.

The property is located at the eastern boundary of Anmore fronting East Road (east p/l) and flanked by Hummingbird Drive (north p/l) and Robin Way (west p/l).

The existing lot is 4,048.5m², with the proposed subdivision providing two good sized lots at 2,214.1 m² (west lot with the existing house) and 1,834.4m² for the new home. Existing Hummingbird Drive frontage is 63.15m, as subdivided, does provide frontages of 29.90m (west lot) and 33.25m (east lot). Lot depths are just over 50m.

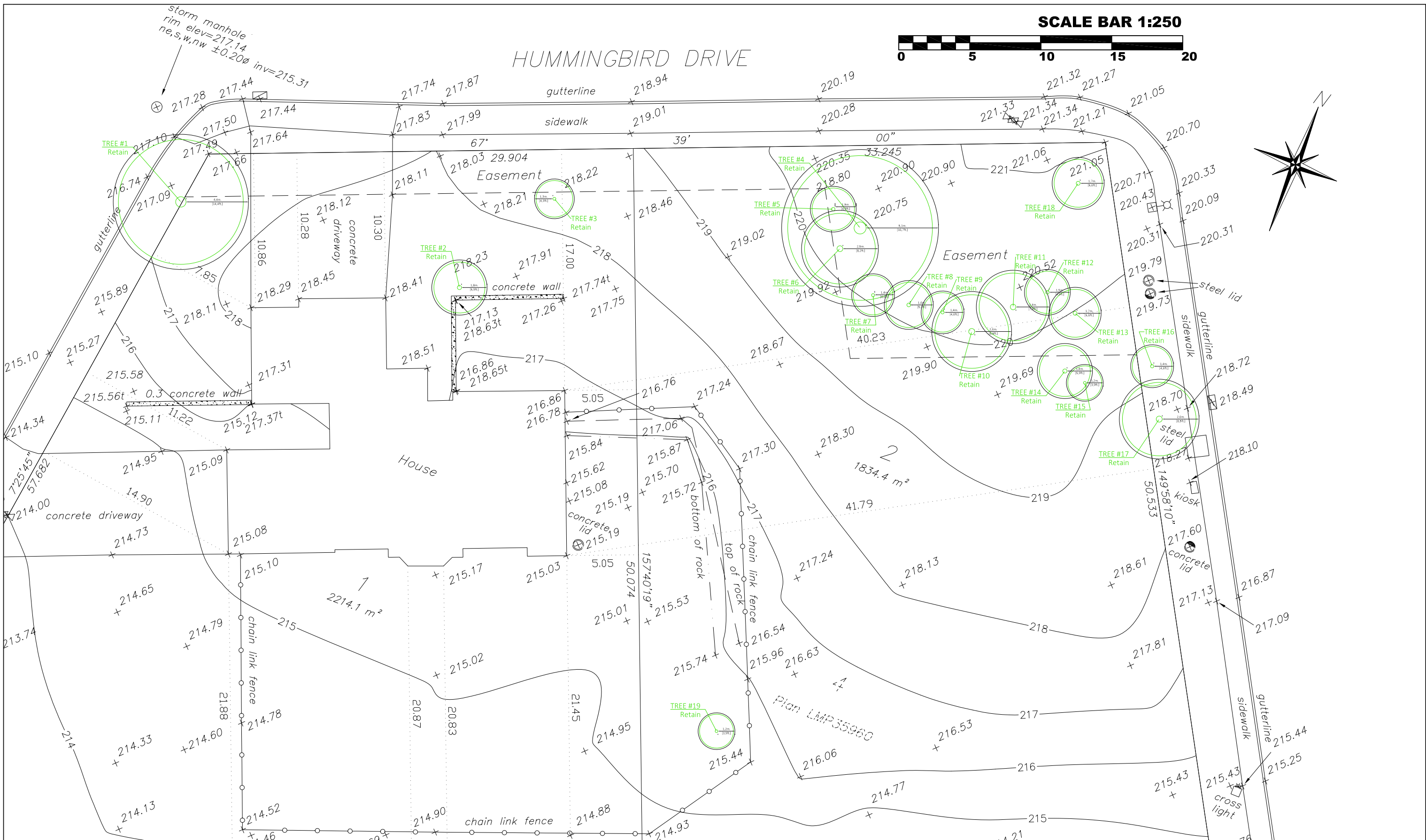
There is an existing watermain easement along the Hummingbird Drive frontage. Existing watermain are on all three road frontages and storm is available for the new lot off of East Road. The existing home is serviced off of Robin Way with sanitary, storm and water, whereas the hydro/tel/cable seem to be coming in from East Road. The area has underground hydro/tel/cable. Access to the new lot would be off of Hummingbird Drive.

This subdivision layout/proposal meets the Village of Anmore’s requirements for Infill Development.

We look forward to discussing our application proposal with you in the near future.

Sincerely,

Graham S. Watson, P.Eng.
Landmark Engineering & Planning Ltd.



TREE MANAGEMENT PLAN

Project Number

Date: April 14, 2021
 Scale: 1:250
 Drawn:
 Checked:

Francis R. Klimo
 ISA Certified Arborist #PN-8149A
 ISA Certified Tree Risk Assessor (TRAQ)
 BC Wildlife Danger Tree Assessor #7193

Revisions

No. Date

Consultants

125 HUMMINGBIRD DRIVE, ANMORE

Klimo & Associates

The Village of Anmore,
2697 Sunnyside Road,
Anmore, BC V3H 5G9

Re: Rezoning and Subdivision Application for 2345 Sunnyside Road

Stephane Mitchell

Please consider our proposal to rezone and subdivide our property under the Infill Development OCP Policy.

Our lot is 1.5 Acres and we have lived on the property for over 12 years. We would like to propose a subdivision of the land that meets the Infill Policy. The parcel size will serve to enhance tree preservation on both the proposed lot and the remaining property.

We have included an Arborist report that identifies the existing trees that would be left on the proposed lot, as well as the remaining property. A half acre lot will benefit the community by providing a more affordable and manageable property for seniors or first time buyers.

The proposal will leave the remaining lot with our existing home meeting all current setbacks. We attach a survey outlining the proposed lot and the remaining lot setbacks.

This proposal also allows for both lots to retain the 20% retention requirement outlined in the tree by-law, while maintaining the semi-rural character of the neighborhood.

The proposed lot will have the required road frontage on Sunnyside Road and will not require any expansion of public infrastructure. We understand driveway access can be developed at a later date when building permits are pursued.

The proposed lot has a minimal slope with native trees and natural ground cover. There are no environmentally sensitive areas on the lot. We have attached a geotechnical survey outlining slope and soil content, which is suitable for sewage disposal on all tested areas.

We agree to enter negotiation with the Village regarding a CAC contributions. We understand the CAC will be payable on approval of Rezoning.

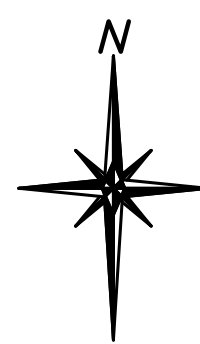
Regards

A handwritten signature in black ink, appearing to read 'Stephane Mitchell', written over a horizontal line.

TOPOGRAPHICAL PLAN OF LOT 47,
SECTION 20, TOWNSHIP 39,
NEW WESTMINSTER DISTRICT, PLAN 27900

PARCEL IDENTIFIER 008-921-083
CIVIC ADDRESS 2345 Sunnyside Road
Anmore, B.C.

SCALE: 1:200
All distances are in metres



Rem 1
Plan 3350

Parcel "A"
Ex Plan 23695

47
Plan 27900
6086.8 m²

ALDER
WAY

16

17

18

19

20

LEGEND

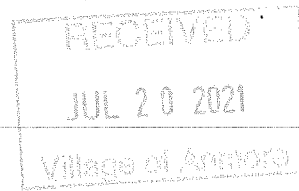
- +144.30 Spot Elevation
- +147.68t Elevation of Top of Wall
- ☼ Caniferous Tree
- 8- Power Pole
- ★ Anchor

Elevations are Geodetic, shown
in metres.

Lot dimensions are based
on field survey.

Offsets shown are not to be used to
define property lines. This plan was
prepared for a specific purpose and is
for the exclusive use of our client.
We assume no responsibility for the
unauthorized use of this plan.

CERTIFIED CORRECT
this 3rd day of February, 2021.



Office of the Chair
Tel. 604 432-6215 or via Email
CAOAdministration@metrovancouver.org

July 14, 2021

File: CR-12-01
Ref: RD 2021 Jun 25

Mayor John McEwen and Council
Village of Anmore
2697 Sunnyside Road RR1
Anmore, BC V3H 5G9

Dear Mayor McEwen and Council:

Draft Metro 2050: Referral for Comment

In April 2019, the Metro Vancouver Board initiated a comprehensive update to *Metro Vancouver 2040: Shaping our Future (Metro 2040)*, the regional growth strategy. Since its adoption in 2011, this visionary strategy has been a strong and effective tool for the regional federation to collectively manage regional growth, while subsequently reflecting the federation's objectives to prevent urban sprawl; protect important lands; support the development of complete and resilient communities; and support the efficient provision of urban infrastructure such as utilities and transit.

In the Fall of 2019, we provided you with formal notification that the update to *Metro 2040* was commencing. Since then, Metro Vancouver and member jurisdictions have worked in close partnership through a series of policy reviews, meetings, and the *Metro 2050* Intergovernmental Advisory Committee to identify strengths and gaps in the regional growth strategy. Additionally, Metro Vancouver and member jurisdictions have been collectively seeking to improve and update the strategy to better meet the needs of members, while further addressing growing regional challenges. After two years of research, workshops, dialogue, and input from member jurisdiction staff, elected officials, First Nations, the Province, other regional stakeholders, organizations and agencies, and the public, the updated regional growth strategy, draft *Metro 2050*, is ready for review and comment.

At its June 25, 2021 regular meeting, the Board of Directors of the Metro Vancouver Regional District adopted the following resolution:

- That the MVRD Board refer the draft of Metro 2050 attached to the report titled "Draft Metro 2050: Referral for Comment", dated May 25, 2021 for comment including to the following:*
- i. signatories to the regional growth strategy including: Mayors and Councils of Metro Vancouver member jurisdictions; the TransLink Board; the Squamish-Lillooet Regional District Board; the Fraser Valley Regional District Board; and*
 - ii. other members of the Metro 2050 Intergovernmental Advisory Committee including: in region First Nations; the Province of BC; the Agricultural Land Commission; Vancouver Coastal Health; Fraser Health; BC Housing; BC Hydro; University Endowment Lands;*

46076342

Bowen Island; City of Abbotsford; City of Chilliwack; District of Mission; Integrated Partnership for Regional Emergency Management; Simon Fraser University; Kwantlen Polytechnic University; University of British Columbia; Vancouver Fraser Port Authority; Transport Canada; Canada Mortgage and Housing Corporation; and Vancouver International Airport Authority.


I am pleased to provide you with a copy of the draft *Metro 2050*. Metro Vancouver is requesting to meet with your council or board at a meeting in September, October, or November 2021 to provide a presentation on the draft of *Metro 2050*, and will work with your staff to find an appropriate date. This presentation will provide an opportunity to discuss ideas or any areas of concern, provide feedback on the draft, and answer any questions. Concurrent with this meeting, staff are offering to co-host a public information session with your staff.

Your organization is invited to provide written comments on the draft *Metro 2050* by Council or Board resolution. Please submit any written comments to Metro Vancouver's Corporate Officer by email at Chris.Plagnol@metrovancover.org. The **deadline for submitting written comments on *Metro 2050* is November 26, 2021**. Following the comment period, comments received will be conveyed to the Metro Vancouver Board and considered in a revised draft of *Metro 2050*.

While it can be accessed online at www.metrovancover.org/metro2050, we have enclosed a hard copy of the draft *Metro 2050*. In addition, an executive summary and a copy of a staff report summarizing *Metro 2050* and the engagement process are also enclosed. If you wish to receive additional copies, or if you have any questions with respect to *Metro 2050*, please contact Sean Galloway, Director of Regional Planning and Electoral Area Services by phone at 604-451-6616 or by email at Sean.Galloway@metrovancover.org.

I would like to acknowledge your organization's work to date on this important strategy. Thank you for your time and contributions. Through our continued collaboration we will ensure that the regional growth strategy continues to expand on our history of excellent regional building, and supports a resilient, prosperous and exciting place to be.

Yours sincerely,



Sav Dhaliwal
Chair, Metro Vancouver Board

SD/HM/js

46076342

cc: Juli Halliwell, Chief Administrative Officer, Village of Anmore
Jerry W. Dobrovolny, Commissioner/Chief Administrative Officer, Metro Vancouver
Heather McNell, General Manager, Regional Planning and Housing Services, Metro Vancouver

Encl: 1. DRAFT *Metro 2050* (Doc #46401631) *
2. DRAFT *Metro 2050* Executive Summary (Doc #46577592) *
3. Report dated May 25, 2021, titled, "Draft *Metro 2050* for Comment Referral and Next Steps"
(Doc #45545229)

*DRAFT Metro 2050 and DRAFT Metro 2050 Executive Summary available for viewing at:

<http://www.metrovancouver.org/services/regional-planning/metro-vancouver-2040/metro-2050/engagement/Pages/default.aspx>



To: Regional Planning Committee

From: Sean Galloway, Director, Regional Planning and Electoral Area Services and
Erin Rennie, Senior Planner, Regional Planning and Housing Services

Date: May 25, 2021 Meeting Date: June 9, 2021

Subject: **Draft Metro 2050: Referral for Comment**

RECOMMENDATION

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

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

EXECUTIVE SUMMARY

A draft of *Metro 2050*, the update to the current regional growth strategy, is being presented to the Regional Planning Committee and MVRD Board for consideration and referral for comment. *Metro 2050* contains: updates to the regional vision; growth projections to the year 2050; updated descriptions of the main regional policy tools (such as the Urban Containment Boundary); updates to the five goals and Implementation section with supporting strategies and policy actions; updates to the performance monitoring indicators; a new glossary of terms; and updated maps.

The new and amended policy actions have been reviewed by the *Metro 2050* Intergovernmental Advisory Committee and Regional Planning Committee, each providing feedback. This feedback was considered and, in addition to feedback from other stakeholders, helped to improve the policies contained in this draft version of *Metro 2050*. The Board’s referral will initiate a five-month comment period between July and the end of November. During this time, Metro Vancouver will provide opportunities for engagement and comment, including formal presentations to affected local government councils or boards and public information meetings.

PURPOSE

To provide the Regional Planning Committee and MVRD Board with the draft of *Metro 2050* (Attachment 1) and a recommendation to refer the draft of *Metro 2050* out for comment.

BACKGROUND

On April 26, 2019, the MVRD Board passed a resolution to initiate a comprehensive update to *Metro Vancouver 2040: Shaping our Future (Metro 2040)*, the regional growth strategy (Reference 1). Over the intervening 24 months, staff have implemented a robust Engagement Plan (Reference 2 and 3) including 11 themed Policy Reviews to identify opportunities to enhance policies in the regional growth strategy and address identified policy gaps (Reference 4).

Between January and May of 2021 staff worked closely with member jurisdiction staff, First Nations and other regional stakeholders through the *Metro 2050* Intergovernmental Advisory Committee to develop the content of *Metro 2050*. Drafts of each of the goal areas were presented to the Regional Planning Committee and the Board between March and May 2021 (References 5, 6, and 7). The draft *Metro 2050* is now being provided to the Regional Planning Committee and MVRD Board with a recommendation to commence a comment period to provide an opportunity for member jurisdictions, First Nations, other regional stakeholders, and the public to provide feedback on the draft of *Metro 2050*.

METRO 2050 DEVELOPMENT PROCESS

Between April 2019 and December 2020, staff engaged member jurisdiction staff and other regional stakeholders on 11 themed Policy Reviews to explore the existing *Metro 2040* policies and identify opportunities for improvement. In addition, during this period Metro Vancouver staff engaged with First Nations through one-on-one meetings, and with the general public through a series of *Metro 2040* Public Dialogue sessions, an online comment form, and a public webinar. The engagement and analysis that took place during this period resulted in Policy Review Recommendations that were endorsed or received by the MVRD Board between September 2020 and January 2021 as the basis for policy and content development.

Beginning in January 2021, staff met monthly with the *Metro 2050* Intergovernmental Advisory Committee (IAC) to present draft *Metro 2050* policy content on a goal by goal basis for consideration, dialogue, and feedback. IAC members provided feedback on the content through Virtual Open Houses and IAC Comment Forms. Approximately 100 Goal-Based Comment Forms were submitted by IAC members on the draft content. This content was also presented to the Regional Planning Committee and MVRD Board in March, April, and May of this year for questions and comments. Comments received during this period were considered and improved the policy content in the attached draft *Metro 2050*.

IMPORTANT THEMES AND NEW CONTENT IN METRO 2050

Climate Action through Reduction of Greenhouse Gas Emissions

Actions to reduce greenhouse gas (GHG) emissions have been integrated across the five goal areas. Goal 1 includes supportive policies to limit development outside the Urban Containment Boundary and outside Urban Centres and Major Transit Growth Corridors. Goal 3 includes new GHG monitoring actions for Metro Vancouver and for member jurisdictions to demonstrate how they will contribute to the regional target of carbon neutrality by 2050. Goal 5 emphasizes the use of Transportation Demand Management to reduce driving, encourages the acceleration of active transportation buildout, and supports the expansion of the transit system aligned with planned growth.

Bolstering Climate Change and Natural Hazard Resiliency

In recognition of the multiple natural hazards and climate change impacts the region is exposed to, *Metro 2050* contains a greater emphasis on adaptation actions such as encouraging the adoption of local flood hazard policies, discouraging new development in areas with known and unmitigated hazards, and an action for Metro Vancouver to lead the preparation of a multi-hazard risk assessment and map.

Promoting and Supporting Affordable Housing

Because of the ongoing housing affordability crisis in the Metro Vancouver region, *Metro 2050* contains a Goal and three new strategies dedicated solely to housing policies. These policy actions in particular emphasize: the need to expand the supply of transit-oriented, affordable rental housing; the expansion of housing supply to meet a variety of needs; protecting renters; and providing options for people experiencing or at risk of homelessness and people with very low incomes. There are also multiple new advocacy actions calling on senior levels of government to fund and legislate new measures enabling local governments to take stronger action on housing.

Protecting and Connecting Nature

Goal 3 contains two new regional targets for all members to work toward while respecting the context of their local community. First, a target to protect 50% of the region's land base for nature (40% is protected now), and second, to expand the region's tree canopy cover within the Urban Containment Boundary from 32% to 40%.

New Policy Actions Related to Indigenous Relations – Towards Reconciliation

Building on Metro Vancouver's ongoing work to improve relationships with local First Nations and to advance Reconciliation, *Metro 2050* contains an Acknowledgement of Indigenous Territory, map layers showing Indigenous reserve and treaty lands, and new policies supporting better coordination, collaboration, data and information sharing, and supportive planning research with in-region First Nations.

Major Transit Growth Corridors – Supporting Coordinated Transit -Oriented Development

To make transit-oriented development more coordinated across the region and easier for member jurisdictions, *Metro 2050* includes a new Major Transit Growth Corridor map. These corridors will replace the Frequent Transit Network as the organizing framework for transit oriented growth in the region, working together and in support of Urban Centres and TransLink's Major Transit Network. Going forward, the intent is that new Frequent Transit Development Areas, identified by member jurisdictions, will be located within the Major Transit Growth Corridors. This supports member jurisdictions in determining where, how, and when growth and development density are distributed, while supporting the regional need for greater coordination of growth and services, including transit, along the region's key corridors, and while supporting medium density forms and improved transit-oriented housing choices. In addition, this approach supports the further integration between *Metro 2050* and *Transport 2050*.

Integrating Social Equity

Consideration of social equity outcomes has been a part of the regional growth strategy, but is now unambiguously noted as an objective of the strategy and included in the *Metro 2050*'s Challenges and Opportunities section, definition in the Glossary, introductory reflections in each of the goal

introductions explaining the linkage between the policy area and social equity, and consideration throughout the development of new and updated content. There are policy actions that support greater social equity in the region particularly related to housing affordability, tenant protection, the expansion of green infrastructure, the provision of child care, climate change resiliency, and the development of complete communities that will contribute to continuing to build a region that is more fair and equitable for all.

OVERVIEW OF THE DRAFT *METRO 2050* CONTENT

Metro 2050 is intended to build on the successes of *Metro 2040*. It reinforces and enhances existing policy directions, extends the timeframe out to the year 2050, fills identified policy gaps, and responds to new and emerging policy issues. The new and updated policy language implements the recommendations of the *Metro 2040* Policy Reviews.

Sections A and B: Introduction to Metro Vancouver and the Region

Metro 2050 begins with an introduction to Metro Vancouver, including an Acknowledgement of Indigenous Territory. A short description of Metro Vancouver's organizational structure and corporate mission is followed by the region's corporate commitment to "Building a Resilient Region". As in *Metro 2040*, *Metro 2050* includes a description of the Scope and Linkages to Other Plans, Context, and overview of Challenges and Opportunities.

Section C: Introduction to the Regional Growth Strategy

Section C provides an Introduction that includes the Vision, Guiding Regional Planning Principles, and a Responding to the Challenges section which is an overview of the five *Metro 2050* goals.

Section D: Urban Containment Boundary, Regional Land Use Designations, and Overlays

Section D includes the descriptions of the core policy "tools" in the regional growth strategy including: the Urban Containment Boundary, the six regional land use designations, the Major Transit Growth Corridors, and the four structuring overlays (i.e. Urban Centres, Frequent Transit Development Areas, Trade-Oriented Lands, and Natural Resource Areas). This section is an important section of the regional growth strategy as it helps to inform the implementation of many of the policy actions and the review and acceptance of future Regional Context Statements.

Regional Growth Projections

The next section presents the Regional Growth Projections; includes a description of the approach Metro Vancouver takes to preparing the long-term population, dwelling unit and employment growth projections; and highlights some of the important trends that are anticipated in this region over the next 30 years. Whereas *Metro 2040* included municipal level projections as an appendix, *Metro 2050* introduces the Regional Growth Projections in the front of the document, as the anticipated growth is the principal reason for planning together as a region over the long term. Also new to this section is the "sub-regional" approach to growth projections, where the region has been divided into six sub-regions and the 30 year projections for growth are presented at the sub-regional level. This sub-regional approach has the advantage of being less sensitive to the short-term oscillations and corrections that tend to happen within individual member jurisdictions, and changes in the housing market and economy. A principal benefit will be that the data behind the projections will be more accurate and *Metro 2050* will not need to be frequently amended to keep the projections current. Going forward, individual member jurisdiction projections will still be prepared as a service to member jurisdictions, and will be reported out annually, outside of the regional growth strategy.

Complementing the growth projections are the Urban Centre and Frequent Transit Development Area Growth Targets (Table 2). These targets are unchanged from *Metro 2040*; these targets will be updated to extend them out to the year 2050 at a later date, following an engagement process involving all member jurisdictions.

Section E: Goals, Strategies and Actions

Just as with *Metro 2040* and Metro Vancouver's other departmental management plans, the policy actions in *Metro 2050* are organized into goals that are supported by strategies. Under each strategy there are policy actions for the regional growth strategy's signatories; i.e. Metro Vancouver, member jurisdictions, and TransLink. Some of Metro Vancouver's policy actions are now "advocacy actions", which include requesting actions of other levels of government or other government agencies that are not signatories to *Metro 2050*.

It is noted that a primary difference in the goal structure of *Metro 2050* is that Goal 4 has become "Provide Diverse and Affordable Housing Choices" and now includes three strategies about housing. The content of *Metro 2040* Strategy 4.2 "Develop healthy and complete communities with access to a range of services and amenities" has been moved to Goal 1 as a new Strategy 1.3 entitled "Develop resilient, healthy, connected, and complete communities with a range of services and amenities".

Many policy actions in *Metro 2050* are identical or very similar to those that the MVRD Board confirmed are working well in *Metro 2040*. The new or revised policy actions are based on learnings and research over 10 years of implementation, on input from member jurisdictions, and on the endorsed policy recommendations coming out of the *Metro 2040* Policy Review process (Reference 4).

Section F: Implementation

The Implementation section describes the procedures for implementing and amending the regional growth strategy. It includes details about what Regional Context Statements will contain, and information about flexibility, Special Study Areas, and how Metro Vancouver will work with other government agencies. The same three amendment types, and the procedures for each, continue to be described, with the requirement for a regional public hearing being removed from the Type 2 amendment process being the only change (per previous MVRD Board direction).

Section G: Performance Monitoring

The Performance Monitoring section outlines the performance indicators that will be monitored to help evaluate progress towards the goals, strategies, and targets set out in *Metro 2050*. There are now 29 indicators listed in *Metro 2050*, up from the 23 that were listed in *Metro 2040*. Most performance measures are the same as those in *Metro 2040*, while some have been refined or replaced based on continued improvements in available data. As with *Metro 2040*, the performance monitoring program with all the details about how the monitoring will be done will be in an Implementation Guideline prepared after the adoption of *Metro 2050*. Performance on the indicators will continue to be reported out annually to the MVRD Board through a staff report and on an ongoing basis through an online dashboard on the Metro Vancouver website.

Section H: Glossary of Terms

New to *Metro 2050* is a glossary of terms. The terms have been included as they are considered specific to *Metro 2050*, and necessary to correctly interpret the meaning of and implement certain

policy actions. If not included in the Glossary, Implementation Section, or defined by other legislation, the common understanding of a term should be assumed.

Section I: Maps

For ease of use, all the maps have been combined into one section at the back of the regional growth strategy. These maps are small scale depictions of the official maps which are to be housed on the Metro Vancouver website. The same parcel-based map data from *Metro 2040* has been used to create the *Metro 2050* maps meaning no changes have been made to the location of any of the land use designations, the Urban Containment Boundary, the Urban Centres and Frequent Transit Development Areas, or the Special Study Areas. The style, colours, line weights, and contextual information of the maps has been updated to support a better user experience and make the maps easier to read and more useful.

Map 4 has been updated to include the exact boundaries of the Urban Centres and Frequent Transit Development Areas; no changes have been made to the location or boundaries. Map 5 “Major Transit Growth Corridors” and Map 11 “Sensitive Ecosystem Inventory” are new maps being introduced in *Metro 2050*.

The maps also now include Indigenous reserve and treaty lands and the names of each First Nation with lands in the region, with no regional land use designation being applied. It is noted that the way in which Indigenous lands are depicted on the *Metro 2050* maps is still to be confirmed, as it is a topic for the ongoing discussions with in-region First Nations.

NEXT STEPS

Metro Vancouver staff are recommending that the MVRD Board refer the draft *Metro 2050* for comment. Subject to the Board’s direction, the comment period will be between July and the end of November 2021. Written notification of the referral will be sent to member jurisdictions, the Fraser Valley and Squamish Lillooet Regional Districts, TransLink, and other Metro 2050 IAC members including in region First Nations, inviting comments on the draft. The comment period is intended to end on November 26, 2021 so that the regional growth strategy bylaw can be finalized for initial consideration by the MVRD Board in January 2022 in accordance with the Board approved timeline. The comment period will also provide an opportunity to assess general support for the overall direction articulated in *Metro 2050*, and, if necessary, to consider amending the timeline to allow for additional engagement. Extending the *Metro 2050* timeline would create a project risk and the adoption phase would need to take place after the 2022 local government election.

Metro 2050 IAC Policy Working Groups

During the Summer and early Fall of 2021, Metro Vancouver staff will be convening a series of optional “working group” sessions for *Metro 2050* Intergovernmental Advisory Committee members focused on specific topic areas of *Metro 2050*. The objective of the sessions will be to discuss, in depth, the particular “big move” topic areas and any concerns, ideas, or comments associated with each to support the preparation of the formal comments. The topics may include but not limited to: Major Transit Growth Corridors; affordable housing targets; updated Urban Centre framework, permitting residential within employment areas near rapid transit stations; and the Sensitive Ecosystem Inventory. In addition, one of the working groups will focus on supporting the engagement of First Nations.

Council Presentations and Comments

Metro Vancouver staff are scheduling *Metro 2050* presentations to all member jurisdiction councils, and the Boards of the Fraser Valley and Squamish-Lillooet Regional Districts and TransLink during September, October, and November of 2021 to engage directly with the signatories of the regional growth strategy. Member jurisdictions are requested to work with Metro Vancouver staff to schedule these presentations as soon as possible to avoid conflicts.

Public Engagement

Although the general public is not the primary engagement audience during this phase of *Metro 2050* development, the public will be invited to review and provide comment on the draft as well. The draft will be available on the *Metro 2050* webpage of the Metro Vancouver website, and members of the public will have the option to submit comments by email or through a simple online comment form. Videos providing an overview of *Metro 2050* will be released and promoted over social media, and staff are also preparing and will host a public webinar in the Fall of 2021. Member jurisdictions have the option of co-hosting a joint public information meeting in conjunction with the council presentations in the fall of 2021, providing additional opportunities for locally focused public engagement on the draft of *Metro 2050*.

Adopting *Metro 2050*

The formal acceptance and adoption period is scheduled to begin in January of 2022 when a regional growth strategy bylaw will be considered for first and second reading by the Regional Planning Committee and MVRD Board, and a regional public hearing held and third reading considered in February of 2022. The period between March and May of 2022 will be the opportunity for member jurisdiction councils, and the Boards of the Fraser Valley and Squamish-Lillooet Regional Districts and TransLink, to consider acceptance of *Metro 2050* by resolution. In June of 2022, at the end of the acceptance period, the *Metro 2050* bylaw will be presented to the MVRD Board for consideration of adoption.

Regional Context Statements

Current Regional Context Statements will continue to be in effect after the adoption of *Metro 2050* until a new Regional Context Statement is prepared, submitted and accepted by the MVRD Board. Following the adoption of *Metro 2050*, starting in June of 2022 member jurisdictions will have two years (to July 2024) to submit a new Regional Context Statement that demonstrates how their respective Official Community Plan (or equivalent) is generally consistent, or will work towards consistency with *Metro 2050* over time.

ALTERNATIVES

1. That the MVRD Board refer the draft of *Metro 2050* attached to the report titled "Draft *Metro 2050*: Referral for Comment", dated May 25, 2021 for comment including to the following:
 - i. signatories to the regional growth strategy including: Mayors and Councils of Metro Vancouver member jurisdictions; the TransLink Board; the Squamish-Lillooet Regional District Board; the Fraser Valley Regional District Board; and
 - ii. other members of the *Metro 2050* Intergovernmental Advisory Committee including: in region First Nations; the Province of BC; the Agricultural Land Commission; Vancouver Coastal Health; Fraser Health; BC Housing; BC Hydro; University Endowment Lands; Bowen Island; City of Abbotsford; City of Chilliwack; District of Mission; Integrated Partnership for Regional Emergency Management; Simon Fraser University; Kwantlen Polytechnic

University; University of British Columbia; Vancouver Fraser Port Authority; Transport Canada; Canada Mortgage and Housing Corporation; and Vancouver International Airport Authority.

2. That the MVRD Board receive for information the report dated May 25, 2021, titled, “Draft *Metro 2050*: Referral for Comment” and provide alternative direction to staff.

FINANCIAL IMPLICATIONS

If the Board chooses Alternative 1, the draft of *Metro 2050* will be referred out for comment and Metro Vancouver staff will carry out the engagement activities described in the report. There are no significant costs associated with these activities, and all engagement costs will be carried out as part of the Board-approved Regional Planning budget for 2021. The 2022 Phase 3 Adoption period will necessitate a number of expenses associated with a Regional Public Hearing which are estimated to total approximately \$45,000. If the Board chooses Alternative 2, the draft of *Metro 2050* will not be referred out for comment and this will make it unlikely that *Metro 2050* will be adopted before the 2022 local government election period.

CONCLUSION

This report presents the draft of *Metro 2050*, the update to the regional growth strategy, to the MVRD Board for referral for comment. The draft was informed by the extensive input from member jurisdictions, the members of the *Metro 2050* Intergovernmental Advisory Committee, and other regional stakeholders. The Board’s referral will initiate a five-month comment period on the draft regional growth strategy. This draft of *Metro 2050* includes goals, strategies, and policy actions that will help the region accommodate the growth that is anticipated to come to Metro Vancouver over the next 30 years in a way that promotes resiliency, sustainability, prosperity, livability, and equity for all.

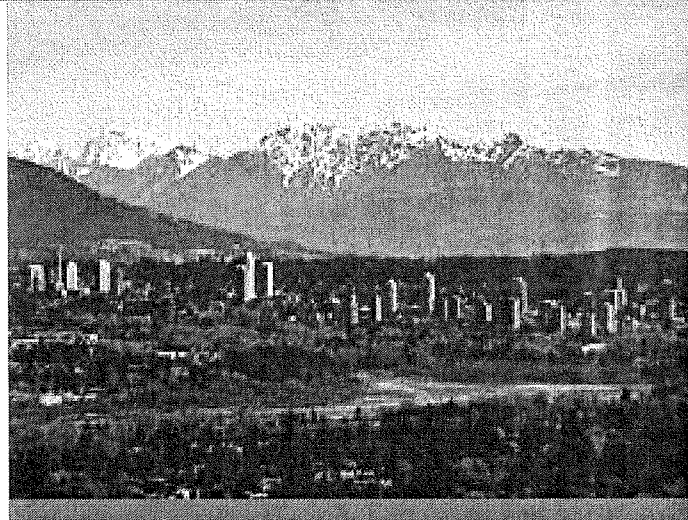
Attachments (45986709)

1. Draft *Metro 2050*, the regional growth strategy, for comment (May 2021)
2. Summary of Proposed Changes Made to *Metro 2050* Policy Actions by Goal Area

References

1. *Towards Metro 2050: Updating Metro Vancouver 2040: Shaping our Future* (April 2019)
2. *Metro 2050 Engagement Plan* (September 2019)
3. *Metro 2050 Phase 1 Engagement Report* (March 2021)
4. *Metro 2050 Q1 2021 Status Update* (April 2021)
5. *Metro 2050 Draft Policy Language - Goals 1 and 2* (March 2021)
6. *Metro 2050 Draft Policy Language – Goal 3: Protect the Environment and Respond to Climate Change Impacts and the Implementation Section* (April 2019)
7. *Metro 2050 Draft Policy Language: Goal 4 – Provide Diverse and Affordable Housing Choices and Goal 5 – Support Sustainable Transportation Choices* (May 2021)

45545229



Metro 2050

Regional Growth Strategy

DRAFT





SUMMARY OF PROPOSED CHANGES MADE TO *METRO 2050* POLICY ACTIONS BY GOAL AREA

These proposed changes to *Metro 2050* content stem from input and feedback from members of the *Metro 2050* Intergovernmental Advisory Committee (i.e. member jurisdiction staff as well as representation from federal and provincial governments and agencies, First Nations, post-secondary institutions and other regional stakeholders) as well as from the Regional Planning Committee and MVRD Board between January and May 2021.

Goal Preambles and Social Equity

- A short passage has been added to each of the preambles explaining the linkage between the policy area and social equity. This has been provided to begin introducing the concept of social equity as it relates to each of the *Metro 2050* topic areas with a view to enhancing the policies and policy actions from the perspective of social equity over time.

Goal 1

- Action 1.1.6 was added as an action for Metro Vancouver to: “work with First Nations to incorporate development plans and population, employment, and housing projections into the regional growth strategy to support potential infrastructure and utilities investments”.
- Action 1.1.9 d) was added at the request of an IAC submission, requiring member jurisdictions to, “integrate land use planning policies with local and regional economic development strategies, particularly in the vicinity of the port and airports, to minimize potential exposure of residents to environmental noise and other harmful impacts”.
- At the request of an IAC submission, Action 1.2.7 was revised to remove the words, “acquire and develop”, and now states that Metro Vancouver will, “work with TransLink, the Province, First Nations, and member jurisdictions to expand the supply of secure and affordable market and non-market rental housing within Major Transit Growth Corridors”.
- Action 1.2.12 was shortened and now reads: “develop an Implementation Guideline, in collaboration with member jurisdictions and TransLink, to be used as a resource to support transit-oriented planning throughout the region”.
- Action 1.2.13 was added to ensure that the Urban Centre and Frequent Transit Development Area growth targets are integrated as policy actions and to complement Table 2.
- Action 1.2.14 was added as an action for Metro Vancouver to: “monitor the region’s total household and employment growth that occurs in Major Transit Growth Corridors”.
- Action 1.2.15 was added as an action for Metro Vancouver to: “work with First Nations and other appropriate agencies to ensure that new development and infrastructure investment is directed to areas that are transit oriented and resilient to climate change impacts and natural hazards”.
- Specific mention of YVR Airport Authority was removed from Action 1.2.22 at the request of an IAC submission in recognition that there are multiple airports in the region.
- Action 1.2.24 b) ix) was added at the request of an IAC submission, requiring Regional

Context Statements to include policies for Urban Centres and Frequent Transit Development Areas that “support the provision of community services and spaces for non-profit organizations”.

- Action 1.2.24 c) iv) was added, requiring Regional Context Statements to include policies for General Urban lands that: “encourage neighbourhood-serving commercial uses”.
- Action 1.2.24 d) was revised at the request of IAC submissions, to remove, “large format retail,” and, “public-serving health authority facilities,” from the list of non-residential Major Trip Generating Uses.

Goal 2

- Action 2.2.9 d) vi) was revised to remove the word “rail” from the provision allowing limited residential uses in Employment lands within 200m of rapid transit stations;
- Policy 2.3.4 was revised to allow consideration of re-designating a parcel in the Agricultural Land Reserve with an Agricultural or Rural regional land use designation if the Agricultural Land Commission confirms that the site is not subject to the *ALC Act* without requiring exclusion from the ALR.

Goal 3

- Action 3.3.4 was added pertaining to Metro Vancouver’s role in environmental assessments, specifically to reduce the environmental and health impacts related to regional air quality and greenhouse gas emissions.
- Under Action 3.3.6 a) “energy benchmarking” was added to the list of advocacy actions to the Federal Government and the Province based on feedback from multiple IAC submissions.
- Action 3.3.9 was moved from a Metro Vancouver-led action to a TransLink-led action based on TransLink’s legal authority.
- Action 3.4.4. a), an advocacy action to the Federal Government and the Province was changed from: “mandate the adoption of flood hazard bylaws” to: “encourage the adoption of local flood hazard policies and bylaws”.
- The Natural Resource Areas Overlay has been identified on Map 9 (Conservation and Recreation Lands).

Goal 4

- Action 4.1.6 was added as an action for Metro Vancouver to: “Advocate to the Province to provide funding to support member jurisdictions in the development and update of housing strategies or action plans that are aligned with housing needs reports or assessments”.
- Action 4.3.2 was added as an action for Metro Vancouver to: “collaborate with member jurisdictions, non-profit housing and homelessness services providers, and the Federal Government and the Province on coordinated actions to address regional homelessness”.

Goal 5

- Under Action 5.1.3 there was IAC support for Option B (general corridor priorities); the new draft emphasizes transit priorities.
- Action 5.1.6 was updated to clarify the scope of the parking strategy.

Implementation

- The amendment process for re-designating Industrial lands was first presented to IAC as a Type 2 amendment (6.3.3) but in the final drafts was revised to be a Type 3 amendment (6.3.4) based on direction from the MVRD Board.
- Amendments to the Major Transit Growth Corridors was added to the list of Type 3 amendments (6.3.4).

COMMUNITY ENGAGEMENT, CULTURE AND INCLUSION COMMITTEE MEETING – MINUTES



Minutes for the Community Engagement, Culture and Inclusion Committee Meeting scheduled for Thursday, May 13, 2021 at 7:00 p.m. Virtually via Zoom

MEMBERS PRESENT

Councillor Polly Krier, Chair
Chloe Heisler
Trudy Schneider
Addie Southam

MEMBERS ABSENT

Kerri Palmer Isaak

OTHERS PRESENT

Karen Elrick, Manager of Corporate Services

1. CALL TO ORDER

Chair Krier called the meeting to order at 7:02 p.m.

2. APPROVAL OF THE AGENDA

It was MOVED and SECONDED:

That the agenda be approved as circulated.

Carried Unanimously

3. MINUTES

(a) Minutes of the Meeting held on March 11, 2021

It was MOVED and SECONDED:

That the Minutes of the Community Engagement, Culture and Inclusion Committee meeting held on March 11, 2021 be adopted, as circulated.

Carried Unanimously

4. BUSINESS ARISING FROM THE MINUTES

5. UNFINISHED BUSINESS**6. NEW BUSINESS****(a) Committee Orientation**

Ms. Karen Elrick, Manager of Corporate Services, provided an overview of the committee structure and procedures.

Discussion points included:

- Process for minutes and recommendations to be brought forward to Council
- Clarification of Committee, Staff, and Council roles
- Follow up process for resolutions brought forward to and endorsed by Council

(b) 2021 Committee Focus

Committee members discussed areas and focus for 2021. Discussion points included:

- Continuing challenge of not being able to hold events due to COVID
- Archive and heritage preservation
- Donations for COVID response shelter
- Complete print copy of Welcome Guide

Action Item: Cllr. Krier to circulate list of items for collection for donation for COVID response shelter or 3030 Gordon.

7. ADJOURNMENT

It was MOVED and SECONDED:

To adjourn the meeting at 7:40 p.m.

CARRIED UNANIMOUSLY

Certified Correct:

KAREN ELRICK

Karen Elrick
Manager of Corporate Services

Approved:

POLLY KRIER

Councillor Polly Krier
Chair, Community Engagement, Culture
and Inclusion Committee

PARKS AND RECREATION COMMITTEE MEETING – MINUTES

Minutes for the Parks and Recreation Committee Meeting scheduled for Wednesday, May 19, 2021 at 7:00 p.m. via Zoom meeting



MEMBERS PRESENT

Councillor Kim Trowbridge (Chair)
Susan Mueckel
Bruce Scatchard
Jay Sheere

MEMBERS ABSENT

Zahra Zaker

OTHERS PRESENT

Karen Elrick, Manager of Corporate Services

1. CALL TO ORDER

Chair Trowbridge called the meeting to order at 7:15 p.m.

2. APPROVAL OF THE AGENDA

It was MOVED and SECONDED:

That the Agenda be approved as circulated.

Carried Unanimously

3. MINUTES

(a) Minutes of the Meeting held on September 16, 2020

It was MOVED and SECONDED:

That the Minutes of the Parks and Recreation Committee Meeting held on September 16, 2020 be adopted as circulated.

Carried Unanimously

4. BUSINESS ARISING FROM THE MINUTES

5. UNFINISHED BUSINESS

6. NEW BUSINESS

(a) Committee Orientation

Ms. Karen Elrick, Manager of Corporate Services, provided an overview of the committee structure and procedures.

Discussion points included:

- Process for minutes and recommendations to be brought forward to Council
- Clarification of Committee, Staff, and Council roles
- Follow up process for resolutions brought forward to and endorsed by Council

Committee members requested followup on previous outstanding action items and that a process be determined whereby the committee receives regular status updates on committee action items or recommendations to Council.

Report back was requested on the following items for the next meeting:

- Status of grant application for Mossum Creek
- Feasibility of interactive trail map
- Discussions with Port Moody regarding trail connection options rather than considering summerwood trail stair project

7. ADJOURNMENT

It was MOVED and SECONDED:

That the meeting be adjourned at 8:15 p.m.

Carried Unanimously

Certified Correct:

KAREN ELRICK

Karen Elrick
Manager of Corporate Services

Approved:

KIM TROWBRIDGE

Councillor Kim Trowbridge
Chair, Parks and Recreation Committee

**SASAMAT VOLUNTEER FIRE DEPARTMENT (SVFD)
BOARD OF TRUSTEES MEETING**

Minutes of the Regular Meeting of the Sasamat Volunteer Fire Department (SVFD) Board of Trustees held at 7:00 p.m. on Thursday, June 17, 2021 via Zoom.

MEMBERS PRESENT:

Chair, Councillor Darrell Penner, Port Coquitlam
Councillor Bruce Drake, Belcarra
Mayor John McEwen, Anmore
Mayor Jamie Ross, Belcarra
Councillor Kim Trowbridge, Anmore
Councillor Paul Weverink, Anmore
Councillor Liisa Wilder, Belcarra

STAFF PRESENT:

Jay Sharpe, Fire Chief, Sasamat Volunteer Fire Department, Metro Vancouver
Ravi Chhina, General Manager Human Resources and Corporate Services, Metro Vancouver
Greg Smith, Senior Director, Corporate Services, Metro Vancouver
Bill Duvall, Director, Corporate Safety, Security and Emergency Management, Metro Vancouver
Jennifer Arabsky, Office Supervisor, Corporate Services, Metro Vancouver
Diana Bennett, Program Assistant, Corporate Safety, Security and Emergency Management, Metro Vancouver

Chair Penner welcomed all to the meeting.

1. ADOPTION OF THE AGENDA

1.1 June 17, 2021 Regular Meeting Agenda

It was MOVED and SECONDED

That the Sasamat Volunteer Fire Department (SVFD) Board of Trustees adopt the REVISED agenda for its regular meeting scheduled for June 17, 2021 as circulated.

CARRIED

2. ADOPTION OF THE MINUTES

2.1 February 18, 2021 Regular Meeting Minutes

It was MOVED and SECONDED

That the Sasamat Volunteer Fire Department (SVFD) Board of Trustees adopt the minutes for its regular meeting held February 18, 2021 as circulated.

CARRIED

3. REPORTS FROM COMMITTEE OR STAFF

3.1 2021 Year to Date Financials as at May 31, 2021 – Sasamat Fire Protection Service

Report dated June 15, 2021 from Bill Duvall, Director, Corporate Safety, Security and Emergency Management, Metro Vancouver, providing the SVFD Board of Trustees with the 2021 Sasamat Fire Protection Service YTD financials as at May 31, 2021 for information.

It was MOVED and SECONDED

That the Sasamat Volunteer Fire Department (SVFD) Board of Trustees receive for information a status update of the 2021 financials as presented in the report dated June 15, 2021 titled “2021 Financial Actuals – Sasamat Fire Protection Service”.

CARRIED

Discussion ensued about the Villages providing specific costs of the Sasamat Volunteer Fire Department on their resident’s tax assessment.

It was MOVED and SECONDED

That the Sasamat Volunteer Fire Department (SVFD) Board of Trustees request from Metro Vancouver staff, more detailed line items regarding the SVFD costs that may be included on their resident’s tax assessment.

CARRIED

3.2 2021 SVFD Quarterly Work Plan Update

Report dated June 15, 2021 from Bill Duvall, Director, Corporate Safety, Security and Emergency Management, Metro Vancouver, providing the SVFD Board of Trustees with an update on the priorities and the quarterly work plan for the SVFD for the year 2021.

It was MOVED and SECONDED

That the SVFD Board of Trustees receive for information the update to the Quarterly Work Plan as presented in the report dated June 15, 2021 titled “2021 SVFD Quarterly Work Plan Update”.

CARRIED

3.3 Fire Truck Procurement Update

Report dated June 15, 2021 from Greg Smith, Senior Director, Corporate Services, Metro Vancouver, providing the SVFD Board of Trustees with an update to the fire truck procurement.

It was MOVED and SECONDED

That the SVFD Board of Trustees receive for information the update to the fire truck procurement as presented in the report dated June 10, 2021 titled "Fire Truck Procurement Update".

CARRIED

3.4 Fire Chief's Report

Report dated June 17, 2021, from Jay Sharpe, Fire Chief, SVFD, presenting the SVFD Board of Trustees with the Fire Chief's updates for the period.

Manpower

There are currently 41 members on the roster with one member on extended leave.

Halls and Grounds

The Fire Chief is requesting the Village of Anmore to include the Fire Hall on the regular grass mowing schedule. Currently the SVFD must make a request when the grass is in need of cutting.

Training

June 16, 2021 marked the first in person, with COVID-19 protocols, training session the Department has had since the beginning of the Pandemic.

Reports and Information

There have been a total of 38 calls year to date. A majority of those calls were medical in nature.

Jol Drake has returned to the Department in the capacity of Captain.

It was MOVED and SECONDED

That the Sasamat Volunteer Fire Department (SVFD) receive for information the report dated June 17, 2021, titled "SVFD Fire Chief's Report".

CARRIED

Discussion ensued on the attached business case that outlined the need for a vehicle that can be available for when a vehicle is required for Fire Department business. The vehicle would also be used as a second option for towing the trailer. A used 2014 F150 red in colour may come available to the Department.

It was MOVED and SECONDED

That the Sasamat Volunteer Fire Department (SVFD) authorize expenditure from the equipment reserve fund of up to \$75,000 for the purchase of an outfitted pickup truck for fire rescue purposes.

CARRIED

3.5 Fire Protection Services in the Villages of Anmore and Belcarra

Report dated June 16, 2021 from Greg Smith, Senior Director, Corporate Services, Metro Vancouver, providing the SVFD Board of Trustees with the letter dated April 12, 2021 "Fire Protection Services in the Villages of Anmore and Belcarra" and the letter dated March 11, 2021 "Belcarra/ Anmore Water Supply" for information.

Discussion ensued regarding the letters. It was decided that the Villages will request that their Village Engineer draft a reply to the letter.

It was MOVED and SECONDED

That the SVFD Board of Trustees receive for information the letter as presented in the report dated June 16, 2021 titled "Fire Protection Services in the Villages of Anmore and Belcarra".

CARRIED

4. INFORMATION ITEMS

No items presented.

5. OTHER BUSINESS

No items presented.

6. RESOLUTION TO CLOSE MEETING

That the Sasamat Volunteer Fire Department (SVFD) Board of Trustees close its regular meeting scheduled for June 17, 2021 pursuant to the *Community Charter* provisions, Section 90 (1) (k) as follows:

"90 (1) A part of the meeting may be closed to the public if the subject matter being considered relates to or is one or more of the following:

(k) 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 board or committee, could reasonably be expected to harm the interests of the municipality if they were held in public.

CARRIED

7. ADJOURNMENT/CONCLUSION

It was MOVED and SECONDED

That the Sasamat Volunteer Fire Department (SVFD) Board of Trustees adjourn its regular meeting of June 17, 2021.

CARRIED

(Time: 8:41 p.m.)



Forest Enhancement
Society of British Columbia



July 20, 2021

Re: Forest Enhancement Society of BC Accomplishments Update Summer 2021

Dear Mayor John McEwen and Anmore (Village) Council,

The Forest Enhancement Society of BC (FESBC) delivered projects worth \$77 million dollars in the fiscal year ended March 31, 2021. This was a significant increase to our expenditure target and included \$3 million dollars as part of the B.C. government's economic response to COVID-19. This work was achieved while keeping **forest worker safety paramount**.

We are working together to achieve B.C. government priorities established for FESBC related to the health of our forests, including:

- Increasing participation of Indigenous communities in the forest economy,
- Assisting with wildfire recovery efforts and risk reduction,
- Contributing to the achievement of greenhouse gas emission reduction targets,
- Improving habitat for wildlife,
- Improving the recovery of fibre, and
- Adding to the environmental sustainability of B.C.'s natural resources.

Since inception, we have always strived to fund projects that deliver multiple benefits for British Columbians. In most cases, each dollar granted achieves more than one objective. For example, a project with a primary objective of reducing wildfire risk to protect a community might also have a secondary benefit of **protecting and enhancing important recreational values**.

We have highlighted 39 FESBC funded projects in the enclosed Accomplishments Update Summer 2021 that protect and enhance these recreational assets. From campsites and hiking/biking trails to heritage sites and ski resorts, we hope you enjoy reading about projects taking place throughout our province.

If you are interested in further information, please visit our website www.fesbc.ca and connect with our Executive Director Steve Kozuki at skozuki@fesbc.ca or 1.250.819.2888.

Jim Snetsinger, RPF

Board Chair, Forest Enhancement Society of BC

(027) MC-21125

From: "ENVMail ENV:EX" <env.mail@gov.bc.ca>
Date: July 21, 2021 at 3:09:15 PM PDT
To: John McEwen <John.McEwen@anmore.com>
Subject: Rodenticide Ban

Reference: 379777

July 21, 2021

His Worship Mayor John McEwen
and Councillors
Village of Anmore
Email: john.mcewen@anmore.com

Dear Mayor McEwen and Council:

I am writing to provide you with some important information on the use and regulation of anticoagulant rodenticides in B.C. Ministry of Environment and Climate Change Strategy staff have worked to develop a plan to improve how rodenticides are regulated in B.C. to mitigate unintended wildlife poisonings.

As you may know, rodenticides are evaluated and registered for use by Health Canada. In B.C., they are further regulated under the *Integrated Pest Management Act* (IPMA) and Regulation (IPMR), administered by the ministry. I am pleased to announce Minister Heyman has signed a Minister's Order, created under Section 8 of the IPMA, which bans the use of certain rodenticides to prevent wildlife poisonings.

The Minister's Order, effective July 21, 2021, bans the sale and use in B.C. of second-generation anticoagulant rodenticides (SGARs) that contain brodifacoum, bromadiolone or difethialone as the active ingredient. The Minister's Order will be in place for 18 months while ministry staff undertake a science review to better understand the risks of SGARs to wildlife and determine mitigation methods. Recommendations based on the outcome of the science review will be used to inform future policy options. Exemptions to the ban are being provided for "essential services" and agricultural operators.

Essential services have been identified to avoid disruption to critical safety and food supply functions in the province and were based on the COVID-19 essential services provincial list. Essential services include businesses and services for public health and safety, critical infrastructure, food supply, transportation, sanitation, communications and information technology and mortuary related services. Please visit www.gov.bc.ca/RodentIPM for the complete list of essential services identified in the order. Other uses of SGARs not identified as essential are banned. For example, SGARs cannot be used in or around most residential buildings, office buildings, parks, schools or non-food retail shops.

In addition to imposing a temporary ban on the use of SGARs, ministry staff are taking action to address risks associated with the use of rodenticides, including:

- Conducting compliance inspections of vendors and users to ensure the products are only being used by certified operators for essential services, and that an integrated pest management approach is being utilized prior to pesticide use;
- Raising awareness with rodenticide users on the impacts of misusing rodenticides with an emphasis that prevention is the best long-term strategy;
- Coordinating with Indigenous Peoples, local government, and provincial and national wildlife experts;
- Developing education materials for the public and agricultural operators to better manage rodents as part of an integrated pest management program; and
- Updating materials used by individuals intending to become certified to apply or sell rodenticides.

Details of the ban, including a recorded presentation, are available at www.gov.bc.ca/RodentIPM. We will also be offering a series of webinars between August 3 to August 10 on the Minister's Order which are tailored for specific audiences. Please visit www.gov.bc.ca/RodentIPM for registration instructions.

If you have any questions about the Minister's Order temporarily banning the sale and use of SGARs, please direct them to BC.IPM@gov.bc.ca.

Thank you.

Sincerely,

Sonya Sundberg for

Laurel Nash
Assistant Deputy Minister
Environmental Protection Division

For Metro Vancouver meetings on Friday, July 30, 2021

Please note these are not the official minutes. Board in Brief is an informal summary. Material relating to any of the following items is available on request from Metro Vancouver. For more information, please contact: Jennifer Saltman at jennifer.saltman@metrovancouver.org or 604-314-5964.

Metro Vancouver Regional District**E1.1 Local Government Responses to the Discovery of an Unmarked Burial Site Near Kamloops Indian Residential School** **APPROVED**

The Board authorized the chair to write to the Prime Minister, urging the federal government to fully implement the Truth and Reconciliation Commission's Calls to Action attributed to the Government of Canada, particularly any additional supports needed to address Calls to Action 71 to 76 relating to information on missing residential school children and burial records.

E2.1 Municipal Director Appointment Process **APPROVED**

The Board will ask the Ministry of Municipal Affairs to amend the *Local Government Act*, section 198 (appointment and term of office for municipal directors), as necessary to require municipal councils to appoint the mayor, or the mayor's designate, as municipal director to the regional district board.

E3.1 Colony Farm Regional Park — Colony Farm Park Association Contribution Agreement **APPROVED**

The 2021-2025 Metro Vancouver Regional Parks five-year financial plan includes annual allocations in 2022 for seven park associations active in regional parks. Funding will be used to support opportunities for citizens to help preserve, protect, and enhance regional parks, while advocating for greater public connection to nature.

This contribution agreement proposes a one-year funding amount of \$10,000 for the Colony Farm Park Association. The association has chosen to continue with a one-year contribution agreement because they are currently undertaking long-term strategic planning for future program delivery and managing services during the ongoing COVID-19 pandemic. The proposed funding supports the association's capacity to provide community benefit to Metro Vancouver Regional Parks through its many volunteer programs and services.

The Board approved the contribution agreement between the Metro Vancouver Regional District and the Colony Farm Park Association for a one-year term in the amount of \$10,000 commencing January 1, 2022 and ending December 31, 2022.

E3.2 Kanaka Creek Regional Park — Kanaka Education and Environmental Partnership Society Contribution Agreement **APPROVED**

The 2021-2025 Metro Vancouver Regional Parks five-year financial plan includes annual allocations in 2022 for seven park associations active in regional parks. Funding will be used to support opportunities for citizens to help preserve, protect and enhance regional parks, while advocating for greater public connection to nature.

This contribution agreement proposes a three-year funding amount of \$15,000 per year for the Kanaka Education and Environmental Partnership Society. The proposed funding supports the society's capacity to provide community benefit to Metro Vancouver Regional Parks through their many volunteer programs and services.

The Board approved the contribution agreement between the Metro Vancouver Regional District and the Kanaka Education and Environmental Partnership Society for a three-year term in the aggregate amount of \$45,000 (\$15,000 each year), commencing January 1, 2022 and ending December 31, 2024.

E3.3 Pacific Spirit Park — Pacific Spirit Park Society Contribution Agreement

APPROVED

The 2021-2025 Metro Vancouver Regional Parks five-year financial plan includes annual allocations in 2022 for seven park associations active in regional parks. Funding will be used to support opportunities for citizens to help preserve, protect and enhance regional parks, while advocating for greater public connection to nature.

This contribution agreement proposes a three-year funding amount of \$15,000 per year for the Pacific Spirit Park Society. The proposed funding supports the society's capacity to provide community benefit to Metro Vancouver Regional Parks through their many volunteer programs and services.

The Board approved the contribution agreement between the Metro Vancouver Regional District and the Pacific Spirit Park Society for a three-year term in the aggregate amount of \$45,000 (\$15,000 each year), commencing January 1, 2022 and ending December 31, 2024.

E4.1 Metro Vancouver's Achievement of Carbon Neutrality in 2020

RECEIVED

As a signatory to the *B.C. Climate Action Charter*, Metro Vancouver has been reporting its climate actions and carbon neutrality status for the past 10 years since the beginning of the Climate Action Revenue Incentive Program (CARIP). In May 2021, the province announced the cancellation of CARIP, with the 2020 reporting requirements marking the last year of the program. Although CARIP reporting is not a requirement for 2020, Metro Vancouver has completed a report on a voluntary basis.

Metro Vancouver has achieved corporate carbon neutrality for 2020, which is the second year in a row, building on its 2019 carbon neutral status. Carbon neutrality is assessed in accordance with the Charter and the associated *Provincial Carbon Neutral Local Government Framework*. The report highlights Metro Vancouver's actions to adapt to the changing climate as well as to reduce greenhouse gas emissions, and quantifies Metro Vancouver's net corporate carbon footprint. This report demonstrates leadership on climate action and a call for additional action that is needed to extend carbon neutrality from the corporation to the region as a whole by 2050, as set out in the Climate 2050 Roadmaps.

The Board received the report for information.

E4.2 Proposed Updates to the Sustainability Innovation Fund Policies

APPROVED

The Sustainability Innovation Fund (SIF) program allows Metro Vancouver to address critical climate challenges, meet strategic objectives, and pilot innovative ideas. Sustainability Innovation Fund projects

touch on areas such as the circular economy, resource recovery, emissions reduction and environmental protection.

Following direction from the Climate Action Committee, staff are bringing forward proposed updates to the SIF policies to strengthen and amplify the positive outcomes of the program. To address the stagnant annual contribution to the fund, Financial Services will develop and annually update a contribution schedule to ensure the fund is able to support future projects.

Starting in 2024, staff propose that Financial Services gradually phase in an increase in the contribution amount to each of the SIF reserves. Annual contributions will not exceed one per cent of the respective legal entity's operating budget and a maximum amount in the fund will be set at \$25 million, indexed to inflation.

The Board approved the proposed updates to the Regional District Sustainability Innovation Fund with an amendment to make it subject to the annual budget approval.

E4.3 Next Phase of Engagement on a Cannabis Production and Processing Emission Regulation

APPROVED

In 2019, Metro Vancouver staff initiated consultation with stakeholders on regulatory proposals to manage emissions of volatile organic compounds (VOC) from cannabis production and processing facilities. This was followed by additional engagement with key stakeholders, from November 2020 through March 2021, to facilitate development of a common understanding of key issues and potential solutions.

Cannabis production and processing is potentially a significant additional source of VOC emissions in the airshed that warrant similar levels of control to other regulated sources to ensure that ground level ozone issues are not exacerbated. Based on stakeholder feedback, the regulatory proposals have been adjusted and would include requirements related to an emission management plan, emission control requirements, a complaints and officer observation response plan, records and reporting, and a minimum distance between new cannabis production and processing facilities and hospitals, schools and other sensitive receptors.

The Board authorized staff to proceed with the next phase of engagement.

E4.4 Board Appointment of Enforcement Officers

APPROVED

Recent changes in staff have resulted in a need to update staff appointments as MVRD Board designated officers under the *Greater Vancouver Regional District Air Quality Management Bylaw 1082, 2008*, the *Environmental Management Act* and the *Offence Act*.

The Board:

- pursuant to the *Greater Vancouver Regional District Air Quality Management Bylaw 1082, 2008* and the *Environmental Management Act*:
 - appointed Metro Vancouver employees Eugene Lee and Rei Van as officers; and

- pursuant to section 28 of the Offence Act:
 - appointed Metro Vancouver employees Eugene Lee and Rei Van for the purpose of serving summons under section 28 of the *Offence Act* for alleged violations under the *Greater Vancouver Regional District Air Quality Management Bylaw 1082, 2008*.

G1.1 MFA Fall 2021 Borrowing for Surrey — MVRD Security Issuing Bylaw No. 1323, 2021**APPROVED**

As set out in the *Community Charter*, the Metro Vancouver Regional District must adopt a security issuing bylaw in order to enable the City of Surrey to proceed with its long-term borrowing request of \$150.6 million. This borrowing relates to three infrastructure projects. The city's total estimated annual debt-servicing costs for existing and new proposed debt combined is approximately \$25 million, which is roughly 12.4 per cent of its overall liability servicing limit and 61.9 per cent of the approval-free liability threshold. Surrey has met the regulatory requirements and has the legislative authority to undertake the planned infrastructure borrowing. The proposed *Metro Vancouver District Security Issuing Bylaw No. 1323, 2021* will authorize the City of Surrey's borrowing request.

The Board gave consent to the request for financing from the City of Surrey in the amount of \$150.6 million pursuant to Sections 182(1)(b) and 182(2)(a) of the *Community Charter*; gave first, second, third and final readings to and adopted *Metro Vancouver Regional District Security Issuing Bylaw No. 1323, 2021*; and forwarded it to the Inspector of Municipalities for Certificate of Approval.

G2.1 Board and Committee Electronic Meetings — Next Steps**APPROVED**

During the pandemic, local governments have been authorized to hold electronic meetings under the authority of the *COVID Related Measures Act*, including Ministerial Order M192. With Ministerial Order M192 set to expire September 28, 2021, an amendment to the *Metro Vancouver Regional District Procedure Bylaw* will be required if the Board wishes to maintain the ability for Board members and Committee members to meet by electronic means. This report provides an opportunity for the Board to provide feedback on key considerations for electronic meetings — criteria for types of meetings that qualify, authorization required to participate and limits on participation — that will give staff direction on an appropriate amending bylaw.

The Board directed staff to bring forward amendments to the *Metro Vancouver Regional District Procedure Bylaw* with consideration for electronic meetings and participation by board and committee members at those meetings.

G2.2 MVRD Mosquito Control Service Amending Bylaw No. 1320 Final Adoption**APPROVED**

The MVRD provides the service of preventing and abating the nuisance caused by mosquitoes to five service area participants: Coquitlam, Maple Ridge, Pitt Meadows, Langley Township and Surrey. Richmond has requested to join the Metro Vancouver Nuisance Mosquito Control Program service.

An amendment to the service bylaw is required to add Richmond as a new participant in the service, which requires service area consent and Inspector of Municipalities approval. Both prerequisites have been satisfied, and adoption of the amending bylaw can be considered by the Board.

The Board passed and adopted *Metro Vancouver Regional District Regional Mosquito Control Service Amending Bylaw No. 1320, 2021*.

I 1 Committee Information Items and Delegation Summaries

RECEIVED

The Board received information items from Standing Committees.

Regional Culture Committee – June 23, 2021

Information Items:

5.1 Metro Vancouver Regional Culture Project Grants: Adjudication Process

Metro Vancouver's annual regional culture project grants, funded from the Cultural Grants Reserve, support region-serving arts and culture projects. Similar to the 2020 grants, the allocation of this year's grants will factor in additional considerations related to COVID-19 impacts and adapted project delivery resilient to evolving public health measures. Staff will undertake an initial review of all received applications and present shortlisted applications for adjudication by the Committee. At the July 21, 2021 meeting, applications will be discussed and a recommendation will be made on the grant award for each successful proponent to a cap of \$10,000 per project. As part of Metro Vancouver's restart and recovery support from the Province of BC's "COVID-19 Safe Restart Grant for Local Governments," the 2021 Regional Culture Project Grants include a one-time increase of \$150,000 for a total disbursement of \$300,000.

Performance and Audit Committee – July 7, 2021

Information Items:

5.2 Capital Program Expenditure Update as at April 30, 2021

Updates on the capital program and its expenditures are brought to the Committee to keep members informed on Metro Vancouver's financial performance. This is the first report for the 2021 fiscal year and covers the first four months ending April 30, 2021. For the first four months of 2021, Metro Vancouver's capital expenditures were underspent by approximately \$361.5 million of the prorated budget on a linear basis. Much of this variance represents a timing difference and is expected to catch up by year end. Any surplus resulting from capital program variance at the end of the year will be utilized as per the Board approved Operating, Statutory and Discretionary Reserves Policy.

5.3 Interim Financial Performance Report – April 2021

The projected overall operational results for 2021 for Metro Vancouver's functions is close to \$21.6 million on an approved budget of \$943.8 million (or slightly less than 2.3 per cent of the approved budget.) Historically, Metro Vancouver has observed an operating surplus in the range of three to five per cent per annum. As we move from the recent COVID-19 pandemic events of 2020 into the current year, and alongside the ratepayers and the residents and businesses of the region, Metro Vancouver is continuing to face some extraordinary circumstances and financial pressures as a result of the COVID-19

pandemic event. As the year progresses and financial impacts to Metro Vancouver are monitored, work plans will be adjusted as may be required to adapt to the changing circumstances along with any substantial financial pressures that might arise to minimize financial impacts to the final results, while also examining all opportunities for mitigation while maintaining service levels.

5.4 Investment Position and Returns – March 1, 2021 to May 31, 2021

The annualized return for Metro Vancouver's investment portfolio in 2021 at the end of May was 1.03 per cent for short term, 2.18 per cent for long term and 2.26 per cent for the Cultural Reserve Fund. Investment performance has met expectations for the current period. Due to the timing of the committee meeting, results and balance information cover a three-month period from March through May. Interest rates are expected to remain low for the balance of the year. Metro Vancouver's overall rate of return will continue to be pressed lower in the near term as a significant portion of the portfolio is kept in short-term products and held in cash for liquidity.

5.5 Tender/Contract Award Information – March 2021 to May 2021

During the period March 1, 2021 and May 31, 2021, the Purchasing and Risk Management Division issued 15 new contracts, each with a value in excess of \$500,000 (exclusive of taxes). In addition, there were six existing contracts requiring contract amendments which necessitate further reporting to the Performance and Audit Committee. All awards and amendments were issued in accordance with the *Officers and Delegation Bylaws 1208, 284 and 247 – 2014* and the Procurement and Real Property Contracting Authority Policy.

Indigenous Relations Committee – July 8, 2021

Information Items:

5.1 Quarterly Report on Reconciliation Activities

This report provides a summary of reconciliation events and activities undertaken by Metro Vancouver over the past several months as well as information on upcoming events and activities over the next few months.

Regional Parks Committee – July 14, 2021

Information Items:

5.4 Draft Regional Parks 2022-2026 Capital Plan

The draft 2022-2026 Regional Parks Capital Plan has been prepared following direction received at the April 8, 2021 Metro Vancouver Board budget workshop. As part of Metro Vancouver's focus on enhancing transparency and governance, the capital plan was provided to the Regional Parks Committee for feedback in advance of final budget preparation and presentation to the Committee and Board in the fall. The estimated 2022 Capital Cash Flow is \$31.6 million, with a total estimated spend of \$163.3 million over the five years. This is a \$28-million, or 26.7-per-cent, change from last year's five-year capital plan.

This change is due to accelerated greenway initiatives following MVRD Board approval of *Regional Greenways 2050*, increased investment in park carrying capacity and visitor experience, and advance planning and cost estimates on major projects.

Climate Action Committee – July 16, 2021

Information Items:

5.2 Modelling a Carbon Neutral Region: Project Report

Metro Vancouver has committed to becoming a carbon neutral region by 2050. As a first step towards understanding the potential impact of policies on greenhouse gas emissions reductions, staff undertook a modelling project that compares a business as planned scenario with a carbon neutral scenario. This information was considered by staff as the actions and strategies included in the *Climate 2050 Roadmaps* and *Clean Air Plan* were developed, and were used as an initial estimate of the potential impact of policies in those documents. The results show that while it is possible to achieve significant emissions reductions through the implementation of a set of aggressive but achievable policies, at this time, this scenario did not meet Metro Vancouver's climate targets for 2030 or 2050. The results reaffirm the urgent need for climate action, and the need for a dynamic iterative process in continuing to add new actions as part of the *Climate 2050 Roadmaps*. The modelling was intended to focus on emission reductions, and additional analysis will likely be needed to support additional engagement and detailed implementation of many of these actions.

5.3 Highlights from Engagement on Draft Clean Air Plan

Metro Vancouver's draft Clean Air Plan was released for comments April 1 to June 15, 2021. The aim of the engagement program was to seek comments from stakeholders and the public related to the goals, targets and actions in addition to equity, implementation and collaboration. The stakeholder engagement activities sought comments on actions related to buildings, industry, transportation and agriculture from businesses, agencies and others involved in these sectors. For the public, the focus was on outreach to youth and residents who have indicated an interest in climate action and air quality issues with a deliberate effort to expand the audience involved. There was also dialogue with other governments, including First Nations, member jurisdictions, provincial staff and related agencies. Engagement activities attracted about 1,000 public participants and generated more than 50 feedback forms and 35 direct emails. This report summarizes some of the prevalent themes from the engagement, and reflects the expected tension between audiences who want to see more action now, and those who feel it is too aggressive. The key issues identified were costs, duplication with other governments initiatives, collaboration, and ability of small businesses to adjust.

5.4 2021 Update on Regional District Sustainability Innovation Fund Projects

This report provides an update on 14 projects that were approved for funding in 2017 through to 2020 under the Sustainability Innovation Fund. Of the projects, two are reporting as complete, one is

discontinued and the remainder are in progress. Progress on many of the projects was slowed due to the COVID-19 pandemic.

5.7 Lower Fraser Valley Ambient Air Quality Monitoring Network Review 2021

Metro Vancouver commissioned a consultant to review its network of air quality monitoring stations. The review found that Metro Vancouver operates one of the most comprehensive ambient air quality monitoring networks in the world. The report identified 13 recommendations to further strengthen the network so that it continues to be world-leading. These recommendations include improving spatial coverage of the permanent monitoring network (including adding a station in the Surrey/White Rock area), integrating lower cost sensors and improvements in odour monitoring. These recommendations will be considered by staff as part of ongoing planning for network improvements. Metro Vancouver's new air quality management plan, the *Clean Air Plan*, has identified the need for the network to be reviewed every five to 10 years.

Metro Vancouver Housing Corporation

E1.1 Mortgage renewal at 4151 Regent Street, Richmond (Minato West) and Payout of mortgage at 95 St. Andrews Avenue, North Vancouver (St. Andrews Place)

APPROVED

There are two MVHC-owned properties with mortgages up for renewal on October 1, 2021: Minato West, located at 4151 Regent St., Richmond, in the amount of \$2,635,728; and St. Andrews Place, located at 95 St. Andrews Ave., North Vancouver, in the amount of \$283,431. Canada Life, the current lender for both mortgages, is not investing in CMHC-backed mortgages at this time, therefore a new lender will be needed to refinance the existing mortgages. Prospective refinancing rates are 1.8 to 2.1 per cent on a five-year term and 2.5 to 2.9 per cent for a 10-year term.

The Board:

- authorized the MVHC to renew the mortgage for Minato West project located at 4151 Regent St., Richmond, through an external lender with the best overall terms;
- authorized the MVHC to extinguish the mortgage for St. Andrews Place project located at 95 St. Andrews Ave., North Vancouver, using reserves to pay out the remaining balance owing at the end of the mortgage term on October 1, 2021; and
- directed any two officers or directors, or any one director together with any one officer of the MVHC, for and on behalf of the MVHC be and are hereby authorized to execute and deliver under the seal of the MVHC or otherwise, all such deeds, documents and other writings and to do such acts and things in connection with the mortgage assignment, renewal, amendment and repayment of the mortgage as they, in their discretion, may consider to be necessary or desirable for giving effect to this resolution and for the purpose of fulfilling the requirements of the lender of the monies.

E1.2 Evaluation Criteria — Expression of Interest (Round 2) to Identify Member Lands for Metro Vancouver Housing Development **APPROVED**

The Metro Vancouver Housing 10-Year Plan sets a target for Metro Vancouver Housing to develop at least 1,350 new and redeveloped units over the next decade, at least 500 of which are targeted through partnerships on member lands.

In February 2020, Metro Vancouver Housing issued its first Expression of Interest (EOI) for member jurisdictions to submit municipally-owned land to lease or transfer to MVH at a nominal cost to develop affordable rental housing. Metro Vancouver Housing is planning to issue a second round EOI planned for fall 2021. This report presents slightly modified evaluation criteria for Committee and Board review and endorsement. Criteria have been modified to emphasize development readiness (i.e., pre-zoning) to support projects that can move forward quickly in a cost-effective manner and position projects well for provincial and/or federal funding support.

The Board endorsed the evaluation criteria as presented in the report.

E1.3 Award of Contract Resulting from Request for Proposal (RFP) No. 18-081: **RECEIVED**

Construction Management for Services and Construction (At-Risk) for Kingston Gardens Complex **APPROVED**

The Kingston Gardens Phase 1 Redevelopment is an 85-unit affordable rental development located at 15245 99 Ave. in Surrey. RFP No. 18-081 consisted of pre-construction and construction management at-risk services. The pre-construction services were awarded to Yellowridge Construction Ltd. (Yellowridge) in July 31, 2018. Following the completion of the detailed design, Yellowridge tendered the construction services with a total construction price of \$30,758,950. This fixed amount represents the construction management at-risk fee and the tendered construction costs.

The proposed construction price is within the project budget approved by the MVHC Board in May 2021. The recommended award is to the highest ranked proponent based on technical and financial components.

The Board:

- approved the award of a contract for an amount of \$30,758,950 (exclusive of taxes) to Yellowridge Construction Ltd. resulting from Request for Proposal (RFP) No. 18-081: Construction Management for Services and Construction (At-Risk) for Kingston Gardens Complex, subject to final review by the Chief Administrative Officer; and
- authorized the Chief Administrative Officer and Corporate Officer to execute the required documentation once the Chief Administrative Officer is satisfied that the award should proceed.

E1.4 Constructing a Metro Vancouver Housing Amenity Space to Support Food Security for Vulnerable Tenants Affected by the COVID-19 Pandemic **RECEIVED**

Metro Vancouver Housing, in partnership with Immigrant Link Centre Society, runs a free food program to support Metro Vancouver Housing's most vulnerable tenants. The program has positively contributed

to tenant well-being and overall household affordability throughout the pandemic by considerably reducing food costs. To support the expansion of this program, Metro Vancouver Housing will construct an amenity building on one of its housing sites where there is a need and demand for this service, but no space from which to safely operate. Metro Vancouver Housing will fund this construction through funding provided to Metro Vancouver through the provincial “COVID-19 Safe Restart Grants for Local Government.”

The Board received the report for information.

I 1 Committee Information Items and Delegation Summaries

RECEIVED

The Board received information items from Standing Committees.

Housing Committee – July 7, 2021

Information Items:

5.2 Draft Metro Vancouver Housing 2022-2026 Capital Development & Capital Maintenance Plans

The draft 2022-2026 Metro Vancouver Housing Capital Development and Capital Maintenance Plans have been prepared following direction received at the April 8, 2021 Metro Vancouver Board budget workshop and as part of Metro Vancouver’s focus on enhancing transparency and governance over the capital plan. This is a new step in our budget process for this year and the intent is for the Housing Committee to provide feedback and input that will be incorporated into the fall budget presentations to the Committees and Boards.

The draft 2022 capital development cash flow is \$48.3 million with a total estimated spend of \$441 million over the five years. The draft 2022 capital maintenance cash flow is \$9.9 million with a total estimated spend of \$72.9 million over the five years. The budget cycle-over-cycle development plan has increased by \$48.4 million (15.4 per cent) and the five-year capital maintenance plan has increased by \$14.1 million (32.4 per cent) from the corresponding years in the prior year capital plans.

5.3 Exploring Modular Housing Construction

The Metro Vancouver Housing 10-Year Plan seeks to strategically expand the Metro Vancouver Housing portfolio to create more affordable housing in the region. The Housing Committee requested that staff investigate and compare modular construction to more conventional on-site construction methods. This report explores the benefits and drawbacks of modular compared to conventional construction.

The analysis found that modular construction has a number of benefits including quality control, reduction in waste and the potential for a shorter construction schedule. Cost comparisons suggested higher hard costs, caused by a redundancy in the amount of material used to construct modules, as well as additional transportation of modules to site. However, this could potentially be offset by a shorter construction phase, which would result in less interest accrued in construction financing and faster renting. Modular construction is another viable construction option for MVH and will be explored as a preferred alternative during the feasibility stage of project development.

Greater Vancouver Water District

E1.1 Award of Contract Resulting from Request for Proposal (RFP) No. 20-054: Construction of Douglas Road Main No. 2 — Still Creek Section — Microtunnel

APPROVED

Metro Vancouver is constructing Douglas Road Main No. 2 – Still Creek Section along Douglas Road, between Lougheed Highway and Canada Way, in the City of Burnaby. This new 1.5-metre-diameter, 2.2-kilometre-long water main will replace the existing Douglas Road Main No. 1, which has reached the end of its service life. The project is being delivered in three phases: the north section, the microtunnel section, and the south section.

As a result of Request for Qualifications No. 20-023, four experienced trenchless construction firms were shortlisted and invited to respond to Request for Proposal No. 20-054 for the 660 metre-long microtunnel section of the project. Ward & Burke Microtunnelling Ltd. was identified as offering the technically strongest and lowest cost proposal.

The Board approved awarding a contract in the amount of \$13,495,049 (exclusive of taxes) to Ward & Burke Microtunnelling Ltd. resulting from Request for Proposal No. 20-054: Construction of Douglas Road Main No.2: Still Creek Section — Microtunnel, subject to final review by the Commissioner; and authorized the Commissioner and the Corporate Officer to execute the required documentation once the Commissioner is satisfied that the award should proceed.

E1.2 Coquitlam Lake Water Supply — Project Update

WITHDRAWN

E2.1 Proposed Updates to the Sustainability Innovation Fund Policies

APPROVED

The Sustainability Innovation Fund (SIF) program allows the Metro Vancouver organization to address critical climate challenges, meet strategic objectives and pilot innovative ideas. SIF projects touch on areas such as the circular economy, resource recovery, emissions reduction and environmental protection.

Following direction from the Climate Action Committee, staff are bringing forward proposed updates to the Sustainability Innovation Fund policies to strengthen and amplify the positive outcomes of the program. To address the stagnant annual contribution to the fund, Financial Services will develop and annually update a contribution schedule to ensure the fund is able to support future projects.

Starting in 2024, staff propose that Financial Services gradually phase in an increase in the contribution amount to each of the SIF reserves. Annual contributions will not exceed one per cent of the respective legal entity's operating budget and a maximum amount in the fund will be set at \$25 million, indexed to inflation.

The Board approved the proposed updates to the Water Sustainability Innovation Fund with an amendment to make it subject to the annual budget approval

I 1 Committee Information Items and Delegation Summaries**RECEIVED**

The Board received information items from Standing Committees.

Water Committee – July 15, 2021

Information Items:

5.1 Draft Water Services 2022-2026 Capital Plan

The draft 2022-2026 Water Services Capital Plan has been prepared based on direction received at the April 8, 2021 Metro Vancouver Board budget workshop. As part of Metro Vancouver's focus on enhancing transparency and governance of the capital plan, this report represents a new step in the capital budgeting process for this year. The intent is for the Water Committee to provide comments on the draft capital plan, which will then be incorporated into the fall budget presentations to the Water Committee and GVWD Board. The estimated 2022 capital cash flow is \$492.7 million with a total estimated spend of \$2.6 billion over the five years (2022-2026). With respect to the common four years compared to the prior cycle's capital plan, the estimated spend has increased by \$21.3 million, or 1.1 per cent.

5.2 Water Services Capital Program Expenditure Update to April 30, 2021

The capital expenditure reporting process as approved by the Board provides for regular status reports on capital expenditures three times per year. This is the first report for 2021, which includes both the overall capital program for Water Services with a multi-year view of capital projects and the actual capital spending for the 2021 fiscal year to April 30, 2021 in comparison to the prorated annual budget. In 2021, the annual capital expenditures for Water Services are \$62.4 million to date compared to a prorated annual capital budget of \$144.5 million. Forecasted expenditures for the current Water Services capital program remain within the approved budgets through to completion.

5.4 Regional Water Conservation Impacts on Capital Planning

Metro Vancouver has some of the highest per-capita water use when compared to other cities in Canada. From 2000 to 2019, the service population of the GVWD has grown by 642,000 with per-capita water consumption steadily declining. However, it is expected that over the next 20 years overall water consumption will begin to steadily increase as the limits of reductions from improvements in plumbing efficiencies, public awareness, and increased density are being reached. If Metro Vancouver is able to drive increased conservation measures, it may be possible to delay the construction of the Coquitlam Lake Water Supply Project and potentially other capital projects. To achieve that, per-capita consumption will need to drop below 200 litres per person, per day. This could be achieved through a strengthened *Drinking Water Conservation Plan*, increased awareness and enforcement of water conservation bylaws, conservation-oriented pricing structures and water metering, supported by behaviour change campaigns.

5.7 Residential Water Metering — Overview of Local Experience

Water metering is recognized as a best management practice strategy to achieve water conservation goals. Metro Vancouver continues to have low uptake of universal residential water metering amongst member jurisdictions, which has contributed to some of the highest per-capita residential water consumption in the country. Metro Vancouver has provided tools to member jurisdictions following a comprehensive regional assessment completed in 2019 to support them with the implementation of residential water metering programs.

I 2 Update on Water Supply, Conservation and Wildfire Response

RECEIVED

The Board received a verbal update from the Commissioner.

Greater Vancouver Sewage and Drainage District

E1.1 Award of a Contract Resulting from Request for Proposal No. 20-103: Construction Services for Golden Ears Forcemain and River Crossing

APPROVED

Request for Proposal No. 20-103 was issued in January 2021 for Construction Services for the Golden Ears Forcemain and River Crossing. Three compliant proposals were received on April 21, 2021 from Michels Canada Co., Pomerleau Inc. and Peter Kiewit Sons ULC. The proposal submitted by Pomerleau was the highest ranked submission on technical merits, and the financial submission with the lowest price.

The Board:

- approved a contract in the amount of up to \$83,628,768 (exclusive of taxes) to Pomerleau Inc., resulting from Request for Proposal 20-103: Construction Services for Golden Ears Forcemain and River Crossing, subject to final review by the Commissioner;
- directed staff to prepare a budget amendment to increase the Northwest Langley Wastewater Treatment Plant Expansion Program by \$39 million;
- directed staff to provide detailed options of potential budget reductions to offset, along with related risks, through the completion of the 2022 budget process; and
- authorized the Commissioner and the Corporate Officer to execute the required documentation once the Commissioner is satisfied that the award should proceed.

E1.2 Iona Island Wastewater Treatment Plant Projects – Project Definition Update

RECEIVED

At its July 31, 2020 meeting, the GVS&DD Board endorsed the design concept for the Iona Island Wastewater Treatment Plant Project — one of Canada's most dynamic and transformative urban sustainability projects. Since then, a number of challenges have been identified related to constructability and schedule constraints, all contributing to higher estimated costs. In advancing the design concept, the preliminary project schedule indicates secondary wastewater treatment is anticipated to be operational by 2034, four years after the regulatory deadline of December 31, 2030.

Applying Metro Vancouver's new cost estimating framework, total project costs for the design concept are estimated at a present value of \$6.7 billion. When escalation and a risk reserve are included, the estimated total cost is \$10.4 billion.

Next steps will focus on addressing the challenges, and will include a revised structured decision-making process for alternate design concepts that will consider technology, layout, implementation and other aspects of the projects identified through an independent value engineering exercise.

Metro Vancouver will also re-engage member jurisdictions, key stakeholders, the public and First Nations on any revised aspects of the projects. Staff plan to report back with a recommended revised design concept in November 2021. Following Board endorsement of the recommended revised design concept, staff will target finalizing the project definition report and indicative design in early 2022, including a recommended schedule, budget and delivery strategy.

The Board received the report for information.

E2.1 Iona Island Wastewater Treatment Plant Projects – Project Definition Update

RECEIVED

At its July 31, 2020 meeting, the GVS&DD Board endorsed the design concept for the Iona Island Wastewater Treatment Plant Project — one of Canada's most dynamic and transformative urban sustainability projects. Since then, a number of challenges have been identified related to constructability and schedule constraints, all contributing to higher estimated costs. In advancing the design concept, the preliminary project schedule indicates secondary wastewater treatment is anticipated to be operational by 2034, four years after the regulatory deadline of December 31, 2030.

Applying Metro Vancouver's new cost estimating framework, total project costs for the design concept are estimated at a present value of \$6.7 billion. When escalation and a risk reserve are included, the estimated total cost is \$10.4 billion.

Next steps will focus on addressing the challenges, and will include a revised structured decision-making process for alternate design concepts that will consider technology, layout, implementation and other aspects of the projects identified through an independent value engineering exercise.

Metro Vancouver will also re-engage member jurisdictions, key stakeholders, the public and First Nations on any revised aspects of the projects. Staff plan to report back with a recommended revised design concept in November 2021. Following Board endorsement of the recommended revised design concept, staff will target finalizing the project definition report and indicative design in early 2022, including a recommended schedule, budget and delivery strategy.

The Board received the report for information.

E2.2 Engagement Plan for Liquid Waste Development Cost Charge Program Update

APPROVED

As part of a plan to update the liquid waste development cost charge (DCC) program every three to five years, a program review was initiated in 2020. An internal cross-departmental DCC steering committee has been leading this review concurrently with planning the implementation of a new water DCC program.

Work to date has involved initial engagement, including meetings with relevant advisory committees, industry capacity analysis, and rate modelling, now resulting in a set of draft DCC rates in principle. Following Board review of the rates in principle and engagement plan in this report, there will be further engagement with relevant levels of government, First Nations, stakeholders and the public, before finalizing the update for Board approval.

The Board directed staff to proceed with engagement on the proposed update to the liquid waste development cost charge program.

E2.3 Award of Contract Resulting from Request for Proposal No. 21-019: Annacis Island Wastewater Treatment Plant Trickling Filters No. 2 & 4 — Trickling Filter Media, Rotary Distributor and Foul Air Ducting Replacement **APPROVED**

A Request for Proposal (RFP) No. 21-019 was issued to five pre-qualified contractors for construction of the Annacis Island Wastewater Treatment (AIWWTP) Trickling Filter (TF) No. 2 & 4 — Trickling Filter Media, Rotary Distributor, and Foul Air (FOA) Ducting Replacement and closed on April 15, 2021. Pomerleau Inc. was ranked highest overall and offered the lowest proposed fee.

The AIWWTP trickling filter main components — plastic media, rotary distributors and FOA ducting — are experiencing varying degrees of degradation and reaching the end of their service life. Their replacement is critical to the operation of the AIWWTP secondary treatment system and the operational certificate compliance of the treatment plant.

The Board:

- approved the award of a contract for an amount of up to \$37,477,304 (exclusive of taxes) to Pomerleau Inc., resulting from Request for Proposal No. 21-019: Annacis Island Wastewater Treatment Plant Trickling Filters No. 2 & 4 – Trickling Filter Media, Rotary Distributor and Foul Air Ducting Replacement subject to final review by the Commissioner; and
- authorized the Commissioner and the Corporate Officer to execute the required documentation once the Commissioner is satisfied that the award should proceed.

E2.4 Award of Contract Resulting from Request for Proposal No. 20-002: Annacis Island Wastewater Treatment Plant Stage 5 Expansion — Phase 2, A506 Contract – Gravity Thickener Expansion **APPROVED**

A Request for Proposal was issued for the construction of the Annacis Island Wastewater Treatment Plant (AIWWTP) Stage 5, Phase 2, A506 Contract to four prequalified entities and closed on March 25, 2021. Maple Reinders Constructors Ltd. was ranked with the highest overall score following evaluation of the proposals.

The purpose of the Stage 5 expansion at AIWWTP is to increase the overall treatment capacity to serve a population of up to 1.5 million people (from a previous capacity of 1.2 million). Contract A506 is an integral component project within the Stage 5 expansion, and will increase the capacity of two areas within the plant, namely the gravity thickeners and the solids contact tanks.

The Board:

- approved the award of a contract for an amount of up to \$36,335,060 (exclusive of taxes), to Maple Reinders Constructors Ltd. resulting from Request for Proposal No. 20-002: Annacis Island Wastewater Treatment Plant Stage 5 Expansion — Phase 2, A506 Contract – Gravity Thickener Expansion, subject to final review by the Commissioner; and
- authorized the Commissioner and the Corporate Officer to execute the required documentation once the Commissioner is satisfied that the award should proceed.

E3.1 Solid Waste and Recycling Industry Advisory Committee Draft Terms of Reference**RECEIVED**

The Ministry of Environment and Climate Change Strategy has initiated a process with the Waste Management Association of BC and Metro Vancouver to address challenges and find opportunity areas to improve solid waste management in the region. An initial outcome of this effort is the formation of a Waste and Recycling Industry Advisory Committee, to act as a forum for industry contribution and advice on planning, operations and policy related to solid waste and recycling in Metro Vancouver. A draft terms of reference has been developed and will be circulated to recycling and waste industry stakeholders to seek any additional feedback. If the terms of reference are revised substantially following feedback, an updated version will be provided to the Zero Waste Committee.

The Board received the report for information.

E3.2 Sea to Sky Soils Organics Management Contract**RECEIVED**

On April 30, 2021, the GVS&DD Board approved the award of a contract to Arrow Transportation Systems Inc. for the management of organics at the North Shore Recycling and Waste Centre. Metro Vancouver has subsequently entered into a contract with Sea to Sky Soils and Compacting Inc. (Sea to Sky Soils) to process approximately 6,000 tonnes per year of yard trimmings from the Langley and Maple Ridge Recycling and Waste Centres, and between 1,000 and 6,000 tonnes per year of single-family organic material from the North Shore Recycling and Waste Centre, to December 31, 2025.

The contract will be cost neutral with an overall value over its 4.5-year duration of up to \$4.167 million (exclusive of taxes). Entering into a contract with Sea to Sky Soils increases the resiliency of the regional organics management system by increasing the number of businesses providing organics management services to Metro Vancouver.

The Board received the report for information.

E4.1 Proposed Updates to the Sustainability Innovation Fund Policies**APPROVED**

The Sustainability Innovation Fund (SIF) program allows the Metro Vancouver organization to address critical climate challenges, meet strategic objectives and pilot innovative ideas. SIF projects touch on areas such as the circular economy, resource recovery, emissions reduction and environmental protection.

Following direction from the Climate Action Committee, staff are bringing forward proposed updates to the Sustainability Innovation Fund policies to strengthen and amplify the positive outcomes of the program. To address the stagnant annual contribution to the fund, Financial Services will develop and annually update a contribution schedule to ensure the fund is able to support future projects.

Starting in 2024, staff propose that Financial Services gradually phase in an increase in the contribution amount to each of the SIF reserves. Annual contributions will not exceed one per cent of the respective legal entity's operating budget and a maximum amount in the fund will be set at \$25 million, indexed to inflation.

The Board approved the proposed updates to the Liquid Waste Sustainability Innovation Fund with an amendment to make it subject to the annual budget approval.

I 1 Committee Information Items and Delegation Summaries

RECEIVED

The Board received information items from Standing Committees.

Liquid Waste Committee – July 15, 2021

Information Items:

5.2 Draft Liquid Waste Services 2022-2026 Capital Plan

The draft 2022-2026 Liquid Waste Services Capital Plan has been prepared following direction received at the April 8, 2021 Metro Vancouver Board budget workshop and as part of Metro Vancouver's focus on enhancing transparency and governance over the capital plan. This is a new step in our budget process for this year and the intent is that the Liquid Waste Committee provide feedback and input, which will then be incorporated into the fall budget presentations to the Committees and the Boards.

The estimated 2022 capital cash flow is \$675.8 million with a total estimated spend of \$4.6 billion over the five years. The 2022 capital cash flow is \$17.1 million, or 2.5-per-cent, less than last year's projection for 2022. With respect to the common four years compared to the prior cycle's capital plan, the estimated spend has increased by \$480.1 million or 15 per cent.

5.3 Wet Weather Surcharge for Inflow and Infiltration Action

GVS&DD and its member jurisdictions have made a commitment to eliminate sanitary sewer overflows, which are caused by inflow and infiltration (I&I) of rainwater and groundwater in the sanitary sewer systems in the region, which is largely occurring in privately owned sewer connections. Management of I&I is most effective when done at the source (sewer piping owned by residents) and efforts to promote action on I&I have been challenging and the frequency of overflows is increasing.

Metro Vancouver is considering implementing a wet weather surcharge, which will be in the order of approximately 1 per cent of the GVS&DD levy. Funds raised will contribute to a reserve fund that will be accessible to municipalities, on a cost-sharing basis, for I&I and fats, oil and grease (FOG) management programs or projects targeted at addressing I&I or FOG at source, and reducing sanitary sewer

overflows. An overview and general principles of the proposed wet weather surcharge are provided in this report.

5.5 Liquid Waste Services Capital Program Expenditures Update as at April 30, 2021

The capital expenditure reporting process as approved by the GVS&DD Board provides for regular status reports on capital expenditures three times per year. This is the first report for 2021, which includes the overall capital program for Liquid Waste Services with a multi-year view of capital projects, and the actual capital spending for the 2021 fiscal year to April 30, 2021 in comparison to the prorated annual budget. As of April 30, the 2021 capital expenditures for Liquid Waste Services are \$73 million, compared to a prorated annual capital budget of \$311.5 million. This shortfall is primarily due to payments expected later in the year and some project delays related to the timing of tenders, construction delays, and issues relating to COVID-19. Forecasted expenditures for the current Liquid Waste Services capital program generally remain within the approved budgets through to completion.

Zero Waste Committee – July 16, 2021

Delegation Summaries:

3.1 Tom Land, President & CEO and Christian Dietrich, General Manager, Ecowaste Industries Ltd.

Action Arising from the Delegation:

The Zero Waste Committee requested staff report back to the Committee with information, including Metro Vancouver's jurisdiction, in response to the July 16, 2021 delegation from Tom Land, President & CEO and Christian Dietrich, General Manager, Ecowaste Industries Ltd. requesting Metro Vancouver express support for a change to the Agricultural Land Reserve (ALR) regulation exempting provincially-permitted landfills from the prohibition to accept construction and demolition waste on lands in the ALR.

Information Items:

5.1 Pre-Engagement Results – Solid Waste Management Plan Update

Public engagement is critical in the development of an updated solid waste management plan. To deliver a robust engagement process that goes beyond Metro Vancouver's typical process, exceeds provincial requirements, and addresses previous concerns about engagement, a pre-engagement phase was held to help shape the engagement process. In addition, an Independent Consultation and Engagement Panel was formed to guide development and implementation of engagement, and Metro Vancouver will be engaging on the development of provincially required public and technical advisory committee(s).

Metro Vancouver received feedback from more than 350 individuals via questionnaire responses, presentations, written submissions, meetings with staff, and presentations to the Solid Waste Management Plan Independent Consultation and Engagement Panel. Two entities that presented to the panel expressed concern about the presentation process, and a second opportunity to present to the panel was provided. Feedback indicated support for online and in-person engagement opportunities including sector-specific discussions and early, continuous, and iterative opportunities to provide

feedback. Staff will report back later in the year with a proposed engagement program as well as the proposed structure and selection criteria for the public and technical advisory committee(s).

5.3 Solid Waste Services Capital Program Expenditure Update as of April 30, 2021

The capital expenditure reporting process, as approved by the GVS&DD Board, provides for regular status reports on capital expenditures three times per year. This is the first report for 2021, and includes the overall capital program for Solid Waste Services with a multi-year view of capital projects and the actual capital spending compared to the prorated budget to April 2021. For the first four months of 2021, the capital expenditures for Solid Waste Services were \$16.7 million compared to a 2021 prorated capital budget of \$32.6 million. The underspend is primarily due to longer than expected pre-construction phases for Waste-to-Energy Facility projects, and the property purchase timing for the North Surrey Recycling and Waste Centre depot development. Projects underway are expected to be completed within approved budgets.

5.4 Draft Solid Waste Services 2022 – 2026 Capital Plan

The draft 2022-2026 Solid Waste Services Capital Plan has been prepared following direction received at the April 8, 2021 Metro Vancouver Board budget workshop and as part of Metro Vancouver's focus on enhancing transparency and governance over the capital plan. This is a new step in our budget process for this year and the intent is that the Zero Waste Committee provide feedback and input, which will then be incorporated into the fall budget presentations to the Committees and the Boards.

The estimated 2022 Capital Cash Flow is \$52.1 million with a total estimated spend of \$283 million over the five years. The 2022 Capital Cash Flow is \$24.2 million (31.7 per cent) less than last year's projection for 2022, primarily because the Acid Gas Reduction project spending was deferred as a result of an amendment to the Waste-to-Energy Facility operational certificate. With respect to the common four years compared to the prior cycle's capital plan, the estimated spend has increased by \$30.4 million, or 15 per cent. Changes in overall capital are primarily due to carry-forward of budgets for projects not completed in 2021. Actual budget increases were offset by deferrals of projects out of the capital planning window.

5.6 Waste-to-Energy Facility 2020 Financial Update

The Metro Vancouver Waste-to-Energy Facility continues to be an environmentally sound, low-cost regional disposal option. In 2020, the Waste-to-Energy Facility processed 244,362 tonnes of municipal solid waste, at a net unit cost of \$69.84 per tonne for operation and maintenance. The Waste-to-Energy Facility costs increased as compared to 2018 and 2019 primarily due to the decrease in processed tonnage, an increase in bottom ash disposal costs, and reduced electrical revenue due to scheduled maintenance. In 2018 and 2019 more than 75,000 tonnes of bottom ash were beneficially used in the construction of the United Boulevard Recycling and Waste Centre. In 2020, all bottom ash was disposed of at the Vancouver Landfill. A procurement process for long-term beneficial use of bottom ash is underway.

5.7 2021 Regional Clothing Waste Reduction Campaign Results

Now in its third year, Metro Vancouver’s “Think Thrice About Your Clothes” (“Think Thrice”) behaviour-change campaign, performed strongly in terms of engagement and the number of Metro Vancouver residents reached. The campaign’s goal is to increase diversion of textiles from the waste stream by raising awareness of the textile waste problem and empowering residents to take action. The creative platform included updates to key messaging and ad creative based on post-2020 campaign research and focus group testing. The strategy included both broad reach and targeted digital tactics and delivered more than 69 million impressions. Overcoming barriers and effecting long-lasting behaviour change can take several years to achieve and requires a long term commitment. However, a range of indicators can be employed to measure campaign efficacy over time, including engagement, public attitudes research, and changes in clothing disposal identified through annual solid waste composition studies.

5.8 Update on Metro Vancouver’s Engagement with the Love Food Hate Waste Canada Campaign

As part of its commitment to preventing waste, Metro Vancouver is a campaign partner in Love Food Hate Waste Canada (LFHW). An initiative of the National Zero Waste Council (NZWC), LFHW inspires and empowers people to prevent household food waste. There are 11 campaign partners, including two provincial agencies, seven local governments (including Metro Vancouver), and two grocery chains (Walmart and Sobeys). As a partner, Metro Vancouver receives creative for regional activations, and benefits from national media buys and access to influencers and celebrity chefs. Research about the impact of COVID-19 on consumer behaviours and food waste found 24 per cent were wasting less than usual and 94 per cent were motivated to reduce their household’s avoidable food waste. In response, LFHW activations in 2020 and 2021 had a theme of “We’re Here to Help.” The regional campaign delivered 14.5 million total impressions and reached 320,000 people; the national campaign delivered more than seven million impressions.

File: AQ-07-00

August 13, 2021

City-Treasurer
Village of Anmore
2697 Sunnyside Road
Anmore, BC V3H 3C8



Dear Sir/Madam:

Caring for the Air 2021, Metro Vancouver's Annual Review of Air Quality and Climate Change

Caring for the Air is Metro Vancouver's annual publication highlighting regional actions and initiatives that improve air quality and mitigate the impacts of climate change. Written in plain language, *Caring for the Air* helps increase public engagement in and understanding of air quality and climate change issues.

2021 is the 10th anniversary of *Caring for the Air*. The 2021 edition looks back at **accomplishments over the past 10 years** and looks ahead to upcoming plans and programs, such as the ***Clean Air Plan*** and the ***Climate 2050 Roadmaps***.

Other topics in *Caring for the Air* 2021 include:

- How the **COVID-19** pandemic response affected regional air quality
- Results of the **Strata Energy Advisor** program – energy advisor services for multi-unit homes
- How **heat pumps** can contribute to greenhouse gas reductions
- How to interpret the **Air Quality Health Index**
- Improvements to Metro Vancouver's **air monitoring network**
- Upcoming requirements for the **residential indoor wood burning regulation**
- **2020 air quality trends**

A copy of *Caring for the Air* is included in this package. Current and previous editions of *Caring for the Air* are also available on metrovancover.org (search: 'Caring for the Air').

If you would like additional copies for distribution, or have comments or questions about *Caring for the Air*, air quality, or climate change, please contact AQInfo@metrovancover.org.

46284786

Sincerely,

A handwritten signature in dark ink, appearing to read 'Roger G. Quan', is positioned above the printed name.

Roger G. Quan, P.Eng.
Director, Air Quality and Climate Change
RQ/at

Encl: *Caring for the Air 2021*

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July 15, 2021

Member Municipalities

Sent via email.

**Re: Protection of outdoor recreation opportunities and established snowmobile
Recreational Sites or Trails in B.C.**

To Whom It May Concern,

District of Sicamous (DOS) Council is seeking support from fellow municipalities to support two resolutions the DOS has agreed to sponsor from the BC Snowmobile Federation (BCSF) concerning the Forest Range & Practice Act (FRPA) objectives and site-level objectives for snowmobile trails.

Currently there are 53 non-profit snowmobile organizations across the province who hold partnership agreements with Recreation Sites and Trails BC (RSTBC) to maintain trails in return for operating on Crown land. Many of these non-profit organizations exist in rural communities and largely contribute to the local economies—\$299M annually according to the BCSF.

The BCSF notes that of the 11 values within the FRPA, recreation is the only value without declared objectives, and that without these declared objectives industrial licensees have no requirement to consider, consult, or coordinate activities with recreation groups who hold partnership agreements with RSTBC. Within the existing FRPA framework, recreation organizations are legally required to maintain trails without communication from industry and are not guaranteed the very trails they are responsible for managing are not disrupted by industrial forest activity.

As these resolutions address issues impacting rural communities across B.C. and a disparity within the provincial legislation of the FRPA, DOS Council endorses the resolutions presented by the BCSF and asks for support from member municipalities at the 2021 UBCM Convention.

Thank you in advance for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Terry Rysz", with a stylized flourish at the end.

Mayor Terry Rysz,
DISTRICT OF SICAMOUS

Encl. Protection for Outdoor Recreation Opportunities in BC
Protection for Established Snowmobile Recreational Sites or Trails



British Columbia Snowmobile Federation

PO Box 277, Keremeos, BC V0X 1N0

P: 250.499.5117 | F: 250.499.2103 | TF: 877.537.8716

office@bcsf.org | www.bcsf.org | www.LetsRideBC.com

FRPA Recreation Resource Value Objective (all recreation in BC)

Background

The BC Government brought the Forest Range & Practice Act (FRPA) into force in 2004. This legislation outlines parameters for how public lands and resources are managed within the province. Specifically, FRPA serves to align government, private, and public interests by defining values such as biodiversity, cultural heritage, and timber. These land 'values' are then assigned 'objectives' detailing how land users must work together and apply meaningful strategies to protect and retain these resources. Of the eleven FRPA values, recreation remains the only one for which the Ministry of Forests has never assigned 'objectives'. Without declared objectives, industrial licensees currently have no requirement to consider, consult, or coordinate their activities on registered public trails or around public recreational resources in the province.

We believe that FRPA land use objectives should encompass the values which are important to BC residents, our communities, and to the outdoor recreation sector with at least equal consideration.

Therefore, the BC Snowmobile Federation would like to propose the following regulatory change:

Proposed Objective

The objective set by government for recreation is, without unduly reducing the supply of timber from British Columbia's forests, to avoid or mitigate any adverse impacts to any recreation site, trail or facility that exists on Crown land.

Community | Integrity | Engagement | Leadership

MISSION STATEMENT "The British Columbia Snowmobile Federation is dedicated to provide strong leadership and support to member clubs to establish, maintain and protect quality opportunities for organized snowmobiling in British Columbia and to promote the safe and environmentally responsible use of these opportunities."

Draft Resolution #1

Title: Protection for Outdoor Recreation Opportunities in BC

Sponsor: District of Sicamous

WHEREAS many local governments and communities rely on meaningful outdoor recreation for economic stability and development and, at the same time, those local governments and communities care about maintaining existing Recreation Sites and Trails Management and/or Partnership Agreements with the Province of British Columbia for respectful stewardship of the lands.

AND WHEREAS Government has established broad Forest Range Practices Act (FRPA) objectives under the Forest Planning and Practices Regulation (FPPR) for ten of the eleven FRPA values. They have not established an objective for recreation. Which makes recreation the only value without a FRPA objective and leaves recreation out of planning processes.

AND WHEREAS only the BC Government can set Objectives within the Forest Range Practices Act.

THEREFORE BE IT RESOLVED the Union of BC Municipalities asks the BC Government to allocate the necessary resources to create the following objective under the Forest Planning and Practices Regulation Part 2 Division 1:

The objective set by government for recreation is, without unduly reducing the supply of timber from British Columbia's forests, to avoid or mitigate any adverse impacts to any recreation site, trail or facility that exists on Crown land.



British Columbia Snowmobile Federation

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Section 56 Individual Sites & Trails Objectives (snowmobile specific)

Background:

Section 56 of the Forest Ranges and Practices Act (FRPA) allows the government to establish or disestablish recreation sites, trails and interpretive forest sites. It also allows the government to establish Site Level objectives for these sites or trails at the time they are established or by amendment at anytime. This can easily be done by the authorized designated decision maker which is often the Recreation Sites and Trails BC District Manager.

Snowmobile Clubs across BC enter into Partnership Agreements with the Government to ensure the provision of safe, sanitary, socially acceptable and environmentally sound recreation sites and trails for public use. This is done through the investment of many volunteer hours, user fees and fundraising by BC Snowmobile Federation (BCSF) Member Clubs to support trail maintenance efforts. However, under the current FRPA Framework, snowmobile clubs are not even assured that the services and recreation sites they are responsible for managing will not be disrupted by industrial forest activity. Licensees are not currently obligated to consider, communicate, or mitigate any snowmobile trail disruption in their Forest Stewardship Planning. The BCSF has been told that Industry must only plan for and consider sites where a government registered objective is set and where their operations might impact that established objective.

For the snowmobile sector many snowmobile trails have been established under FRPA Section 56 but in a recent study completed by the BC

Community | Integrity | Engagement | Leadership

MISSION STATEMENT "The British Columbia Snowmobile Federation is dedicated to provide strong leadership and support to member clubs to establish, maintain and protect quality opportunities for organized snowmobiling in British Columbia and to promote the safe and environmentally responsible use of these opportunities."

Snowmobile Federation it is clear that almost all have no site specific objectives set. The only sites that have objectives were established prior to 2004 when FRPA was enacted. These have vague objectives that have little meaning in today's working forest and do not properly reflect the tourism value of snowmobile trails today.

Also, many of our registered snowmobile trails have sections that overlap Forest Service Roads/Wilderness Roads in the winter months. They essentially carry a dual status depending on whether they are plowed or not. If the road is unplowed it is a registered snowmobile trail and when it is plowed it becomes an industry road. Without an objective the registered snowmobile trail can be plowed out at any time with industry not being currently obligated to consider, communicate, or mitigate this snowmobile trail disruption to the club that has the registered snowmobile trail on the same road.

Therefore, the BC Snowmobile Federation would like all existing and new snowmobile recreation sites or trails to have the following standard government registered objectives established:

Proposed Objectives

Section 56 - Recreation Site Level Objective (snowmobile specific) -
All snowmobile trails

- 1. The alpine and coniferous forest features along recreation sites or trails will be retained to preserve the outdoor recreation experience and prevent early season melt on snowmobile trails.*
- 2. Forest planning will include safety considerations for recreational access during the winter months and after harvesting is complete. This will include harvest planning consideration above and below a*

recreation site or trail to ensure that new exposures and avalanche paths are not created. Or that any new avalanche paths are mitigated by terrain modifications such as deflection berms.

- 3. This recreation site or trail is part of the working forest, and as such, activities that are likely to impact access or the recreation experience need to be communicated with the Designated Partner on the trail at least six months in advance.*

Section 56 - Recreation Site Level Objective (snowmobile specific) - "High Value" Snowmobile Trails

Furthermore, in British Columbia we have areas that have a high recreation value for the snowmobile community that represent significant tourism and community benefit. These trails are designated as high value forest recreation sites and trails, by Recreation Sites and Trails BC or identified as an important recreational area by the FLNR Regional Executive Director. The BC Snowmobile Federation would additionally like the following objectives to be established to these sites or trails.

- 1. Opportunities for snowmobiling, viewing and exploring must be provided on this designated snowmobile trail (site) during the snowmobile operating season of December 1 to March 31.*

Draft Resolution #2

Title: Protection for Established Snowmobile Recreational Sites or Trails

Sponsor: District of Sicamous

WHEREAS many local governments and communities rely on the 299 million dollars the snowmobile industry provides to rural communities in British Columbia for economic stability and development.

AND WHEREAS, local governments, communities and snowmobile clubs care about maintaining existing meaningful Recreation Sites and Trails Partnership Agreements with the Province of British Columbia for respectful stewardship of the lands.

AND WHEREAS, BC Snowmobile Federation member Snowmobile Clubs are the largest partner of established Recreation Sites and Trails in BC.

AND WHEREAS, Site level objectives under Section 56 of FRPA have not been established for snowmobile trails in BC resulting in a lack of communication or need to include consideration in Forest Stewardship Plans (FSP).

AND WHEREAS only a Government authorized designated decision maker can set Individual Recreation Objectives for an established recreation trail (site).

THEREFORE BE IT RESOLVED the Union of BC Municipalities asks the BC Government to allocate the necessary resources to establish the following site level objectives on all new and existing established snowmobile sites under Section 56 of FRPA

1. *The alpine and coniferous forest features along recreation sites or trails will be retained to preserve the outdoor recreation experience and prevent early season melt on snowmobile trails.*
2. *Forest planning will include safety considerations for recreational access during the winter months and after harvesting is complete. This will include harvest planning consideration above and below a recreation site or trail to ensure that new exposures and avalanche paths are not created. Or that any new avalanche paths are mitigated by terrain modifications such as deflection berms.*
3. *This recreation site or trail is part of the working forest, and as such, activities that are likely to impact access or the recreation experience need to be communicated with the Designated Partner on the trail (site) at least six months in advance.*

FURTHERMORE BE IT RESOLVED the Union of BC Municipalities asks the BC Government to allocate the necessary resources to establish the following site level objectives on all new and existing snowmobile sites that are established under Section 56 of FRPA and that are considered to be high value forest recreation sites and trails, by Recreation Sites and Trails BC or identified as an important recreational area by the FLNR Regional Executive Director.

Opportunities for snowmobiling, viewing and exploring must be provided on this designated snowmobile trail (site) during the snowmobile operating season of December 1 to March 31.