



City of Richmond

Report to Committee




To: Planning Committee
From: John Hopkins
Director, Policy Planning
Date: May 9, 2025
File: 01-0157-30-RGST1/2025-Vol
01
Re: **Response to Metro Vancouver's Referral: Metro 2050 Regional Growth Strategy
Amendment Proposed by the City of Delta for the Properties Located at 4800
and 5133 Springs Boulevard**

Staff Recommendation

That the Metro Vancouver Regional District Board be advised that the City of Richmond has no comment on the proposed amendment to the Metro 2050 Regional Growth Strategy and that this recommendation and accompanying staff report titled "Response to Metro Vancouver's Referral: Metro 2050 Regional Growth Strategy Amendment Proposed by the City of Delta for the Properties Located at 4800 and 5133 Springs Boulevard", dated May 9, 2025 from the Director, Policy Planning, be provided to the Metro Vancouver Regional District Board.

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 City of Delta for the properties located at 4800 and 5133 Springs Boulevard (herein called the ‘subject site’).

At its February 28, 2025 regular meeting, the Board of Directors of the Metro Vancouver Regional District (Metro Vancouver) adopted the following resolution:

That the MVRD Board:

- a) initiate the Metro 2050 amendment process for the City of Delta’s requested regional land use designation amendment from Agricultural to General Urban for the lands located at 4800 and 5133 Springs Boulevard;*
- b) give first, second, and third readings to “Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1406, 2025”;*
- c) notify affected local governments and the Agricultural Land Commission and post the application on the Metro Vancouver website to provide an opportunity for comment on the proposed amendment as per Section 6.4.2 of Metro 2050; and*
- d) direct staff to notify in region First Nations via referral offices to provide an opportunity for comment on the proposed amendment.*

The City of Delta’s requested amendment to the Metro 2050 RGS involves a regional land use designation amendment to designate the subject site from Agricultural to General Urban. The subject site is located within the Metro 2050 RGS Urban Containment Boundary.

As part of Metro Vancouver’s notification process, the City of Richmond has been invited to provide written comments on the proposed amendments by June 13, 2025 (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.

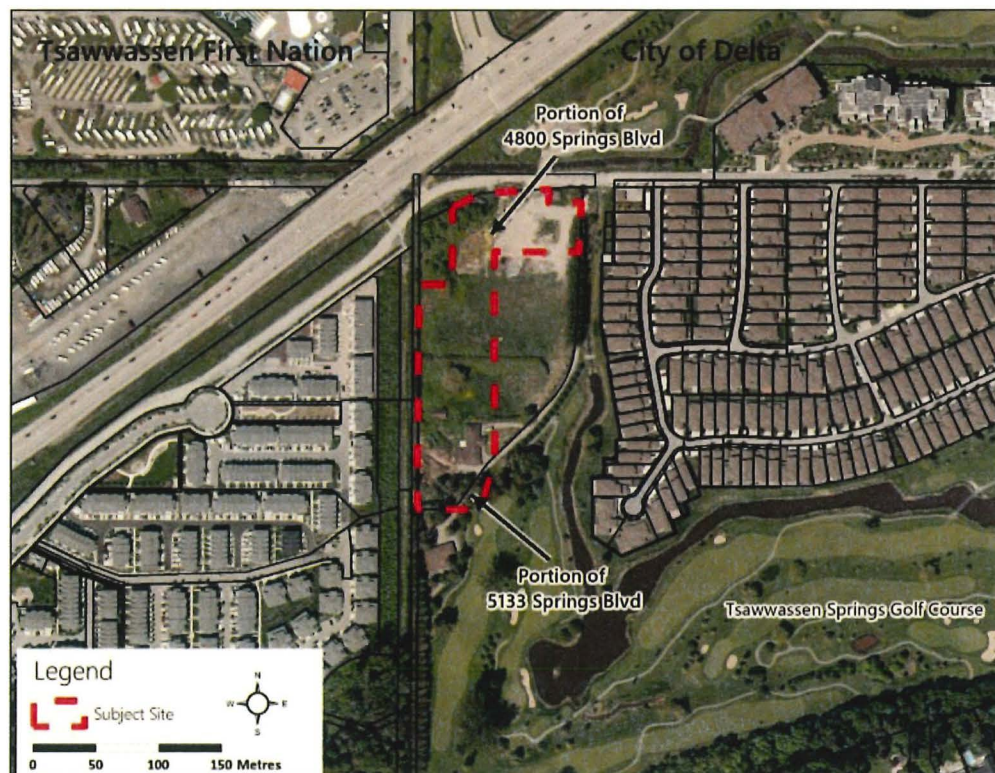
Findings of Fact

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 an affirmative two-thirds weighted vote of the MVRD Board.

Development Proposal Information at 4800 and 5133 Springs Boulevard (City of Delta)

The subject site is 1.61 hectares (4 acres) and is surrounded by Tsawwassen Springs residential community to the east, townhouses on Tsawwassen First Nation lands to the west, and Highway 17 to the north. Across Highway 17 is the Tsawwassen Mills shopping centre. The Tsawwassen Springs Golf Course lands is situated to the south and northeast of the subject site. The subject site was approved for exclusion from the Agricultural Land Reserve (ALR) on August 7, 2024. The ALR exclusion approval is conditional to the applicant submitting the required survey plan within three years of the ALR exclusion decision. Figure 1 provides a location map with surrounding context for the subject site.

Figure 1 – Location Map and Surrounding Context



The proposed development is to accommodate a low density residential development (60 unit) townhouse complex on the subject site.

Analysis

Metro 2050 RGS Amendment at 4800 and 5133 Springs Boulevard (City of Delta)

The proposed amendment to the Metro 2050 RGS is to amend the regional land use designation from Agriculture to General Urban. The remaining part of the Tsawwassen Spring Golf Course is to retain the Agriculture designation and remain in the ALR. Refer to Figure 2 and Figure 3 for maps of the subject site showing the existing and proposed amendments to the Metro 2050 RGS.

Figure 2 – Existing Metro 2050 RGS

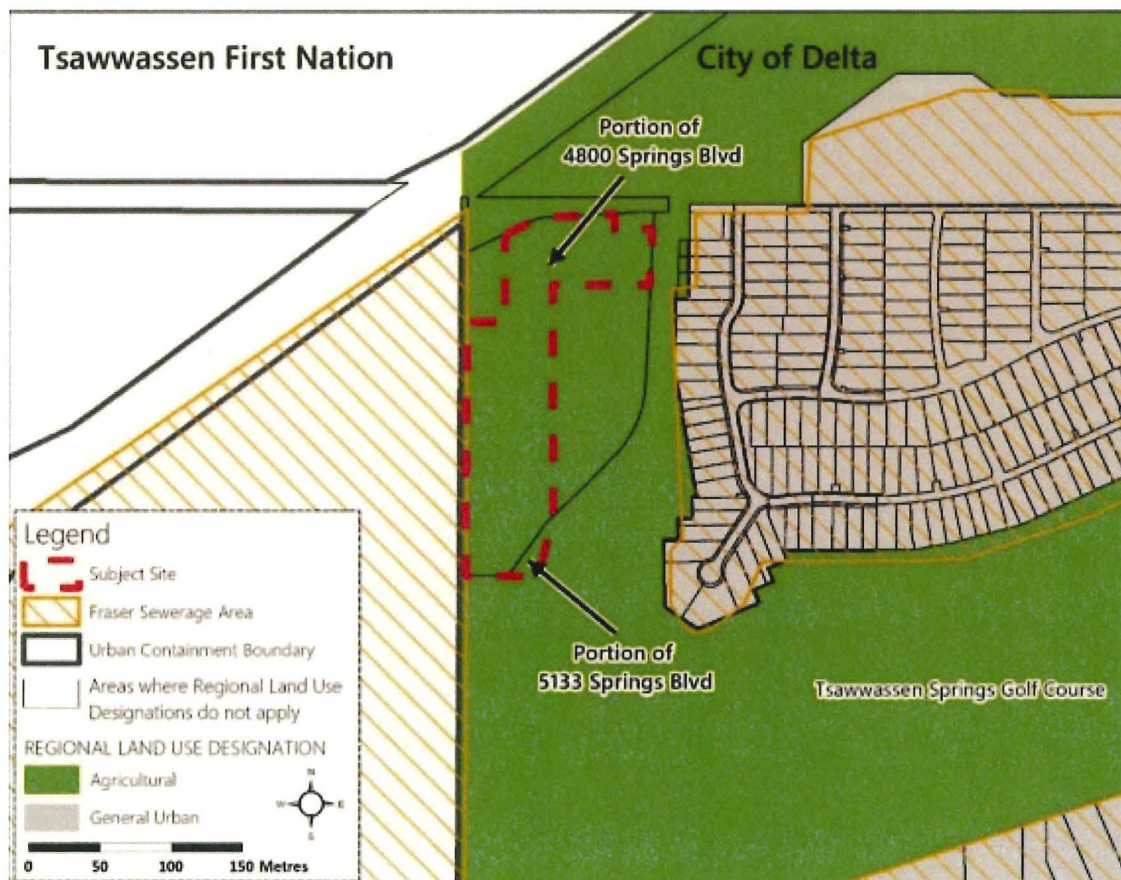
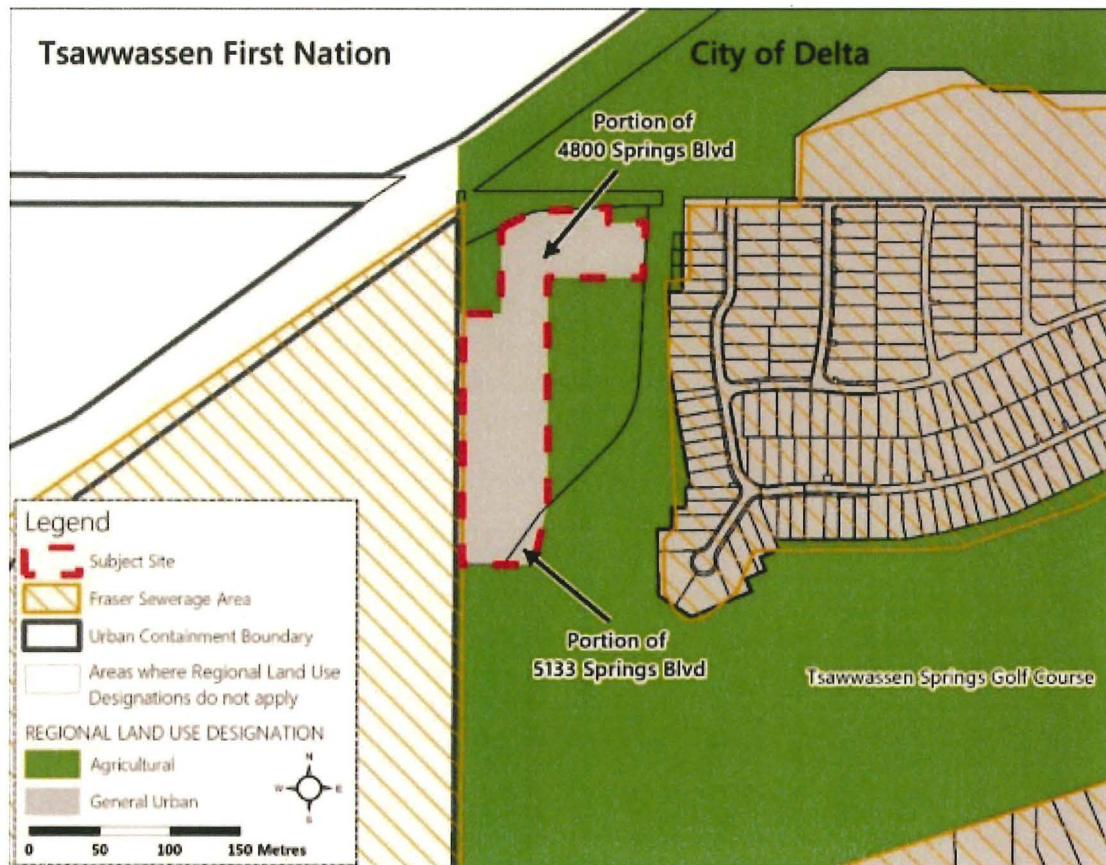


Figure 3 – Proposed Amendment to Metro 2050 RGS



A summary of the regional land use assessment contained in Metro Vancouver's report is as follows:

- The proposed low density residential development on the subject site is generally consistent with the Metro 2050 RGS goal of a compact urban area as the subject site is already contained in the Urban Containment Boundary and is a logical extension of the existing development pattern in the surrounding area that contains residential and commercial/service uses.
- In response to the proposed change in the current Agriculture land use designation, it is noted that previous reports from the consulting agrologist concluded that the subject site's existing soil and hydrology conditions limit the site use for conventional agricultural uses, which were considered and concurred with as part of the ALR exclusion application process.
- The report acknowledges potential impacts of the proposed residential development's general reliance on private vehicles as the primary mode of transportation available, but also notes available public transit that is accessible to the subject site, and existing pathway and sidewalk infrastructure that provide alternative transportation options.

- The proposed General Urban land use designation would allow for a wide range of residential housing types, including townhouses that are included in the subject site's redevelopment proposal. The report notes that this housing type is currently undersupplied in the region relative to demand.

City of Richmond Comments on the Proposed Metro 2050 RGS Amendment

City staff have reviewed Metro Vancouver's report (dated January 15, 2025) and have no comment on the proposed amendment as it has limited impact on the City of Richmond. Staff recognize that the subject site has limited agricultural capability due to its proximity to an active golf course, and adjacent residential community. On this basis, staff recommend that the MVRD Board be advised that the City of Richmond has no comment for the proposed amendment to the Metro 2050 RGS for the subject site at 4800 and 5133 Springs Boulevard (City of Delta).

Financial Impact

None.

Conclusion

Metro Vancouver has provided information on a proposed amendment to the Metro 2050 Regional Growth Strategy (RGS) in relation to a request from the City of Delta for the properties location at 4800 and 5133 Springs Boulevard (City of Delta) to amend the regional land use designation from Agriculture to General Urban. City staff recommend that the Metro Vancouver Regional District Board be advised that the City of Richmond has no comment on the proposed amendment.



Kevin Eng
Planner 3
(604-247-4626)

KE:cas

Att. 1: Metro Vancouver Letter and Report (excluding attachments)

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

April 17, 2025

File: CR-12-01
 Ref: RD 2025 Feb 28

Mayor Malcolm Brodie and Council
 City of Richmond
 6911 No. 3 Road
 Richmond, BC V6Y 2C1

VIA EMAIL: mbrodie@richmond.ca; cau@richmond.ca; carol.day@richmond.ca;
lgillanders@richmond.ca; kash.heed@richmond.ca; andy.hobbs@richmond.ca;
alexa.loo@richmond.ca; bmcnulty@richmond.ca; michael.wolfe@richmond.ca

Dear Mayor Malcolm Brodie and Council:

Metro 2050 Type 2 Proposed Amendment – City of Delta (4800 and 5133 Springs Boulevard)

You are invited to provide written comments on a proposed amendment to *Metro 2050*, the regional growth strategy. *Metro 2050* is the regional federation's plan for managing growth coming to Metro Vancouver in a way that: protects important lands like agricultural; ecologically important and industrial lands; contains growth within an urban containment boundary and directs it to transit oriented locations; and supports the efficient provision of utilities and transit. *Metro 2050* contains six regional and parcel-based land use designations that support those objectives. By signing on to *Metro 2050*, if a member jurisdiction aspires to change the land use designation for a site, then, as part of the process, they have agreed to have the Metro Vancouver Board consider the regional implications of the proposed amendment. *Metro 2050* outlines the process for proposed amendments.

The City of Delta is requesting an amendment to *Metro 2050* for a 1.61-hectare site comprising portions of two properties located on Springs Boulevard in the Tsawwassen area. The proposed amendment would redesignate the regional land use of the site from Agricultural to General Urban to accommodate 60 townhouses. The site has received conditional approval from the Agricultural Land Commission for exclusion from the Agricultural Land Reserve.

74170957

At its February 28, 2025 regular meeting, the Board of Directors of the Metro Vancouver Regional District (MVRD) passed the following resolution:

That the MVRD Board:

- a) initiate the Metro 2050 amendment process for the City of Delta's requested regional land use designation amendment from Agricultural to General Urban for the lands located at 4800 and 5133 Springs Boulevard;*
- b) give first, second, and third readings to "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1406, 2025";*
- c) notify affected local governments and the Agricultural Land Commission and post the application on the Metro Vancouver website to provide an opportunity for comment on the proposed amendment as per Section 6.4.2 of Metro 2050; and*
- d) direct staff to notify in region First Nations via referral offices to provide an opportunity for comment on the proposed amendment.*

The proposed amendment is a Type 2 amendment to *Metro 2050*, which requires that an amendment bylaw be passed by the MVRD Board by an affirmative 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*. Enclosed is a Metro Vancouver staff report dated January 15, 2025, titled "Metro 2050 Type 2 Proposed Amendment – City of Delta (4800 and 5133 Springs Boulevard)" providing background information and an assessment of the proposed amendment regarding its consistency with *Metro 2050*.

If you have any questions or wish to comment 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@metrovancover.org by **June 13, 2025**.

Yours sincerely,



Mike Hurley
Chair, Metro Vancouver Board

MH/JC/vc

cc: Serena Lusk, Chief Administrative Officer, City of Richmond
Claudia Jesson, Director of City Clerk's Office, City of Richmond
Jerry W. Dobrowolny, Commissioner/Chief Administrative Officer, Metro Vancouver
Heather McNell, Deputy Chief Administrative Officer, Policy and Planning, Metro Vancouver

Encl: [Metro Vancouver Board report dated January 15, 2025, titled "Metro 2050 Type 2 Proposed Amendment – City of Delta \(4800 and 5133 Springs Boulevard\)" \(pg. 848\)](#)

74170957

To: Regional Planning Committee

From: Mark Seinen, Senior Planner and Charles Pan, Senior Policy and Planning Analyst,
Regional Planning and Housing Services

Date: January 15, 2025 Meeting Date: February 6, 2025

Subject: **Metro 2050 Type 2 Proposed Amendment – City of Delta (4800 and 5133 Springs
Boulevard)**

RECOMMENDATION

That the MVRD Board:

- a) initiate the *Metro 2050* amendment process for the City of Delta's requested regional land use designation amendment from Agricultural to General Urban for the lands located at 4800 and 5133 Springs Boulevard;
 - b) give first, second, and third readings to "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1406, 2025";
 - c) notify affected local governments and the Agricultural Land Commission and post the application on the Metro Vancouver website to provide an opportunity for comment on the proposed amendment as per Section 6.4.2 of *Metro 2050*; and
 - d) direct staff to notify in region First Nations via referral offices to provide an opportunity for comment on the proposed amendment.
-

EXECUTIVE SUMMARY

The City of Delta is requesting a Type 2 amendment to *Metro 2050* for 4800 and 5133 Springs Boulevard, in the Tsawwassen community. The proposed regional land use designation amendment would re-designate the site from Agricultural to General Urban to accommodate 60 townhouses. The Agricultural Land Commission (ALC) has conditionally approved the exclusion of the site from the Agricultural Land Reserve (ALR).

Staff analysis concludes that, on balance, the proposed amendment is supportable given the scale of the site, the land use context, and the ALC's determination that the land can be excluded from the Agricultural Land Reserve. Further, the proposed amendment is aligned with *Metro 2050*'s goals and strategies based on the following considerations:

- The development is within the Urban Containment Boundary, adjacent to the existing Tsawwassen Springs development and near the Tsawwassen Mills shopping centre;
- The site has nominal agricultural value, small size, constrained roadway access and degraded soils;
- The site has access to transportation options (transit, walking and cycling); and
- There are negligible impacts to regional liquid waste and water services anticipated.

The requested *Metro 2050* Type 2 amendment bylaw requires adoption through an affirmative two-thirds weighted vote of the MVRD Board. As the ALR exclusion is conditional, if the MVRD Board

gives three bylaw readings and refers the amendment for comment, any comments received will be brought back to the Board, and at that time, if the Board supports advancing the amendment, it may direct staff to bring back the bylaw for final reading and adoption once all the exclusion conditions have been met. An updated Regional Context Statement (RCS) reflecting the proposed regional land use designation change must also be approved by the MVRD Board and is required from the City of Delta prior to final reading and adoption of the amendment bylaw.

PURPOSE

This report provides the Regional Planning Committee and the MVRD Board the opportunity to consider the City of Delta's request to amend *Metro 2050* to accommodate 60 townhouses through a Type 2 *Metro 2050* amendment.

BACKGROUND

On September 9, 2024, Delta City Council passed a resolution requesting that the MVRD Board consider a Type 2 Amendment to *Metro 2050* to amend the regional land use designation of the site located at 4800 and 5133 Springs Boulevard from Agricultural to General Urban (Attachment 1). On November 29, 2024, Metro Vancouver received the City of Delta's request to consider the proposed *Metro 2050* amendment.

The proposed development site is currently part of the Agricultural Land Reserve (ALR). On August 7, 2024, the Agricultural Land Commission (ALC) conditionally approved the exclusion of the land from the ALR for residential development, subject to the submission of a survey plan within three years of the decision (Attachment 1).

Since the ALR exclusion is conditional, the MVRD Board can advance the bylaw amendment to *Metro 2050* but cannot give final reading and adoption until the ALR exclusion conditions have been satisfied. *Metro 2050* policy action 2.3.4 states:

Work with the Agricultural Land Commission (ALC) to protect the region's agricultural land base and not consider amending the Agricultural or Rural regional land use designation of a site if it is still part of the Agricultural Land Reserve (ALR). However, where the ALC has provided conditional approval to exclude land from the ALR, the Metro Vancouver Board may also provide conditional approval of a regional land use designation amendment for the exclusion site, subject to the ALC exclusion conditions being met.

SITE CONTEXT

The subject site is 1.61 hectares (4 acres) of mostly vacant land with a detached home on its south end. It includes portions of two parcels: most of the proposed development sits on 4800 Springs Boulevard and a small portion sits on 5133 Springs Boulevard, which is the Tsawwassen Springs Golf Course property. The proposed development is flanked by the Tsawwassen Springs residential community to the east, townhouses on Tsawwassen First Nation lands to the west, and Highway 17 to the north. Across Highway 17 sits the Tsawwassen Mills shopping centre and a water slide park. The site is part of the ALR but has received conditional exclusion. It sits outside the Fraser Sewerage Area but within the regional Urban Containment Boundary.

Figure 1. Site Context



The City of Delta's 1985 Official Community Plan (OCP) designates the 4800 Springs Boulevard portion as Private Recreational Areas (CR) in the Future Land Use Plan (Schedule A) and as Major Parks and Recreational Areas (P) in the Tsawwassen Future Land Use Plan (Schedule D.1). Both schedules designate the 5133 Springs Boulevard portion as Tsawwassen Golf and Country Club (TGCC). The City's Zoning Bylaw zones the 4800 Springs Boulevard portion as Private Recreation (C5) and the 5133 Springs Boulevard portion as Comprehensive Development Zone No. 360-1 (CD360-1). The regional land use designation in *Metro 2050* for both portions is Agricultural (Figure 2).

Although the City of Delta passed a more recent OCP bylaw in 2024, it contains an exception clause specifying that the lands involved in this application are subject to the provisions and land use designations in the earlier 1985 OCP bylaw. More site information can be found in the City of Delta's staff report (Attachment 1), and a summary of the existing site description is provided in Table 1.

Table 1. Existing Site Description

Site Size	1.61 hectares (4 acres)
Site Location	4800 and 5133 Springs Boulevard, Delta
Current Metro 2050 Regional Land Use Designation	Agricultural
Current City OCP Designation	Portion of 4800 Springs Boulevard: <ul style="list-style-type: none"> Private Recreational Areas (CR) (in Future Land Use Plan)

	<ul style="list-style-type: none"> Major Parks and Recreational Areas (P) (in Tsawwassen Future Land Use Plan) Portion of 5133 Springs Boulevard: <ul style="list-style-type: none"> Tsawwassen Golf and Country Club (TGCC)
Current Zoning	Portion of 4800 Springs Boulevard: <ul style="list-style-type: none"> Private Recreation (C5) Portion of 5133 Springs Boulevard: <ul style="list-style-type: none"> Comprehensive Development Zone No. 360-1 (CD360-1)
Within the Urban Containment Boundary	Yes
In the Agricultural Land Reserve	Yes, but has received conditional exclusion
In the Fraser Sewerage Area	No

PROPOSED REGIONAL LAND USE DESIGNATION AMENDMENT

The proposed amendment would change the subject site's regional land use designation from Agricultural to General Urban. Per *Metro 2050* policy action 6.3.3 b), this is a Type 2 amendment because the subject site is designated Agricultural.

The proposal would amend the City of Delta's OCP for the subject site to accommodate 60 townhouses on the site. The proposed land use changes are outlined in Table 2.

Table 2. Current and Proposed Site Designations

	Current	Proposed
Metro 2050	Agricultural	General Urban
OCP	Portion of 4800 Springs Boulevard: <ul style="list-style-type: none"> Private Recreational Areas (CR) (in Future Land Use Plan) Major Parks and Recreational Areas (P) (in Tsawwassen Future Land Use Plan) Portion of 5133 Springs Boulevard: <ul style="list-style-type: none"> Tsawwassen Golf and Country Club (TGCC) 	Tsawwassen Golf and Country Club (TGCC)
Zoning	Portion of 4800 Springs Boulevard: <ul style="list-style-type: none"> Private Recreation (C5) Portion of 5133 Springs Boulevard: <ul style="list-style-type: none"> Comprehensive Development Zone No. 360-1 (CD360-1) 	Comprehensive Development Zone No. 360-5 (CD360-5)

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

Figure 2. Existing Regional Land Use Designation

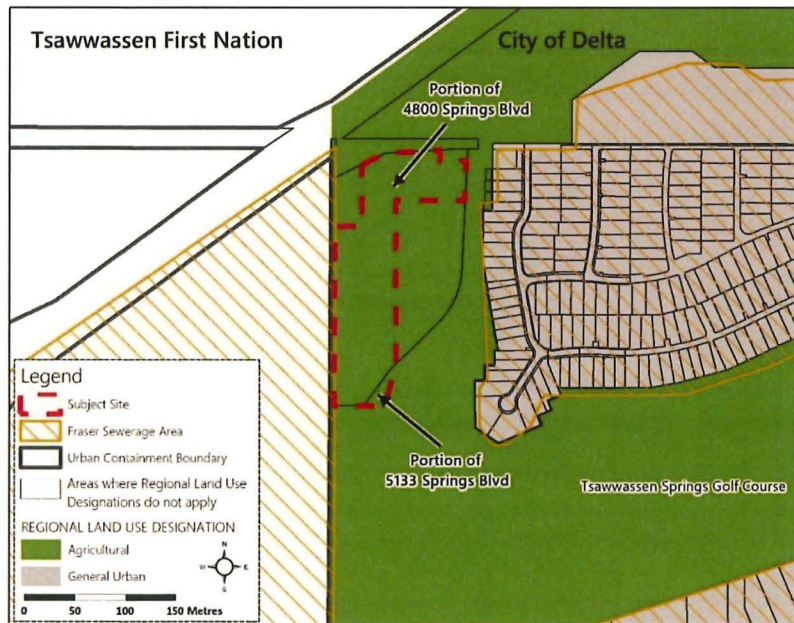
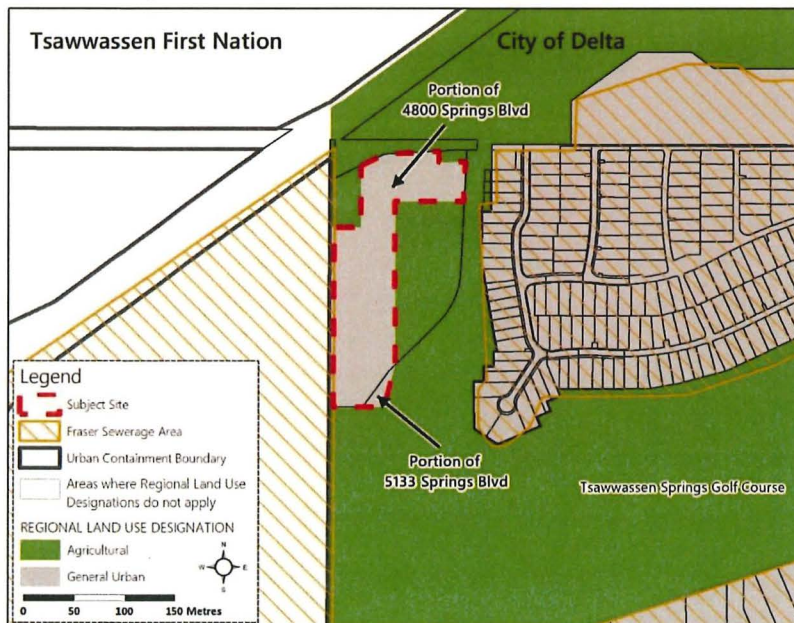


Figure 3. Proposed Regional Land Use Designation



REGIONAL PLANNING ANALYSIS

The City of Delta's proposed *Metro 2050* amendment has been assessed in relation to the applicable *Metro 2050* goals and policies. The intent of the assessment is to identify any potential regional planning implications and the regional significance of the proposed land use changes in consideration of *Metro 2050*, not to duplicate the municipal planning process. Staff's role in assessing amendment requests is primarily to consider any implications to the shared *Metro 2050*

vision, goals, and strategies from a long-term, regional perspective. A summary of the regional analysis is provided as follows.

Goal 1: Create a Compact Urban Area

Goal 1 of *Metro 2050* includes strategies to concentrate urban development within the Urban Containment Boundary and direct growth to Urban Centres and transit corridors, with an aim to support the development of resilient, healthy, connected, and complete communities with a range of services and amenities.

Consideration 1: Contain urban development within the Urban Containment Boundary

The subject site is located within the Urban Containment Boundary (UCB), supporting the *Metro 2050* target to focus 98 percent of the region's dwelling unit growth within the UCB.

Consideration 2: Focus growth in Urban Centres and Frequent Transit Development Areas

The proposed development is not located within an Urban Centre, Frequent Transit Development Area (FTDA) or Major Transit Growth Corridor. However, the small site is adjacent to the existing Tsawwassen Springs development, and ostensibly is an extension of that community. Given the size of the site and its land use context, the regional implications of this redesignation from a *Metro 2050* Goal 1 perspective are small.

Consideration 3: Develop resilient, healthy, connected, and complete communities with a range of services and amenities

The proposed development will complement the development of resilient, healthy, connected, and complete communities. Services – including grocery, restaurants and retail – are available in the Tsawwassen Mills outlet mall and neighbouring Tsawwassen Commons shopping centre; however, many of these services are located more than one kilometre away. Although the proposed development does not feature community amenities, the nearby Tsawwassen Springs development features amenities such as a café, restaurant, and fitness centre.

Goal 2: Support a Sustainable Regional Economy

Goal 2 of *Metro 2050* includes strategies to promote land development patterns that support a diverse regional economy. This includes the protection and enhancement of the region's supply of industrial and agricultural lands, while supporting employment opportunities close to where people live.

Consideration 1: Protect the supply of agricultural land and strengthen agricultural viability

Although the subject site may accommodate limited, non-soil-based agricultural activities or support services, agrologist reports have concluded that the site's degraded soil, limited access, and altered hydrology render it unsuitable for conventional agricultural purposes. The Agricultural Land Commission has concurred with the agrologist reports in its conditional approval of ALR exclusion.

To mitigate any impact to agricultural lands the landowner is providing a \$1,000,000 contribution to support agricultural capital works within the City of Delta. Further, the owner will include a 2.6-hectare property in Deroche, BC in the ALR in recognition of its suitability for agricultural uses.

While located outside the Metro Vancouver region, this contribution provides a benefit to agriculture within the province.

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

Goal 3 of *Metro 2050* includes strategies to protect, enhance, restore and connect ecosystems while advancing land uses that reduce greenhouse gas emissions and improve resilience to climate change impacts.

Consideration 1: Protect, enhance, restore, and connect ecosystems

The proposed amendment may contribute to the *Metro 2050* target of increasing regional tree canopy cover within the Urban Containment Boundary to 40 percent by 2050. While the development would result in the removal of 84 existing trees, the developer has committed to planting 172 replacement trees. However, the ultimate impact on tree canopy cover will depend on factors such as tree species selection, soil conditions, irrigation practices, and maintenance.

Consideration 2: Advance land use, infrastructure, and human settlement patterns that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality

The proposed amendment has the potential to negatively impact greenhouse gas emissions and air quality given its relatively car-dependent location. Given the high reliance on private vehicles in the Tsawwassen area, with 85 percent of commuters utilizing private vehicles, it is anticipated that the majority of trips generated from this development will also rely on private vehicles. Further, residents in this area exhibit longer average daily driving distances, with Delta residents driving an average of 26 kilometers per day, 41 percent higher than the regional average. However, the site is located near community amenities at Tsawwassen Springs, and the relatively small number of housing units proposed will generate a modest number of vehicle trips

Goal 4: Provide Diverse and Affordable Housing Choices

Goal 4 of *Metro 2050* includes strategies that encourage greater supply and diversity of housing to meet a variety of needs.

Consideration 1: Expand the supply and diversity of housing to meet a variety of needs

The proposed development will introduce 60 strata townhomes, a housing form currently undersupplied in the region relative to demand. However, once a regional land use designation is amended, development proposals may change with no further Metro Vancouver involvement. For this reason, analysis of *Metro 2050* alignment focuses on land use (i.e. General Urban), rather than the specifics of a development proposal.

Goal 5: Support Sustainable Transportation Choices

Goal 5 of *Metro 2050* includes strategies that encourage the coordination of land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking, and support the safe and efficient movement of vehicles for passengers, goods and services.

Consideration 1: Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking

The proposed development has modest access to transit. Two bus services, the 609 and 620, are located about 800 metres away on 52 Street and Highway 17, respectively. Neither route meets Frequent Transit Network service levels: the 620 is a Standard service (i.e. peak frequencies of 15 to 30 minutes) and the 609 is a Basic service (i.e. peak frequencies of 30 to 60 minutes). These routes provide access to the Tsawwassen Ferry Terminal, Bridgeport Station on the Canada Line, and other destinations in Tsawwassen, Ladner and Richmond. Both bus stops may be reached via connected sidewalk networks.

A multi-use path runs along 52 Street, providing access to the Tsawwassen Mills shopping centre and other retailers, including grocers, on the north side of Highway 17. The City of Delta's OCP includes a long-term vision to construct a grade-separated pedestrian and cyclist connection on 52 Street over Highway 17, which would further enhance north-south connectivity.

Springs Boulevard is a designated bicycle route with shared-lane markings between the proposed development and 52 Street. This facility type will not be comfortable for all cyclists. The proponent may wish to consider street improvements to Springs Boulevard, such as speed bumps, crosswalks or other traffic calming measures, to limit the speed of vehicles traveling through the Tsawwassen Springs golf community.

Overall, given the land use context, sufficient alternative transportation opportunities are available.

IMPLICATIONS FOR METRO VANCOUVER UTILITY SERVICES

As summarized below, the proposed development is anticipated to have negligible impacts on Metro Vancouver's utility services.

Liquid Waste Services (GVS&DD)

The flows from the subject site will be conveyed for about 20 km to the Metro Vancouver system at South Surrey Interceptor Delta Section (SSD) via Delta's sewer system. The proposed development would have negligible impacts on the Metro Vancouver system despite the expansion of the Fraser Sewerage Area.

Water Services (GVWD)

The proposed development would ultimately be supplied by the GVWD's 900 mm diameter South Delta Main No. 2 via Delta's water system. The proposed land uses are expected to have negligible hydraulic impacts on GVWD's transmission system.

REGIONAL PLANNING ADVISORY COMMITTEE COMMENTS

An information report and presentation on the amendment application was provided to the Regional Planning Advisory Committee (RPAC) for comment on January 17, 2025. Staff from the City of Delta presented on the amendment application and no questions or comments were received from RPAC members.

REGIONAL CONTEXT STATEMENT

An updated Regional Context Statement (RCS) that reflects the proposed regional land use designation change is required from the City of Delta prior to final adoption of the amendment

bylaw. On September 9, 2024, Delta City Council approved a resolution to authorize staff to submit an updated RCS reflecting the proposed amendments. It is expected that the City 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 *Metro 2050* amendment bylaw. The updated RCS will then be considered alongside the final adoption of the amendment bylaw, which will be brought to the Board once all ALR exclusion conditions have been satisfied. This process is in alignment with *Metro 2050* and its associated implementation guidelines. Once received, the Metro Vancouver Board has 120 days to accept or not accept the RCS as per the *Local Government Act*.

METRO 2050 AMENDMENT PROCESS AND NEXT STEPS

If the amendment is initiated, and the associated amendment bylaw receives 1st, 2nd, and 3rd readings, it will then be referred to all affected local governments (including member jurisdictions, TransLink and adjacent regional districts), local First Nations, and the Agricultural Land Commission. It will be posted on the Metro Vancouver website for a minimum of 45 days to provide an opportunity for comment. All comments received will be summarized and included in a report to the MVRD Board.

Metro 2050 identifies additional public engagement opportunities that may be used at the discretion of the MVRD Board, including: appearing as a delegation to the Regional Planning Committee or the MVRD Board when the amendment is being considered; conveyance of comments submitted from the respective local public hearing to the MVRD Board; and hosting a public information meeting (digitally or in person).

Removing ALR Exclusion Conditions

Because of legislative and *Metro 2050* requirements, the Board cannot give final reading and adoption to this amendment bylaw until all ALR exclusion conditions have been met and the ALC confirms the lands have been fully excluded from the ALR. The length of time an applicant has to meet the ALR exclusion conditions varies and may take several years before coming back to the Board.

If the Board gives three readings to this amendment bylaw and refers it out for comment, a report will be prepared with any referral comments and brought back to the Board after the comment period ends (typically 45-60 days). At that time, if the MVRD Board supports advancing the bylaw to final adoption, it may direct staff to bring back the bylaw for final reading and adoption once all ALR exclusion conditions are met. Likewise, if the Board receives referral comments and does not support advancing the bylaw amendment, it may decline the application at that stage and direct staff to notify the applicant of its decision.

If the Board gives final approval and adopts the bylaw amendment, then the City of Delta would need to apply to the GVS&DD Board to expand the regional sewerage area.

ALTERNATIVES

1. That the MVRD Board:
 - a) initiate the *Metro 2050* amendment process for the City of Delta's requested regional land use designation amendment from Agricultural to General Urban for the lands located at 4800 and 5133 Springs Boulevard;
 - b) give first, second, and third readings to "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1406, 2025";
 - c) notify affected local governments and the Agricultural Land Commission and post the application on the Metro Vancouver website to provide an opportunity for comment on the proposed amendment as per Section 6.4.2 of *Metro 2050*; and
 - d) direct staff to notify in-region First Nations via referral offices to provide an opportunity for comment on the proposed amendment as per previous Board direction.
2. That the MVRD Board:
 - a) initiate the *Metro 2050* amendment process for the City of Delta's requested regional land use designation amendment from Agricultural to General Urban for the lands located at 4800 and 5133 Springs Boulevard;
 - b) give first, second, and third readings to "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1406, 2025";
 - c) notify affected local governments and the Agricultural Land Commission and post the application on the Metro Vancouver website to provide an opportunity for comment on the proposed amendment as per Section 6.4.2 of *Metro 2050*;
 - d) direct staff to notify in-region First Nations via referral offices to provide an opportunity for comment on the proposed amendment as per previous Board direction; and
 - e) direct staff to commence an enhanced public engagement process, including hosting a regional public information meeting.
3. That the MVRD Board decline the proposed amendment for 4800 and 5133 Springs Boulevard and notify the City of Delta of the decision.

FINANCIAL IMPLICATIONS

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

CONCLUSION

The proposed Type 2 amendment is supportable given the scale of the site, the land use context, and the ALC's determination that the land can be excluded from the Agricultural Land Reserve. Further, the proposed amendment is aligned with *Metro 2050*'s goals and strategies based on its location with the Urban Containment Boundary, proximity to existing residential development and commercial services, and availability of transportation alternatives. Negligible impacts to regional liquid waste and water services are anticipated. Staff recommend Alternative 1.