



City of Richmond

Report to Committee

To: Planning Committee **Date:** July 4, 2023
From: John Hopkins **File:** 01-0157-30-
 Director, Policy Planning RGST1/2023-Vol 01
Re: **Response to Metro Vancouver’s Referral: Land Use Designation Amendment to the Metro Vancouver Regional Growth Strategy Proposed by the Township of Langley for Properties at 23699 and 23737 Fraser Highway**

Staff Recommendation

That comments from the City of Richmond be provided to the Metro Vancouver Regional District Board as outlined in the staff report titled “Response to Metro Vancouver’s Referral: Land Use Designation Amendment to the Metro Vancouver Regional Growth Strategy Proposed by the Township of Langley for Properties at 23699 and 23737 Fraser Highway”, dated July 4, 2023 from the Director, Policy Planning.

John Hopkins
 Director, Policy Planning
 (604-276-4279)

Att. 1

REPORT CONCURRENCE	
CONCURRENCE OF GENERAL MANAGER 	
SENIOR STAFF REPORT REVIEW	INITIALS:
APPROVED BY CAO 	

Staff Report

Origin

The Metro Vancouver Regional District (MVRD) Board has initiated a process to amend the Metro 2050 Regional Growth Strategy (RGS), in relation to a request from the Township of Langley for the properties located at 23699 and 23737 Fraser Highway (herein called “the subject site”).

At its June 2, 2023 regular meeting, the MVRD Board adopted the following resolution:

That the MVRD Board:

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

The Township of Langley’s requested amendment to the Metro 2050 RGS involves a regional land use designation amendment to re-designate the subject site from Rural to Industrial.

As part of Metro Vancouver’s notification process, the City of Richmond has been invited to provide written comments on the proposed amendments by September 8, 2023 (refer to Attachment 1 for the Metro Vancouver letter and accompanying report).

This report supports Council’s Strategic Plan 2022-2026 Focus Area #1 Proactive in Stakeholder and Civic Engagement:

Proactive stakeholder and civic engagement to foster understanding and involvement and advance Richmond’s interests.

1.1 Continue fostering effective and strategic relationships with other levels of government and Indigenous communities.

1.2 Advocate for the needs of Richmond in collaboration with partners and stakeholders.

This report supports Council’s Strategic Plan 2022-2026 Focus Area #2 Strategic and Sustainable Community Growth:

Strategic and sustainable growth that supports long-term community needs and a well-planned and prosperous city.

Findings of Fact

The proposed amendment is a Type 2 amendment in accordance with the criteria and procedures contained in the Metro 2050 RGS, which requires that the amendment bylaw be passed by the MVRD Board by a two-thirds weighted vote.

Analysis

Summary of the Township of Langley RGS Amendment for 23699 and 23737 Fraser Highway

The proposed amendment to the Metro 2050 RGS involves 4.12 ha (10.18 ac) of land in the Township of Langley located north of the Fraser Highway between 240th Street (to the east) and 232nd Street (to the west). The surrounding RGS land use designations around the subject site are varied and include:

- Rural to the east and west and south.
- Pockets of Industrial generally located along the Fraser Highway corridor.
- Agricultural to the north and south that is contained in the Agricultural Land Reserve (ALR) (note: the subject site is not contained in the ALR).

The proposed regional land use designation amendment is from Rural to Industrial. Refer to Figure 1 and Figure 2 for maps of the subject site showing existing and proposed amendments to the RGS. A general summary of the regional land use rationale contained in the Metro Vancouver report on the proposed Metro Vancouver RGS amendments is summarized as follows:

- Other lands within the Fraser Highway corridor have an Industrial RGS land use designation similar to what is proposed for the subject site. The subject site is not within the Metro 2050 RGS Urban Containment Boundary (UCB) and there are no proposed amendments to the UCB as part of the Township of Langley's request. The Metro Vancouver staff report notes that Industrial designated lands may be identified outside of the UCB, as is the case with this proposal.
- In relation to the regional shortage of industrial lands and recognized existing limited industrial activities currently occurring on the subject site, the proposed amendment aligns the RGS land use designation with current activities while also adding 4.12 ha (10.18 ac) of industrial land to the regional supply.
- Based on the current activities on the subject site (outdoor storage/vehicle parking) and from a goods movement perspective, the subject site is strategically located along Fraser Highway, which is a designated truck route and connected to nearby industrial areas.

Figure 1 – Existing Regional Land Use Designation

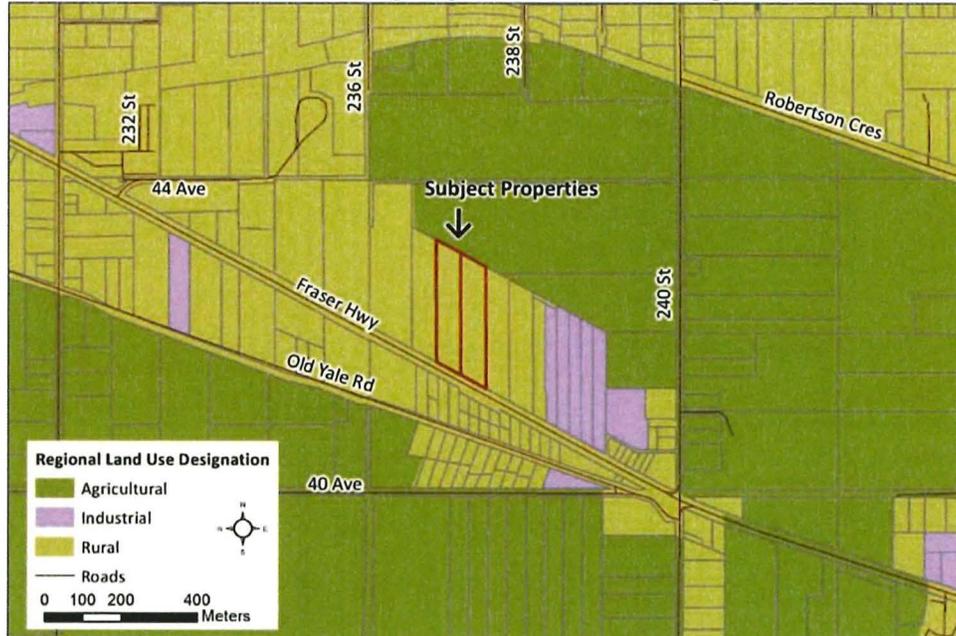
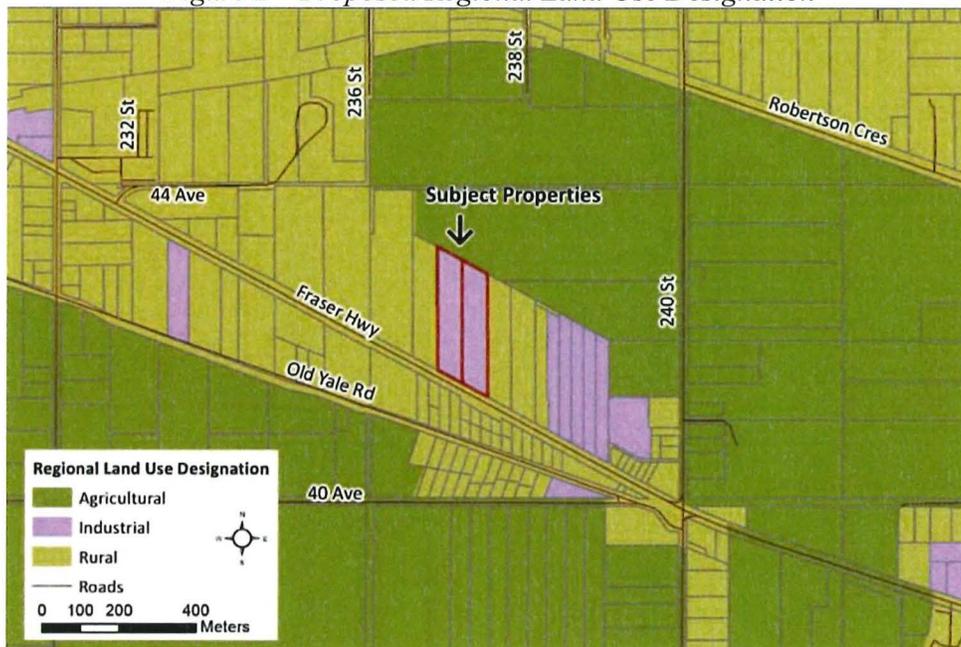


Figure 2 – Proposed Regional Land Use Designation



Information about 23699 and 23737 Fraser Highway

The subject site contains a variety of uses that includes outdoor storage of building materials and parking/storage of vehicles (including commercial) that were previously permitted through a Temporary Commercial Use Permit (TCUP) authorized by the Township of Langley in 2019.

Related to the Township of Langley's request to amend the Metro 2050 RGS, the Township of Langley granted third reading to a package of Official Community Plan and Zoning Bylaw amendments to re-designate the subject site to Industrial and rezone it to permanently allow the current uses being undertaken on the site (permitted from the referenced TCUP).

The Township of Langley has also placed restrictions on more intensive industrial development on the subject site until necessary servicing and infrastructure required for the subject site has been provided. Furthermore, the Township of Langley has designated the subject site as a Development Permit area, which would require future development to adhere to applicable Township of Langley guidelines applicable to the area.

On February 27, 2023, the Township of Langley Council directed their staff to commence a Fraser Highway Employment Lands Area Plan review and study, which would include the subject site proposing the Metro 2050 RGS amendment and the adjoining areas. This study is in the early stages of review and will include additional consultation and discussions with Metro Vancouver related to regional planning matters.

City of Richmond – Comments on the Proposed RGS Amendment

This section summarizes the recommended City of Richmond comments on the proposed Metro 2050 RGS amendments requested by the Township of Langley for the subject site at 23699 and 23737 Fraser Highway:

- City staff do not have any additional comments with the analysis and comments provided in the Metro Vancouver report on the proposed Metro 2050 RGS amendment in the Township of Langley.
- In relation to the Township of Langley's initiation of the Fraser Highway Employment Lands Area Plan review on February 27, 2023 and the regional planning goals contained in the Metro 2050 RGS, it is recommended that regular updates and engagement between the Township of Langley and Metro Vancouver be undertaken and applicable updates be provided to the MVRD Board and members of Metro Vancouver so that all are made aware of regional planning implications.
- The amendment to change the regional land use designation from Rural to Industrial allows for the existing industrial uses occurring on the subject site to continue and does not involve lands currently or previously in the ALR. Further, this amendment does not require an expansion of the Urban Containment Boundary.

Financial Impact

None.

Conclusion

Metro Vancouver has forwarded a request from the Township of Langley's to amend the Metro 2050 RGS to change the land use designation from Rural to Industrial for the properties at 23699 and 23737 Fraser Highway and provided an opportunity for the City of Richmond to provide comments. In response, city staff have reviewed the proposed amendment in relation to the existing activities occurring on the subject site and Richmond's regional planning interests.

July 4, 2023

- 6 -

Based on this review, City staff recommend that comments from the City of Richmond provided in this staff report be communicated to Metro Vancouver prior to the September 8, 2023 deadline.

A handwritten signature in black ink, appearing to be 'K. Eng'.

Kevin Eng
Planner 3
(604-247-4626)

KE:js

Att. 1: Metro Vancouver Letter and Accompanying Report

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

June 27, 2023

File: CR-12-01
Ref: RD 2023 Jun 2

Mayor Malcolm Brodie and Council
City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1
VIA EMAIL: mbrodie@richmond.ca; cityclerk@richmond.ca

Dear Mayor Malcolm Brodie and Council:

**Proposed Land Use Designation Amendment to *Metro 2050*
Township of Langley – 23699 and 23737 Fraser Highway**

The Township of Langley is requesting a Type 2 Amendment to *Metro 2050*, the regional growth strategy, for two properties located at 23699 and 23737 Fraser Highway, totaling 4.12 hectares. The proposed regional land use designation amendment would redesignate the site from Rural to Industrial to permanently allow for industrial uses granted under a temporary use permit set to expire in May 2024, as well as allow for additional industrial uses subject to meeting certain development prerequisites.

At its June 2, 2023 regular meeting, the Board of Directors of the Metro Vancouver Regional District (MVRD) adopted the following resolution:

That the MVRD Board:

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

As required by both the *Local Government Act* and *Metro 2050*, the regional growth strategy amendment process requires a minimum 45-day notification period to allow all affected local governments and members of the public to provide comment on the proposed amendment. Following the comment period, the MVRD Board will review all comments received and consider adoption of the amendment bylaw.

59956437

The proposed amendment is a Type 2 amendment to *Metro 2050*, which requires that the public be provided with engagement opportunities as outlined in Section 6.4.4 in *Metro 2050* and that the amendment bylaw be passed by the MVRD Board by a two-thirds weighted vote. For more information on regional growth strategy amendment procedures, please refer to Sections 6.3 and 6.4 in *Metro 2050*. A Metro Vancouver staff report providing background information and an assessment of the proposed amendment regarding its consistency with *Metro 2050* is enclosed.

You are invited to provide written comments on the proposed amendment. Please provide your comments **by September 8, 2023**.

If you have any questions with respect to the proposed amendment, please contact Jonathan Cote, Deputy General Manager, Regional Planning and Housing Development, by phone at 604-432-6391 or by email at jonathan.cote@metrovanancouver.org.

Yours sincerely,



George V. Harvie
Chair, Metro Vancouver Board

GVH/JWD/hm

cc: Serena Lusk, Chief Administrative Officer, City of Richmond
John Hopkins, Acting General Manager, Planning and Development, City of Richmond
Jerry W. Dobrovoly, Commissioner/Chief Administrative Officer, Metro Vancouver
Heather McNell, Deputy Chief Administrative Officer, Policy and Planning, Metro Vancouver
Jonathan Cote, Deputy General Manager, Regional Planning & Housing Development, Metro Vancouver

Encl: [Metro 2050 Amendment Request - Township of Langley \(23699 and 23737 Fraser Highway\)](#)

59956437

To: Regional Planning Committee

From: Jessica Jiang, Regional Planner, Regional Planning and Housing Services

Date: April 14, 2023 Meeting Date: May 12, 2023

Subject: **Metro 2050 Amendment Request - Township of Langley (23699 and 23737 Fraser Highway)**

RECOMMENDATION

That the MVRD Board:

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

EXECUTIVE SUMMARY

The Township of Langley is requesting a Type 2 Amendment to *Metro 2050* for 4.12 hectares of land located at 23699 and 23737 Fraser Highway, owned by Bath Investments Ltd. The proposed amendment would re-designate the regional land use designation from Rural to Industrial to permanently allow for industrial uses (open storage of building materials, parking of commercial vehicles and/or equipment, and vehicle storage) granted under a temporary use permit set to expire in May 2024, as well as allow for additional industrial uses subject to meeting certain development prerequisites.

The proposed amendment has been considered in relation to *Metro 2050's* goals, strategies, and policies. The analysis demonstrates that on balance, the proposed amendment is supportable and is aligned with *Metro 2050's* goals and strategies. The proposed amendment:

- allows for existing industrial uses to permanently operate on the subject properties;
- is consistent with the surrounding land use context and is in close proximity to other industrial designated uses along Fraser Highway; and
- provides employment generating uses in close proximity to the Regional Truck Route Network.

PURPOSE

To provide the Regional Planning Committee and the Metro Vancouver Regional District (MVRD) Board with the opportunity to consider the Township of Langley's request to amend *Metro 2050* and re-designate 23699 and 23737 Fraser Highway from Rural to Industrial through a Type 2 Amendment.

BACKGROUND

On July 11, 2022, the Township of Langley Council granted third reading to the Langley Official Community Plan (OCP) Bylaw 1979 No. 1842 Amendment (Rural Plan), Bylaw 1933 No. 3250 Amendment (Bath Investments Ltd.) Bylaw No. 5793. On September 21, 2022, Metro Vancouver received the request from the Township to consider a regional growth strategy amendment for the subject properties (Attachment 1). If adopted, the Township’s Bylaw No. 5793 would amend the Langley Official Community Plan by changing the land use designation from Rural to Industrial.

The update to the regional growth strategy, *Metro 2050* was adopted on February 24, 2023, and *Metro 2040* was subsequently rescinded. As such, the application is now being brought forward under *Metro 2050*. The requested Type 2 amendment requires adoption through an affirmative two-thirds weighted vote of the MVRD Board. Since the Township of Langley is a signatory to *Metro 2050*, final adoption of the amended OCP Bylaw cannot occur until the MVRD Board has adopted the amending bylaw for *Metro 2050*.

SITE CONTEXT

The two properties at 23699 and 23737 Fraser Highway total 4.12 hectares. Property details and existing land use designations are provided in Table 1.

Table 1 – Existing Site Designations

Site Size	4.12 hectares (10.19 acres)
Site Location	23699 and 23737 Fraser Highway
Current RGS Designation	Rural
Current OCP Designation	Rural
Current Rural Plan Designation	Small Farms/Country Estates
Current Zoning	Rural Zone RU-1
Current Subdivision & Development Servicing	Level 4 – Rural
Agricultural Land Reserve (ALR)	No
Urban Containment Boundary	Outside of Urban Containment Boundary

On October 21, 2019, Township Council authorized issuance of a temporary use permit for 23699 and 23737 Fraser Highway, which allows:

- a) open storage of building materials;
- b) parking of commercial vehicles and/or equipment (excluding transportation and trucking terminals and compounds including public transportation depots);
- c) vehicle storage (excluding wrecked vehicles, recreational vehicles, and boats);

The temporary use permit will expire on May 14, 2024. The Township is proposing to amend the regional land use designation, and corresponding local bylaws to permanently allow the uses permitted by the temporary use permit, as well as to permit additional industrial uses on the subject properties.

The subject properties are located within 150m of existing Industrial properties to the east. The subject properties are bound by properties with an Agricultural designation and that are in the ALR

to the north, Fraser Highway to the south, Rural designated properties not within the ALR to the east and west. There are some Industrial designated properties along Fraser Highway, though most properties in the area are designated Rural or Agricultural (Figure 1).

PROPOSED REGIONAL LAND USE DESIGNATION AMENDMENT

The Township of Langley can only adopt the proposed OCP Bylaw, No. 5793 after the MVRD Board approves the corresponding regional growth strategy amendment. The proposed Bylaw would amend the Township’s OCP and Zoning Bylaws for the subject properties to permanently accommodate industrial use on the site, and add the properties to Development Permit Area ‘B’ – Rural Commercial/Industrial. The proposed designations are outlined in Table 2.

Table 2 – Proposed Site Designations

Designation	Current	Proposed
RGS	Rural	Industrial
OCP	Rural	Industrial
Rural Plan	Small Farms/Country Estates	Small Farms/Country Estates with site specific text amendment to permit industrial uses
Zoning	Rural Zone RU-1	Service Industrial Zone M-1B
Subdivision & Development Servicing	Level 4 – Rural	Level 1 – Urban

The new designations would permanently allow for the industrial uses permitted under the Temporary Use Permit, as well as allow for additional industrial uses subject to meeting certain development prerequisites. These additional uses are outlined under the M-1B zoning provisions.

Figure 1 – Existing Regional Land Use Designation

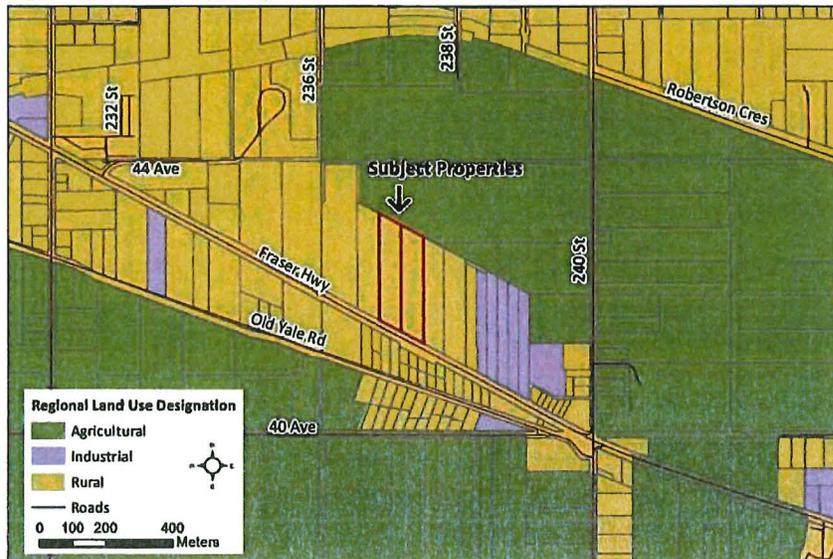
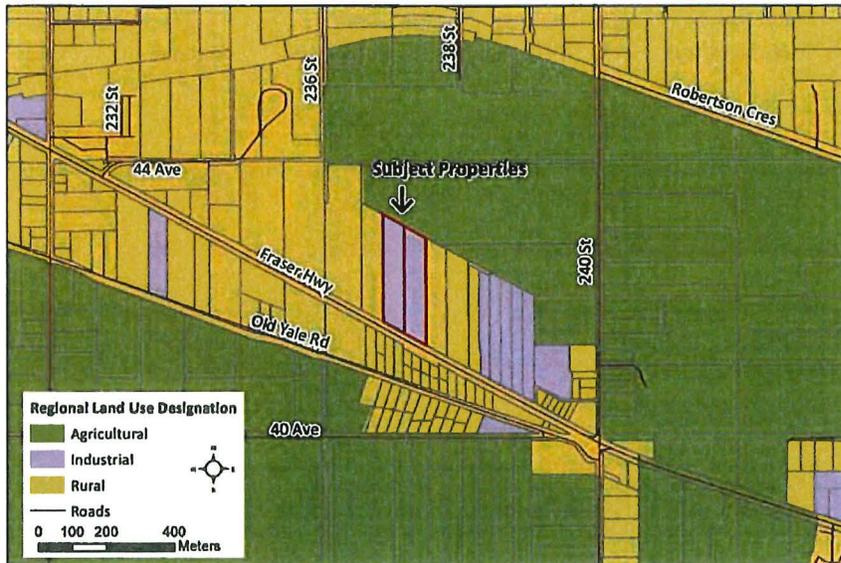


Figure 2 – Proposed Regional Land Use Designation



The Township has stipulated as a part of its application that the registration of a restrictive covenant is a development prerequisite, which prohibits any building on the site until full urban services pursuant to the Township’s subdivision and development servicing bylaw service level 1 have been provided. Development permit applications will be required to allow Council to review the form, character, and siting of future developments on the site. See Attachment 2 for additional information.

The proposed amendment is a Type 2 amendment to Metro 2050, requiring an amendment bylaw passed by a two thirds weighted vote of the Metro Vancouver Board. The proposed amendment will be posted on the Metro Vancouver website, will have a comments form on the Metro Vancouver website, and materials from the Township of Langley public hearing will be provided to the MVRD Board.

Should the application proceed, an updated Regional Context Statement (RCS) that reflects the proposed regional land use designation change will be required. It is expected that the Township will submit the updated RCS for consideration of acceptance if the Board chooses to initiate the proposed amendment process for *Metro 2050* and gives 1st, 2nd and 3rd readings to the amendment bylaw.

REGIONAL PLANNING ANALYSIS

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

Goal 1: Create a Compact Urban Area

Strategy 1.1 Contain urban development within the Urban Containment Boundary is committed to concentrating urban development within the urban containment boundary (UCB) and supporting the efficient and cost-effective provision of infrastructure and services and amenities. *Metro 2050* generally considers Industrial to be an Urban Land Use Designation, but Industrial lands may be identified outside of the Urban Containment Boundary, as is the case with this application.

In *Metro 2050* Rural lands are intended to protect the existing character, landscapes, and environmental qualities of rural communities outside the Urban Containment Boundary. Land uses in these areas include low density forms of residential; agricultural; and small-scale commercial, industrial, or institutional uses, that do not require the provision of urban services such as sewerage or transit. As such, Rural lands are not intended as future urban development areas and generally will not have access to regional sewerage services.

There are existing light industrial uses on the site that do not require connection to regional sewerage services. There are three Rural designated properties to the east of the site, with six Industrial properties beyond that. Given this, there is a likelihood that if successful, this re-designation could incentivize adjacent Rural designated properties to also seek re-designation.

Strategy 1.4: Protect Rural lands from urban development states Rural designated lands located outside the Urban Containment Boundary are not intended for urban forms of development. Policy 1.4.1 states that Metro Vancouver will “direct the Greater Vancouver Sewerage and Drainage District (GVS&DD) to not allow connections to regional sewerage services to lands with a Rural regional land use designation.” Should the amendment application proceed, and the properties be re-designated to Industrial, the Township may apply for the site’s inclusion in the regional sewerage area at the discretion of the GVS&DD.

Goal 2: Support a Sustainable Economy

Strategy 2.2: Protect the supply and enhance the efficient use of industrial land, contains policies that support protecting and appropriately using the region’s limited supply of Industrial and Employment lands. The Metro Vancouver region is facing a critical shortage of industrial lands. Specifically, there is a constrained land supply, pressure on industrial lands to convert to other uses, site specific development issues, and a complex jurisdictional environment. The Metro Vancouver region has one of the tightest industrial markets in North America, with extremely low vacancy rates and escalating industrial lease prices. The limited industrial land options constrain possible economic and employment growth within the region. Industrial lands are crucial to support a prosperous, sustainable regional economy and to provide space to accommodate the many industrial activities and services needed in a growing region. While representing just 4 per cent of the region’s land base, industrial lands accommodate over 25 per cent of the region’s total employment, and contribute to the region’s economic well-being, with important links to transportation, trade, and tax dollars. The proposed amendment, if approved, would be adding 4.12 hectares of Industrial land to the region’s supply and formalizing the current use and operations of the subject properties. Furthermore, the site is located in close proximity to other industrial designated lands to the east. Should the subject properties be re-designated from Rural to Industrial, the use would be consistent with existing

industrial operations in the immediate vicinity. The site is also strategically located from a goods movement perspective, as Fraser Highway is a part of the Truck Route Network.

Strategy 2.3: Protect the supply of agricultural land and strengthen agricultural viability, contains policies that support protecting land for agricultural production. Urban uses adjacent to agricultural land, regardless of whether it is in the Agricultural Land Reserve (ALR), can negatively impact the ability for that agricultural land to remain viable and productive. *Metro 2050* policy 2.3.7 supports working with stakeholders to require agriculture impact assessments for development adjacent to agricultural land as a necessity to protect that land. Extending urban uses into areas that support agricultural production may result in exposing adjacent agricultural land to the negative effects of urban development. The application does not indicate analysis has been undertaken to assess how a permanent change from Rural to Industrial for the subject properties will impact the adjacent rural lands which are indicated for small farm uses in the Township's Rural Plan.

Should the application be advanced, edge planning and appropriate interface management between urban and agricultural uses are encouraged in accordance with *Metro 2050* policy 2.3.12 c) iv). Appropriate interfacing is necessary to ensure the urban uses do not negatively impact the agricultural lands identified. The Township could consider including a condition of approval as a part of the OCP and Zoning bylaw amendment process to accomplish this.

Goal 5: Support Sustainable Transportation Choices

Strategy 5.1 Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking recognizes that the coordination of land use and transportation supports positive region building by ensuring communities are connected to sustainable transportation networks while investing in transportation improvements for existing neighbourhoods. The site is not well supported by walking and cycling infrastructure, or by public transportation. Should the proposed regional land use designation amendment be advanced by the MVRD Board, the Township of Langley is encouraged to integrate active transportation facilities into the site design and adjacent neighbourhood, while working with the applicant and TransLink to develop Transportation Demand Management programs (e.g. vanpools, secure bicycle parking) for future commuters to and from the site.

Strategy 5.2 Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods, and services recognizes that roadways and truck routes play a vital role in supporting the regional economy, shaping regional growth, and connecting Metro Vancouver to other regions. The strategy also recognizes that making the most of the goods movement system requires protecting industrial lands. The subject properties are strategically located from a goods movement perspective, as Fraser Highway is a designated truck route that connects to several nearby industrial sites and the broader Truck Route Network. From a commuter standpoint, the site has limited transit service and is not well-connected to regional walking and cycling infrastructure. The majority of trips to and from this location will be made by private vehicle.

REGIONAL PLANNING ADVISORY COMMITTEE COMMENTS

An information report on the amendment application was provided to the Regional Planning Advisory Committee (RPAC) for comment on April 6, 2023. Staff from the Township of Langley presented on

the amendment application and were available to answer questions from committee members. One committee member inquired about the anticipated completion date for the Township's upcoming Fraser Highway Employment Lands Area Plan that was highlighted in the Townships' presentation. The study area of the Fraser Highway Employment Lands Area Plan encompasses the subject properties.

IMPLICATIONS FOR METRO VANCOUVER UTILITY SERVICES

A summary of anticipated impacts on Metro Vancouver's utilities is as follows:

Liquid Waste Services (Greater Vancouver Sewerage & Drainage District)

Following an initial review of the amendment application, Liquid Waste Services (LWS) note that the Township proposes a restrictive covenant prohibiting buildings on the properties until such time that urban services are provided. LWS interprets this clause as the Township may consider requesting regional sewer services for the properties in the future. LWS confirms that the subject properties are located more than 7km from the nearest Metro Vancouver sewer facility (Langley Connector No. 3). However, the amendment application does not contain sufficient details to allow Metro Vancouver to provide informed comments on current or future servicing. Should a detailed servicing plan for the properties be developed, LWS requests that the Township submit details to Metro Vancouver through the established application process so that an impact analysis can be completed. The Township is also encouraged to consider integrating effective inflow and infiltration management approaches to limit extraneous inflows from any new development.

Water Services (Greater Vancouver Water District)

A drinking water demand forecasts was not provided as a part of the Township's application, as such the exact hydraulic impacts on the regional drinking water system cannot yet be determined. Based on the Township's GIS maps and water system map in the OCP (Map 10), the subject properties are not currently serviced by the Township of Langley's municipal drinking water system. The subject properties are located about 1.5km from the terminus of the Township's western drinking water system on the Fraser Highway. The Report to Mayor and Council included in the Township's application package recommends utility upgrades in accordance with the Township's Subdivision and Development Servicing Bylaw, which includes the provision of water services. Water Services would like confirmation that the subject properties will be serviced by the Township's drinking water system if the properties are re-designated. Should the proposed regional land use designation amendment be approved by the MVRD Board, Water Services would request that the Township provide a demand forecast and assessment of the anticipated impacts to the municipal and regional water systems, as well as a servicing plan for this development.

REGIONAL GROWTH STRATEGY AMENDMENT PROCESS AND NEXT STEPS

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

ALTERNATIVES

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

FINANCIAL IMPLICATIONS

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

SUMMARY/CONCLUSION

The Township of Langley has requested that the MVRD Board consider a Type 2 amendment to *Metro 2050* for two lots totalling 4.12 hectares located along Fraser Highway. The amendment to re-designate the site from a Rural to Industrial land use will permanently allow for industrial uses on the subject properties. Additional information is required to fully assess liquid waste and water servicing implications of this application should it proceed. This information can be received post adoption during the development planning stage.

Overall, the proposed amendment allows for existing industrial uses to continue operations on the subject properties. The subject properties are in close proximity to other industrial uses along Fraser Highway. The amendment also ensures employment generating uses in close proximity to the Regional Truck Route Network. Staff recommend Alternative 1.

Attachments

1. Correspondence dated September 21, 2022, from Township of Langley, to Metro Vancouver Board re: Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Rural Plan) Bylaw 1993 No. 3250 Amendment (Bath Investments Ltd.) Bylaw No. 5793
2. Township of Langley Report, dated June 27, 2022 (File: 10-33-0104)
3. Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1365, 2023

References

Metro 2050

59165548