



City of Richmond

Report to Committee

To: Planning Committee **Date:** May 30, 2023
From: John Hopkins **File:** 01-0157-30-
RGST1/2023-Vol 01
 Director, Policy Planning
Re: **Response to Metro Vancouver’s Referral: Land Use Designation Amendment to the Metro 2050 Regional Growth Strategy Proposed by the Township of Langley**

Staff Recommendation

That staff be directed to communicate to the Metro Vancouver Regional District Board the City of Richmond’s opposition and comments, as outlined in the staff report titled “Response to Metro Vancouver’s Referral: Land Use Designation Amendment to the Metro 2050 Regional Growth Strategy Proposed by the Township of Langley”, dated May 30, 2023 from the Director, Policy Planning.

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

Att. 1

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| REPORT CONCURRENCE | |
| CONCURRENCE OF ACTING 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.

At its April 28, 2023 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 regional growth strategy amendment process for the Township of Langley's requested regional land use designation amendment from Agricultural to Industrial for the lands located at 26477, 26695, 26601, 26575, 26713 – 56 Avenue; 26500 Block of 56 Avenue; 5670 – 264 Street; and 5625 – 268 Street;*
- b) *give first, second, and third readings to "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1364, 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 the following:

- A regional land use designation amendment to re-designate the site from Agricultural to Industrial; and
- Move the Urban Containment Boundary to include these lands.

As part of Metro Vancouver's notification process, the City of Richmond has been invited to provide written comments on the proposed amendments to the Metro 2050 RGS by July 4, 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 3 amendment in accordance with the criteria and procedures contained in the Metro 2050 RGS, which requires that an amendment bylaw be passed by the MVRD Board by a 50% +1 weighted vote.

Analysis

Summary of the Township of Langley Requested Amendment

The proposed amendment to the Metro 2050 RGS involves 14.59 ha (36 acres) of land in the Township of Langley located north of 56 Avenue between 264th Street (to the west) and 268th Street (to the east), which is adjacent to the existing Gloucester Industrial Park located to the south and east of these lands. The proposed regional land use designation amendment is from Agricultural to Industrial and to move the Urban Containment Boundary to include these lands. Refer to *Figure 1* and *Figure 2* for maps of the subject lands and existing and proposed amendments to the RGS.

Figure 1 – Existing Regional Land Use Designation and Urban Containment Boundary



Figure 2 – Proposed Regional Land Use Designation and Urban Containment Boundary



Previously, these lands were excluded from the Agricultural Land Reserve (ALR) by the Agricultural Land Commission on March 10, 2022.

Prior to the MVRD Board resolution on April 28, 2023 to notify affected local governments, the Township of Langley Council granted third reading on March 13, 2023 to a package of land use bylaws that would amend their Official Community Plan (OCP) and applicable zoning bylaw to facilitate development of the lands for industrial purposes and expand the Gloucester Industrial Park.

A general summary of the regional land use rationale contained in the Metro Vancouver report on the proposed Metro 2050 RGS amendments is summarized as follows:

- The lands are contiguous with the Urban Containment Boundary and not within the ALR (excluded in 2022) to meet the criteria to be considered a Type 3 amendment to the Metro 2050 RGS.
- The adjacent area to the south and east are currently located in the Urban Containment Boundary and contain industrial uses that are consistent with the Industrial land use designation proposed as part of the RGS amendment.
- The proposal would expand the regional supply of industrial lands which Metro Vancouver has indicated is facing a critical shortage as documented in the Regional Industrial Lands Strategy.

City of Richmond’s Regional Planning Interests and Industrial Land Initiatives

This section identifies the recommended City of Richmond comments and concerns on the proposed Metro 2050 RGS amendments for the 14.59 ha (36 acres) of land in the Township of Langley.

Urban Containment Boundary and Compact Urban Area

The proposed land use amendment is a significant expansion of the Urban Containment Boundary that will allow the additional land to be used for industrial development. A concern arises in relation to the choice to expand the Urban Containment Boundary rather than focus on intensification of existing industrial land through new construction, infill and redevelopment. This choice undermines the efforts being made by Richmond and others to intensify industrial activities as demonstrated in Richmond's approval of OCP and Zoning Bylaw amendments associated with the Industrial Lands Intensification Initiative in 2021. Alternatives should be considered to accommodate industrial expansion through intensification rather than expanding the Urban Containment Boundary.

Efficient Delivery of Services and Sustainable Transportation Choices

Expansion of the Urban Containment Boundary and re-designating these lands Industrial may result in expansion of regional service infrastructure (i.e., sanitary and water) required to accommodate industrial development in this area. Furthermore, transportation options for future industrial development will be limited to vehicles as no public transit is provided for in this part of the region. Therefore, concerns arise about how future industrial development on these lands will require additional servicing and not provide for transportation options.

Given the above noted concerns, staff recommend that the City of Richmond oppose the Metro 2050 RGS amendments requested by the Township of Langley.

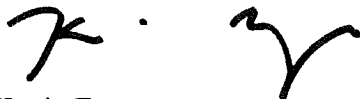
Financial Impact

None.

Conclusion

In response to the Township of Langley's request to amend the Metro 2050 RGS to change the land use designation from Agricultural to Industrial and revise the Urban Containment Boundary to include 14.59 ha (36 acres) of land, City staff have reviewed this proposal in consideration of Richmond's regional planning interests and land use policies aimed at intensifying use and development of industrial land.

Richmond's primary concerns relate to expansion of industrial land beyond the Urban Containment Boundary, which undermines efforts and supporting policy to intensify the development and usage of industrial land in Richmond and throughout the region. On this basis, it is recommended that the City of Richmond communicate its opposition to the proposed Metro 2050 RGS amendments to the MVRD Board in advance of the July 3, 2023 deadline.



Kevin Eng
Planner 3
(604-247-4626)

KE:cas

Att. 1: Metro Vancouver Letter and Accompanying Report

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

May 16, 2023

File: CR-12-01

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:

**Land Use Designation Amendment to *Metro 2050*
Township of Langley – Gloucester Industrial Park**

The Township of Langley is requesting a Type 3 Amendment to *Metro 2050*, the regional growth strategy, for eight properties located at 26477, 26695, 26601, 26575, 26713 – 56 Avenue; 26500 Block of 56 Avenue; 5670 – 264 Street; and 5625 – 268 Street, totaling 14.59 hectares. The proposed regional land use designation amendment would redesignate the site from Agricultural to Industrial and move the Urban Containment Boundary to allow for the lands to be added to the Gloucester Industrial Park.

At its April 28, 2023 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 regional growth strategy amendment process for the Township of Langley's requested regional land use designation amendment from Agricultural to Industrial for the lands located at 26477, 26695, 26601, 26575, 26713 – 56 Avenue; 26500 Block of 56 Avenue; 5670 – 264 Street; and 5625 – 268 Street;*
- b) *give first, second, and third readings to "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1364, 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.

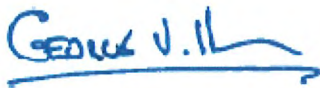
59796269

The proposed amendment is a Type 3 amendment to *Metro 2050*, which requires that an amendment bylaw be passed by the MVRD Board by a 50% +1 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 July 4, 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@metrovancover.org.

Yours sincerely,



George V. Harvie
Chair, Metro Vancouver Board

GVH/JWD/hm

cc: Serena Lusk, Chief Administrative Officer, City of Richmond
John Hopkins, Director, Policy Planning, 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: [Proposed Land Use Designation Amendment to Metro 2050, Township of Langley – Gloucester Industrial Park](#)

59796269

To: Regional Planning Committee

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

Date: March 31, 2023 Meeting Date: April 14, 2023

Subject: **Land Use Designation Amendment to Metro 2050
Township of Langley – Gloucester Industrial Park**

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 Agricultural to Industrial for the lands located at 26477, 26695, 26601, 26575, 26713 – 56 Avenue; 26500 Block of 56 Avenue; 5670 – 264 Street; and 5625 – 268 Street;
 - b) give first, second, and third readings to "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1364, 2023"; and
 - c) direct staff to notify affected local governments as per section 6.4.2 of Metro 2050.
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EXECUTIVE SUMMARY

The Township of Langley is requesting a Type 3 Amendment to *Metro 2050* for eight properties located at 26477, 26695, 26601, 26575, 26713 – 56 Avenue; 26500 Block of 56 Avenue; 5670 – 264 Street; and 5625 – 268 Street, totalling 14.59 hectares. The proposed regional land use designation amendment would redesignate the site from Agricultural to Industrial and move the Urban Containment Boundary to allow for the lands to be added to the Gloucester Industrial Park. The Agricultural Land Commission excluded these lands from the Agricultural Land Reserve on March 10, 2022.

The proposed amendment has been considered in relation to *Metro 2050's* goals, strategies, and policies. The analysis demonstrates that on balance, this proposed amendment is supportable and is aligned with *Metro 2050's* goals and strategies. Overall, the proposed amendment allows for new industrial uses, which is consistent with the surrounding area context and provides employment generating uses in close proximity to the Regional Truck Route Network.

PURPOSE

To provide the Regional Planning Committee and the MVRD Board with the opportunity to consider the Township of Langley's request to amend *Metro 2050* to accommodate the expansion of the Gloucester Industrial Park through a Type 3 Amendment.

BACKGROUND

On March 13, 2023, the Township of Langley Council granted third reading to the Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Gloucester Industrial Park), Bylaw 1988 No. 2556 Amendment (Rural Plan), Bylaw 1993 No. 3250 Amendment (Conwest), Bylaw No. 5706 and

Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Conwest), Bylaw No. 5707 (Attachment 1). The Township's Bylaw No. 5706 would amend the Langley Official Community Plan by altering the land use designation at the interface between the Township's Rural Plan and the Gloucester Industrial Park Plan, including municipal land use amendments, and associated boundary adjustments, from Agricultural to Industrial.

Metro Vancouver received the application to amend *Metro 2050* on March 14th, 2023. The requested *Metro 2050* Type 3 Amendment requires adoption through an affirmative 50%+1 weighted vote of the MVRD Board. As the Township of Langley is a signatory to *Metro 2050*, adoption of the amended OCP Bylaw cannot occur until the MVRD Board has adopted the amending bylaw for *Metro 2050*.

SITE CONTEXT

The eight subject properties at 26477, 26695, 26601, 26575, 26713 – 56 Avenue; 26500 Block of 56 Avenue; 5670 – 264 Street; and 5625 – 268 Street total 14.59 ha (36.0 ac) and are adjacent to the northwest boundary of the Gloucester Industrial Park. The subject lands are currently zoned Rural Zone RU-1, designated Small Farms/Country Estates in the Langley Rural Plan, and accommodate rural residential uses in the Township of Langley OCP. The current regional land use designation for the lands is Agricultural and the lands are located outside of the Urban Containment Boundary (Figure 1). Formal exclusion of the subject lands from the Agricultural Land Reserve, pursuant to a decision of the Agricultural Land Commission, occurred on March 10, 2022 (Attachment 2).

Additional site information is found in the Township of Langley's staff report (Attachment 1).

PROPOSED REGIONAL LAND USE DESIGNATION AMENDMENT

The Township of Langley can only adopt the proposed Bylaw after the MVRD Board approves the corresponding regional growth strategy amendment. The proposed Bylaw would amend the Township's OCP and the Zoning Bylaw for the subject properties to accommodate future industrial development.

The subject lands were formally granted approval for exclusion from the Agricultural Land Reserve as of March 10, 2022, pursuant to Agricultural Land Commission Resolution #109/2020. Bylaw No. 5706 amends the Township's Rural Plan by removing the properties from the Rural Plan and inserting them into the Gloucester Industrial Park Plan, and further, by designating the properties as, "Service and General Industrial," in the OCP. The new designation would permit such uses as warehousing, wholesaling and distribution, light manufacturing, technical and educational uses, office and business uses, private utilities, processing and manufacturing of goods.

Figure 1 – Existing Regional Land Use Designation



Figure 2 – Proposed Regional Land Use Designation



The proposed amendment also will be accompanied by a request for an updated Regional Context Statement (RCS) that reflects the proposed regional land use designation change. 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 *Metro 2050* amendment bylaw. This process is in alignment with regional growth strategy and associated implementation guidelines. Once received, Metro Vancouver has 120 days to accept or not accept the RCS.

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 that of 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 the regional growth strategy. Below is a summary of the regional planning analysis.

Goal 1: Create a Compact Urban Area

Metro Vancouver and its member jurisdictions have committed to directing 98% of growth, to the year 2050, within the Urban Containment Boundary (UCB). The UCB is intended to be a long term, stable boundary for urban growth in the Metro Vancouver region. Regional Planning projections and analysis demonstrate that there is sufficient land within the UCB to accommodate future growth in the region to the year 2050. Therefore, any expansion to the UCB must demonstrate strong benefits to the regional federation and a strong planning rationale.

Lands that are contiguous with the Urban Containment Boundary, that are not within the Agricultural Land Reserve, and that are changing from Agricultural to Industrial and associated Urban Containment Boundary adjustment are categorized as a Type 3 Amendment per Policy 6.3.4(f) in *Metro 2050*. The subject properties meet the criteria to apply for a Type 3 Amendment.

Additionally, the proposed land use designation change is supportive of the industrial land uses directly abutting the site, which are currently located within the Urban Containment Boundary.

Goal 2: Support a Sustainable Economy

The region is facing a critical shortage of industrial lands as documented in the Regional Industrial Lands Strategy. 27 percent of the region's jobs are located on industrial lands and there continues to be significant absorption of industrial lands with severely low vacancy rates across the region. Limited industrial land supply, particularly large, flat sites proximate to the goods movement network is constraining potential economic and employment growth in the region. Consolidating industrial areas and uses is an objective in the regional growth strategy and Regional Industrial Lands Strategy.

The proposed amendment, if approved, would expand the established Gloucester Estates Industrial Park to the north and east by 14.59 ha, expanding the regional supply of industrial lands, which continues to experience strong demand. The subject properties are strategically located from a goods movement perspective, as it is proximate to the Regional Truck Route Network (Highway 1, 264 Street and 56 Avenue).

Metro 2050 recognizes the importance of agricultural land in the region and the importance of the agricultural sector as a part of the region's economy. *Metro 2050* commits to supporting and protecting the agricultural land base and the viability of agricultural land. The regional Agricultural land use designation is, for the most part, aligned with the provincial Agricultural Land Reserve, and policies in *Metro 2050* recognize the primacy of the Province's role in identifying and protecting agriculturally viable lands in the region.

Policy 2.3.4 stipulates that where the Agricultural Land Commission has provided conditional approval to exclude land from the Agricultural Land Reserve, the Metro Vancouver Board may provide conditional approval of a regional land use designation amendment for the exclusion site, subject to the Agricultural Land Commission exclusion conditions being met. The subject properties have been excluded from the Agricultural Land Reserve by the Agricultural Land Commission.

Agricultural land across the region continues to experience ongoing pressure for conversion to urban uses. If approved, the proposed amendment will result in the loss of 14.59 hectares of agriculturally-designated land in the region. In addition, lands to the north, bounded by the site, 58th Avenue and 264th Street, may experience greater pressure for conversion.

The site includes wetted areas and an unclassified watercourse which require streamside protection and enhancement areas. The applicant's voluntary community amenity contribution includes the transfer of 22710 - 96 Avenue, a 2.6 hectare lot approximately 10 kilometres from the site and located within the Agricultural Land Reserve, to the Township upon securing any and all required environmental and Agricultural Land Commission approvals and associated works. 1.0 acre of that site is identified as farmable.

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

The subject properties are not considered a sensitive ecosystem as per Metro Vancouver's Sensitive Ecosystem Inventory. However, the soil, trees, shrubs, and waterbodies on this site are providing ecosystem services that will be impacted by a conversion to industrial lands.

The Township's Official Community Plan Development Permit Guidelines require mitigation strategies to reduce potential environmental impact including buffer setbacks to on-site natural vegetation and protection of creek and gully areas. Site specific studies are required by the Township to determine site conditions and setback dimensions. Further, the Township's report (Attachment 1) stipulates compliance with Schedule 3 in their Official Plan, *Development Permit Area: Streamside Protection and Enhancement*, which establishes further protections for wetted areas and watercourses.

The landowner's voluntary community amenity contribution at 22710 – 96 Avenue is adjacent to the Salmon River and could be enhanced to improve fish habitat if the Township permanently protects, restores, and maintains these community benefit lands. This community amenity contribution could contribute toward region-wide efforts to protect 50% of the land base for nature by 2050.

Metro 2050 encourages land use and transportation infrastructure that reduce energy consumption and greenhouse gas (GHG) emissions, and improve air quality. Specifically, *Metro 2050* outlines regional targets to reduce GHG emissions by 45% below 2010 levels by 2030 and to achieve a carbon neutral region by 2050. Some relevant climate actions that would contribute to meeting these targets include reducing vehicle kilometres travelled, encouraging efficient goods movement, and protecting farmland from conversion to higher-GHG land uses. Should the proposed regional land use designation amendment be approved by the MVRD Board, higher GHG emissions from the subject site are likely due to the nature of the proposed industrial development, in contrast to the

existing lower-emission agricultural land use. However, the proximity of the eight subject properties to the adjacent established industrial areas and transportation network would encourage efficient goods movement, which is further explored under the analysis for Goal 5.

Goal 5: Support Sustainable Transportation Choices

The strategies under this goal 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. Land use changes can influence travel patterns. As identified in the proposal, these transportation matters are to be addressed by the Township of Langley through the development plan at a future stage of design.

The subject properties are strategically located from a goods movement perspective, as it is close to the Regional Truck Route Network (Highway 1, 264 Street and 56 Avenue). However, the site is not served by public transit and is not well-connected to the Regional Cycling Network or regional pedestrian infrastructure. The majority of trips to and from this location will be made by private vehicle.

Should the proposed regional land use designation amendment be approved 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 industrial park.

IMPLICATIONS FOR METRO VANCOUVER UTILITY SERVICES

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

Liquid Waste Services (GVS&DD)

The part of the regional system that would receive this flow currently has compromised capacity under wet weather conditions. Attenuation would reduce the impact of peak flows, but the volume of flow would still contribute to potential Sanitary Sewer Overflows downstream. As part of the GVS&DD Board's 2008 approval to connect East Langley (including Gloucester Estates) to the GVS&DD sewer system, the Township of Langley was required to produce a rainwater management plan outlining steps to limit Inflow and Infiltration. Metro Vancouver would expect the provisions within that plan, as well as any subsequent additional requirements, would be incorporated into the development's servicing. In general, Metro Vancouver encourages the Township of Langley (and all contributors), to take the opportunity with new development to implement good water management practices, including the use of green infrastructure where practical, to reduce impacts on regional sewerage infrastructure.

If the MVRD Board resolves that the application is consistent with the provisions of *Metro 2050*, or amends *Metro 2050* accordingly, the Township of Langley will need to submit a Fraser Sewerage Area amendment request to the GVS&DD for a full and complete technical review and GVS&DD Board consideration. Subsequent to an approved Fraser Sewerage Area amendment, Langley will need to submit a Sewer Extension Application outlining the details of each sewer extension.

Water Services (GVWD)

Exact hydraulic impacts cannot be determined as a demand forecast for the proposed development has not been included. Based on the Township of Langley's Development Servicing Bylaw, the design maximum day demand for industrial lands is 1.1 lps/ha and, as a starting point, assuming the current properties are not using any water from the municipal system, rezoning this 14.59 ha would increase demand by about 1.4 ML/day.

In 2021, the Township's total demand was 17,464 ML/year; historically, 30% to 50% of this demand is serviced by their groundwater system. The rezoning would represent a 2% increase in the Township's total water use (both groundwater and from Metro Vancouver's system). However, the Township's geographic information system appears to show that the properties do have municipal drinking water connections. As such, the increase in demand from the rezoning is likely to be less than the estimated 1.4 ML/day.

The subject properties are located within the East Langley Water System of the Township of Langley, which was connected to the GVWD water system in 2016. East Langley System is supplied by the Township's Willoughby Reservoir and Pump Station, which is predominately fed from the GVWD's Barnston Main and indirectly with water transferred from the Township's Strawberry Reservoir. The closest GVWD connection point is about 15 kilometres away. At this time, the impacts of the rezoning on the Metro Vancouver drinking water system are thought to be minimal.

The Township of Langley will be requested to provide their demand forecast, and assessment of the impacts to the municipal and regional water systems, as well as their 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 for the opportunity for the public to provide 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 Regional Context Statement from the Township will be considered at the same time 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 Agricultural to Industrial for the lands located at 26477, 26695, 26601, 26575, 26713 – 56 Avenue; 26500 Block of 56 Avenue; 5670 – 264 Street; and 5625 – 268 Street;
 - b) give first, second, and third readings to "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1364, 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 26477, 26695, 26601, 26575, 26713 – 56 Avenue; 26500 Block of 56 Avenue; 5670 – 264 Street; and 5625 – 268 Street 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 3 Amendment. If the MVRD Board chooses Alternative 2, a dispute resolution process may take place as prescribed by the *Local Government Act*. The cost of a dispute resolution process is prescribed based on the proportion of assessed land values. Metro Vancouver would be responsible for most of the associated costs.

SUMMARY/CONCLUSION

The Township of Langley has requested that the MVRD Board consider a Type 3 amendment to *Metro 2050* for eight lots totalling 14.59 hectares located immediately northwest of the Gloucester Industrial Park. The amendment to redesignate the site from a regional land use of Agricultural to Industrial will allow for new industrial uses to be developed, and for the lands to be integrated into the Township’s Industrial Park Plan.

Overall, the proposed amendment allows for additional industrial uses, which is consistent with the surrounding land use context and ensures employment generating uses in close proximity to the Regional Truck Route Network. Staff recommend Alternative 1.

Attachments

1. Township of Langley Report, dated March 13, 2023 (File: 14-07-0056)
2. Agricultural Land Commission Request for Reconsideration of a Decision, dated March 10, 2020 (File: 51725)
3. Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1364, 2023

References

1. [Township of Langley Council Agenda, dated March 13, 2023 \(File: 14-07-0056\)](#)
2. [Township of Langley Council Agenda, dated March 28, 2022 \(File: 14-07-0056\)](#)