



**Planning Committee  
Electronic Meeting**

**Anderson Room, City Hall  
6911 No. 3 Road**

**Tuesday, May 5, 2026  
4:00 p.m.**

Pg. #      ITEM

MINUTES

PLN-4      *Motion to adopt the **minutes** of the meeting of the Planning Committee held on April 21, 2026.*



NEXT COMMITTEE MEETING DATE

May 20, 2026, (tentative date) at 4:00 p.m. in the Anderson Room.

PLANNING AND DEVELOPMENT DIVISION

- REFERRAL RESPONSE: RE-EVALUATION OF THE ENVIRONMENTALLY SENSITIVE AREAS (ESAS) MAPPING FOR THE THOMPSON AND BOUNDARY ROADS AREA OF HAMILTON**  
(File Ref. No. 08-4045-30-04) (REDMS No. 8382761)

PLN-15

**See Page PLN-15 for full report**

*Designated Speakers: Russell Nelson and John Hopkins*

Pg. #      ITEM

STAFF RECOMMENDATION

*That the report titled “Referral Response: Re-Evaluation of the Environmentally Sensitive Areas (ESAs) Mapping for the Thompson and Boundary Roads Area of Hamilton” dated April 17, 2026, from the General Manager, Planning and Development, be received for information.*



2.    **RESPONSE TO METRO VANCOUVER’S REFERRAL: METRO 2050 REGIONAL GROWTH STRATEGY AMENDMENT PROPOSED BY THE CITY OF MAPLE RIDGE FOR THE NORTH 256 STREET INDUSTRIAL LANDS AREA PLAN**

(File Ref. No. 1-0157-30-RGST1) (REDMS No. 8377894)

PLN-24

[See Page PLN-24 for full report](#)

*Designated Speakers: Emily Huang and John Hopkins*

STAFF RECOMMENDATION

*That the report titled “Response to Metro Vancouver’s Referral: Metro 2050 Regional Growth Strategy Amendment Proposed by the City of Maple Ridge for the North 256 Street Industrial Lands Area Plan”, dated April 13, 2026 from the General Manager, Planning and Development, be submitted to the Metro Vancouver Regional District Board as part of Metro Vancouver’s consultation process.*



3.    **RESPONSE TO METRO VANCOUVER’S REFERRAL: METRO 2050 REGIONAL GROWTH STRATEGY AMENDMENT PROPOSED BY THE CITY OF SURREY FOR METRO 2050 TYPE 2 PROPOSED AMENDMENT – CITY OF SURREY (HAZELMERE)**

(File Ref. No. 1-0157-30-RGST1) (REDMS No. 8379255)

PLN-43

[See Page PLN-43 for full report](#)

*Designated Speakers: Emily Huang and John Hopkins*

STAFF RECOMMENDATION

*That the report titled “Response to Metro Vancouver’s Referral: Metro 2050 Regional Growth Strategy Amendment Proposed by the City of Surrey for Metro 2050 Type 2 Proposed Amendment – City of Surrey (Hazelmere)”, dated April 13, 2026 from the General Manager, Planning and Development, be submitted to the Metro Vancouver Regional District Board as part of Metro Vancouver’s consultation process.*

4.    **MANAGER’S REPORT**

ADJOURNMENT



Planning Committee

- Date: Tuesday, April 21, 2026
- Place: Anderson Room  
Richmond City Hall
- Present: Councillor Bill McNulty, Chair  
Councillor Alexa Loo  
Councillor Carol Day (entered the meeting at 4:05 p.m.)  
Councillor Andy Hobbs
- Also Present: Councillor Laura Gillanders  
Councillor Michael Wolfe (by teleconference)
- Call to Order: The Chair called the meeting to order at 4:00 p.m.

MINUTES

It was moved and seconded  
*That the minutes of the meeting of the Planning Committee held on April 8, 2026, be adopted as circulated.*

CARRIED

PLANNING AND DEVELOPMENT DIVISION

1. **APPLICATION BY COREY LIU FOR A ZONING TEXT AMENDMENT TO THE “AGRICULTURE (AG1)” ZONE TO PERMIT A GREENHOUSE WITH CONCRETE FOOTINGS AT 8200 STEVESTON HIGHWAY**

(File Ref. No. ZT 26-004041) (REDMS No. 8335581)

Discussion ensued with respect to reviewing the Building Permit and Development Permit applications concurrently. Staff advised that the Building Permit and Development Permit applications can be reviewed concurrently and that the applicant has not yet submitted a Building Permit application.

It was moved and seconded

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*That Richmond Zoning Bylaw 8500, Amendment Bylaw 10747, for a Zoning Text Amendment to the “Agriculture (AGI)” zone to permit the development of a 936 m<sup>2</sup> greenhouse with concrete footings for agricultural purposes at 8200 Steveston Highway be introduced and given first reading.*

*Councillor Day entered the meeting (4:05 p.m.)*

The question on the motion was not called as in response to queries from Committee, staff advised that (i) the proposed application is to allow for a greenhouse with soil flooring, permeable rubber mats for walking, and concrete footings, and (ii) as per BC Assessment the subject property does have farm status.

The question on the motion was then called and it was **CARRIED**.

2. **HERITAGE ALTERATION PERMIT FOR 3711 AND 3731 CHATHAM STREET (STEVESTON METHODIST CHURCH)**

(File Ref. No. HA 25-022376) (REDMS No. 8360640)

Discussion ensued with respect to the potential for opening of the lane to the north of the subject property. Staff advised that there is no intention to open the lane at this time.

It was moved and seconded

*That a Heritage Alteration Permit be issued for the protected heritage property at 3711 and 3731 Chatham Street (Steveston Methodist Church), which would permit exterior alterations.*

**CARRIED**

3. **YOUTH WELL-BEING AND CELEBRATE YOUTH CAMPAIGN**

(File Ref. No. 07-3425-01) (REDMS No. 8149834)

Discussion ensued with respect to youth mental health concerns, with staff noting that information was presented at a recent Youth Advisory Committee including data from a 2023 McCreary Centre Society’s BC Adolescent Health Survey and the 2023 and 2024 Youth Development Instrument with trends showing a decline in Richmond youth reporting good or excellent mental health (74% in 2018 to 60% in 2023) and a decrease in those feeling hopeful about their future (60% in 2018 to 49% in 2023).

Further discussion ensued with respect to (i) ensuring youth are aware of available services and community resources, (ii) the impact of social media on youth well being and (iii) collaborating with stakeholders to improve connectivity and social interaction.

It was moved and seconded

2.

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*That the report titled “Youth Well-Being and Celebrate YOUth Campaign”, dated April 7, 2026, from the Director, Community Social Development, be received for information.*

**CARRIED**

**4. ENGAGING SENIORS IN AGE-FRIENDLY PLANNING: 2025 UPDATE AND SUMMARY OF FINDINGS**

(File Ref. No. 08-4055-01) (REDMS No. 8275871)

Discussion ensued with respect to (i) communication, engagement and awareness for seniors, and (ii) the importance of providing information in accessible formats such as printed materials, as not everyone uses digital platforms.

Er Jun Ma, Organizer, Movement: Metro Vancouver Transit Riders, spoke to his submission (attached to and forming part of these minutes as Schedule 1) highlighting the importance of ensuring that transit in Richmond works well for seniors and protects their freedom of mobility, as well as noting his recommendations for improvement.

It was moved and seconded

*That the report titled “Engaging Seniors in Age-Friendly Planning: 2025 Update and Summary of Findings”, dated April 7, 2026, from the Director, Community Social Development, be received for information.*

**CARRIED**

**5. MANAGER’S REPORT**

None

**ADJOURNMENT**

It was moved and seconded

*That the meeting adjourn (4:28 p.m.).*

**CARRIED**

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**Tuesday, April 21, 2026**

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Certified a true and correct copy of the Minutes of the meeting of the Planning Committee of the Council of the City of Richmond held on Tuesday, April 21, 2026.

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Councillor Bill McNulty  
Chair

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Raman Grewal  
Legislative Services Associate

TO: MAYOR & EACH  
COUNCILLOR  
FROM: CITY CLERK'S OFFICE

Schedule 1 to the Minutes of the  
Planning Committee meeting of  
Richmond City Council held on  
Tuesday, April 21, 2026.

**Biason, Evangel**

**From:** Biason, Evangel  
**Sent:** Tuesday, April 21, 2026 3:00 PM  
**To:** MayorandCouncillors  
**Subject:** FW: Movement Delegation at Planning Committing on Item 4—Seniors Planning  
**Attachments:** PLN Apr 21 Outline.pdf; Richmond's Worst Bus Stops.pdf

**Importance:** High

**Categories:** - DISTRIBUTED ON TABLE

**From:** Erjun Ma <erjun.ma@movementyvr.ca>  
**Sent:** April 21, 2026 2:15 PM  
**To:** McNulty, Bill <BMcNulty@richmond.ca>; Loo, Alexa <ALoo@richmond.ca>; Day, Carol <CDay@richmond.ca>; Hobbs, Andy <AHobbs@richmond.ca>  
**Cc:** Heed, Kash <KHeed@richmond.ca>; Wolfe, Michael <MWolfe@richmond.ca>; Gillanders, Laura <LGillanders@richmond.ca>; mayorea <mayorea@richmond.ca>  
**Subject:** Movement Delegation at Planning Committing on Item 4—Seniors Planning

**City of Richmond Security Warning:** This email was sent from an external source outside the City. Please do not click or open attachments unless you recognize the source of this email and the content is safe..

Dear Councillors McNulty, Loo, Day, and Hobbs,

My name is Er Jun Ma and I am a volunteer organizer with Movement: Metro Vancouver Transit Riders.

I will be delegating at today's Planning Committee meeting on Item 4 of the agenda: *Engaging Seniors in Age-Friendly Planning: 2025 Update and Summary of Findings*

I have attached documents below, including the outline for my presentation and a table outlining the bus stops in most need of shelter and benches.

I would be happy to answer any of your questions during the meeting.

Best,

**Er Jun Ma**  
Organizer  
Movement: Metro Vancouver Transit Riders  
[www.movementyvr.ca](http://www.movementyvr.ca)

**MOVEMENT**  
METRO VANCOUVER TRANSIT RIDERS

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& DISTRIBUTED  
PLN - 8



My name is Er Jun and I'm a Richmond resident.

I'm a volunteer organizer with Movement: Metro Vancouver Transit Riders. Movement is a non-profit organization representing the more than 1 million people in the region who take transit in a given week.

Seniors make up a significant portion of Richmond's population. As the senior population grows, it is even more important that the City of Richmond's planning supports the continued freedom of mobility for people of all ages.

Even if someone drives in their early adult years, they are likely to stop driving as they age. It comes as no surprise that seniors make up a large percentage of Richmond's transit riders. Research in 2017 found that 41% of seniors in Metro Vancouver used transit at least once a month. It's critical to ensure that transit in Richmond works well for seniors and protects their freedom of mobility.

The report reflects the importance of transit to seniors' freedom of mobility and highlights numerous areas for improvement.

**Movement has recommendations for addressing these issues.**

*Lack of shelter and seating*

- Many bus stops in Richmond lack adequate cover from the rain, shade from the sun, and benches for seniors to sit.
  - Some of these bus stops have more than a hundred boardings every day.
- My local bus stop lacks a shelter, and I too often see my elderly neighbours forced to stand in the little cover provided by nearby trees as they wait for the bus.
  - There is a bus at my stop but it's useless in the rain.
- When buses get delayed, seniors are left in uncomfortable positions and are discouraged from taking transit.

### *Long walks to bus stops*

- Another issue noted in the report is the long distances that many seniors have to walk to get to a bus stop.
- Compared to residential neighbourhoods in Vancouver with streets that form a tight grid, many residential neighbourhoods in Richmond have winding streets, forcing seniors to walk further to access a bus stop.
  - The latter is the case for the neighbourhoods studied in this report.

### *Infrequent service and lack of crosstown routes*

- Seniors also noted how travel within Richmond is often difficult due to limited frequency and a lack of east-west routes.
- The only buses that cross east-west through the Blundell area are the 402 and 413, on Blundell and Williams, respectively.
  - During the day, the 402 only runs every 20 minutes on weekdays and 30 minutes on weekends.
  - And in the evening, it only runs once an hour.
  - Even then, the 402 only runs between Two Road and Three Road, meaning that seniors living at Rosewood Manor trying to get to a medical appointment at the Garden City Shopping Centre must spend an extra 30 minutes walking or transferring to another bus.
- The design of Richmond's bus network focuses on funnelling 9-5 workers to the SkyTrain to get to Downtown Vancouver instead of effectively connecting Richmond's communities.

### *Overcrowding*

- During peak hours, buses are frequently packed to the brim, with no space left for seniors to stand, let alone seats on which to sit.
- I take the 401, which runs along One Road and Westminster Highway between Steveston and Brighthouse Station.
  - The bus is often standing-room-only by the time it reaches Terra Nova, and cannot pick up more passengers when it gets to Two Road.

- Seniors waiting for the 401 at the Richmond Hospital are left waiting for the next bus, which is just as crowded.

## **Recommendations**

Movement recommends the City of Richmond to

1. Lobby the provincial and federal governments to provide more transit operations funding for more service to reduce wait times and overcrowding
2. Work with TransLink to redesign bus routes in Richmond to improve east-west connectivity

There are also things that the City of Richmond can do **independently**, without the approval of other levels of government or TransLink

1. Add more bus shelters and benches to bus stops with high ridership and bus stops near seniors homes, community centres, parks, and commercial areas
2. Build more seniors housing, retail, and amenity spaces near transit routes
3. Make the walk to bus stops safer and more accessible by adding sidewalks, protected intersections, street lights, and curb cuts

Seniors are an important part of the Richmond community and deserve better transit to ensure freedom of movement as they age.

Thank you to the Planning Committee for allowing Movement to present.

I look forward to answering your questions.

**Busiest bus stops in Richmond lacking a bench and/or shelter**

Rank	Stop #	Stop Name	Lines	Avg. daily boardings	Notes
1	<u>58069</u>	Northbound No. 3 Rd @ Park Rd	402, 403, 404, 406, 410, 414, 416	717	Cover from nearby awning only Bench exposed
2	<u>56451</u>	Eastbound Cook Rd @ No. 3 Rd	405, 408	693	No shelter or bench whatsoever
3	<u>61335</u>	Anderson Rd @ Buswell St	410	284	Cover from nearby awning only No bench
4	<u>56551</u>	Northbound No. 3 Rd @ Leslie Rd	403, 410	204	Partly sheltered from Canada Line tracks Northbound No. 3 and Ackroyd is similar, but has a shelter
5	<u>61526</u>	Northbound No. 3 Rd @ Jones Rd	402, 403	183	No shelter or bench whatsoever
6	<u>56969</u>	Westbound Bridgeport Rd @ No. 5 Rd	407, 430	178	No shelter
7	<u>56972</u>	Westbound Bridgeport Rd @ Shell Rd	407, 430	152	No shelter
8	<u>56950</u>	Eastbound Bridgeport Rd Fs No. 5 Rd	407, 430	144	No shelter
9	<u>56973</u>	Westbound	407, 430	142	No shelter

Rank	Stop #	Stop Name	Lines	Avg. daily boardings	Notes
		Bridgeport Rd Fs McLennan Ave			
10	<u>56763</u>	Northbound Railway Ave @ Colbeck Rd	406	128	No shelter
11	<u>56891</u>	Eastbound Cambie Rd @ No. 5 Rd	405, 410	123	No shelter
12	<u>56884</u>	Eastbound Cambie Rd Fs Garden City Rd	410	123	No shelter
13	<u>56935</u>	Westbound Cambie Rd Fs Stolberg St	410	123	No shelter
14	<u>56540</u>	Eastbound Blundell Rd @ Moffatt Rd	402	122	No shelter
15	<u>56543</u>	Northbound No. 3 Rd Fs General Currie Rd	402, 403	122	No shelter
16	<u>60970</u>	Westbound Bridgeport Rd @ Smith St	403, 407, 412	114	No shelter or bench whatsoever
17	<u>58279</u>	Northbound Cessna Dr @ 3800 Block	412	111	No shelter or bench whatsoever
18	<u>56854</u>	Westbound Williams	408, 413	111	No shelter

Rank	Stop #	Stop Name	Lines	Avg. daily boardings	Notes
		Rd @ Shell Rd			
19	<u>56550</u>	Northbound No. 3 Rd Fs Alderbridge Way	403, 410	109	Partly sheltered from Canada Line tracks Northbound No. 3 and Ackroyd is similar, but has a shelter
20	<u>56857</u>	Westbound Williams Rd Fs Ash St	408, 413	108	No shelter or bench whatsoever
21	<u>56888</u>	Eastbound Cambie Rd @ St. Edwards Dr	405, 410, 416	107	No shelter or bench whatsoever
22	<u>56947</u>	Eastbound Bridgeport Rd Fs Shell Rd	407, 430	107	No shelter
23	<u>61477</u>	Westbound Steveston Hwy Ns Coppersmith Pl	403, 404	106	No shelter
24	<u>52076</u>	Eastbound Cook Rd @ Buswell St	405, 408	106	No shelter



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**To:** Planning Committee **Date:** April 17, 2026  
**From:** Wayne Craig **File:** 01-0100-30-ACEN1-  
General Manager, Planning and Development 01/2025-Vol 01  
**Re:** **Referral Response: Re-Evaluation of the Environmentally Sensitive Areas (ESAs) Mapping for the Thompson and Boundary Roads Area of Hamilton**

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### Staff Recommendation

That the report titled “Referral Response: Re-Evaluation of the Environmentally Sensitive Areas (ESAs) Mapping for the Thompson and Boundary Roads Area of Hamilton” dated April 17, 2026, from the General Manager, Planning and Development, be received for information.

#### Executive Summary

This report provides information in response to two referrals directing staff to review the Environmentally Sensitive Areas (ESAs) mapping in the 2050 Official Community Plan for private properties between Thompson and Boundary Roads, and south of Thompson Gate in the Hamilton area. In response, staff undertook, with the assistance of a Qualified Environmental Profession, a re-evaluation of the ESA polygons in the study area.

The re-evaluation concluded that the ESA polygons contain an established native tree canopy and presence of native understory plant species consistent with the definition of a terrestrial ESA (e.g., forested) in the City’s ESA Development Permit Area policy and are recommended to be retained in their current configuration in the ESA mapping. A separate report responding to a referral relating to the potential removal of all ESA polygons city-wide that are privately owned will be brought forward for Council’s consideration later. It is recommended that this report be received for information.

## Staff Report

### Origin

This report provides a response to two separate referrals related to the re-evaluation of the Environmentally Sensitive Area (ESA) mapping, which can be found in the 2050 Official Community Plan (OCP), for an area between Thompson and Boundary Roads, south of Thompson Gate, in the Hamilton area (Attachment 1).

The referral from Council [Referral #1] occurred following a public hearing on January 19, 2026, and reads as follows:

*“That staff look at the Environmentally Sensitive Area on the property that runs from Thompson Road to Boundary Road (4531 Boundary Road and 4480 Thompson Road), and report back.”*

The second referral from Planning Committee [Referral #2] was endorsed on January 20, 2026, and reads as follows:

*“That staff investigate the current ESA designations of the townhouse designated properties on the west side of Boundary Road from Westminster Highway to Thompson Road, to Highway 91, and report back.”*

A third and related referral occurred following a public hearing on January 19, 2026, which directed staff to review the potential removal of ESA designations on all private properties. A response to that referral will be presented to Council later.

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.*

This report supports Council’s Strategic Plan 2022-2026 Focus Area #5 A Leader in Environmental Sustainability:

*Leadership in environmental sustainability through innovative, sustainable and proactive solutions that mitigate climate change and other environmental impacts.*

This report supports Council’s Strategic Plan 2022-2026 Focus Area #6 A Vibrant, Resilient and Active Community:

*Vibrant, resilient and active communities supported by a wide variety of opportunities to get involved, build relationships and access resources.*

### Background

On February 9, 2026, Council adopted bylaws which updated key sections of Richmond’s OCP, including amendments to environmental protection mapping as well as selective revisions to policies and guidelines as they relate to ESAs including the following:

- updates to the City’s ESA Map, which identifies areas that are likely to contain tangible ecological and biodiversity attributes;
- revisions to the associated ESA Development Permit Area (DPA) objectives, exemptions, and guidelines; and
- procedural clarifications regarding when a Qualified Environmental Professional (QEP) is required.

The OCP ESA DPA objectives, exemptions and guidelines provide a pathway for development applicants to identify, evaluate and verify ecological and biodiversity attributes, and determine outcomes that fully accommodates both development potential and the preservation of ESAs through retention, restoration and compensation measures.

### Legal Framework for ESAs

As outlined in the *Local Government Act* (LGA), an OCP must include policy statements and map designations for land that the local government deems to be environmentally sensitive to development (e.g., steep slopes, shorelines, forested areas, wetlands). The LGA provides further clarification that indicates that Council, in an OCP, may include policies relating to the preservation, protection, restoration and enhancement of the natural environment, its ecosystems and biological diversity (e.g., ESAs).

The LGA further states that Council may designate a DPA for the protection of the natural environment, its ecosystems and biological diversity. To establish a DPA, the DPA must include objectives and guidelines that enable said objectives and may include a list of exemptions from and/or qualifications to the DPA requirements. The LGA does not dictate where and how this specifically applies in municipalities; therefore Council retains discretion to determine where and how this statutory direction is enacted.

To provide some clarity and assist local governments with the definition of an ESA, the Province released a document titled *Environmental Best Management Practices for Urban and Rural Land Development* (2004) which defines ESAs as being a site or area:

“that already has, or with remedial action could achieve, desirable environmental attributes. These attributes contribute to the retention and/or restoration of wildlife habitat, soil health and stability, water cleanliness, retention or recharge, vegetative cover and similar vital ecological functions. Environmentally sensitive areas range in size from small patches to extensive landscape features [both aquatic and terrestrial]. They can include rare or common habitats, plants and animals. Environmentally sensitive areas also include hazard lands”.

### ESAs in Richmond

The intention of the ESA mapping, related policies, and ESA DPA guidelines is to practically and appropriately preserve, restore, and enhance ecological and biodiversity attributes, spaces and systems throughout areas of Richmond while balancing and accommodating development potential in accordance with the underlying OCP land use designation and associated zoning. Richmond’s approach for ESAs includes two primary program components, to comply with provincial requirements:

- *ESA Inventory Map*: The OCP's ESA Map identifies areas with potential ecological and biodiversity value based on available information, including aerial interpretation and field observations. The mapping provides early identification of ESAs and informs the requirement for site assessments to verify ecological conditions and ensure appropriate protection and management.
- *ESA DPA policies and guidelines*: The ESA DPA objectives, exemptions, and guidelines support the management of ESAs. Through the development process, site assessments are used to confirm ecological attributes and functions, and to guide appropriate measures, including avoidance, restoration that demonstrates an enhancement/net beneficial gain to the ESA, and, where necessary and appropriate, mitigation such as compensation measures. Any consideration of ESA boundary refinement is informed by detailed biophysical assessment and must align with OCP objectives.

ESAs are an important part of Richmond's multifaceted urban nature conservation approach to land use planning, which is part of a larger network of environmentally sensitive lands, including areas designated in the 2050 OCP Land Use Map as Conservation Area (e.g., Sturgeon Banks), Richmond's Riparian Management Areas (e.g., water corridors, marine areas), and areas that are identified in the Ecological Network Management Strategy (e.g., city parks, greenways, ecological corridors).

## **Analysis**

### Context

The properties subject to the referrals from Council and Committee are bound by Thompson and Boundary Roads, south of Thompson Gate and north of the Highway 91A northbound on ramp, in Hamilton (Attachment 1). The subject area is characterized in recent history as an area with large, rural, single-family, fee simple lots with a wide range of natural attributes and features. The area is designated in the Hamilton Area Plan as Neighbourhood Residential which allows higher density townhouse development and accommodates three storey buildings.

### Development Applications

In the past several years, there has been new construction in this area and development applications for townhouse development (Attachment 2). The first townhouse development project that was recently complete and granted occupancy, includes a 120-unit townhouse complex at 4300 Thompson Road and 4337 Boundary Road (RZ 22-019201). The site previously included an ESA area that was remediated through a combination of on-site and off-site compensation and in-situ restoration. Off-site compensation was directed towards ecological restoration of city-owned parkland located between Highway 91A and Thompson Road (Hamilton Highway Park). The on-site restoration and landscaping, along with securities for the off-site compensation, was secured through legal agreements as part of the development permit process. The townhouse development potential achieved the highest density supported for the site by the OCP.

More recently, there is a current 'in-stream' development application that has requested to rezone 4540, 4560 Thompson Road and 4551, 4571 Boundary Road to accommodate a 76-unit townhouse development (RZ 22-019201). Based on the current development review and submissions provided by the applicant to date, including an ESA assessment prepared by a QEP, the management of these ESAs for this proposal are pursuing a combination of in-situ

restoration, as well as on-site and off-site compensation and ecological restoration. This application, which intends to achieve the density envisioned in the OCP, will come forward to Council for consideration at completion of its review.

### Re-Evaluation

Based on the referrals, the re-evaluation of the study area primarily focused on vegetation. Other ecological components, including wildlife and wildlife habitat (including species at risk), soils, peat, groundwater systems, and broader ecological network considerations, were not assessed. These components should be evaluated through a comprehensive, site assessment prepared by a QEP as part of the development process which would be assessed on existing ESA Development Permit guidelines.

To initiate the ESAs mapping re-evaluation, letters were sent to owners/residents for each of the ten (10) properties as well as adjacent properties, alerting them of the purpose of the request for access. Site visits were conducted by the QEP and their team in February 2026 which included conducting on-site investigations. No vegetation removal nor ground disturbance of any kind was performed as part of this city-led field reconnaissance exercise.

To facilitate and communicate the findings of the re-evaluations for the ten (10) properties, the ESA study area has been divided into two (2) 'Areas', Referral #1 and Referral #2. The summary of the outcomes of the re-evaluation is described below.

### Referral #1 -- 4480, 4500 Thompson Road and 4531, 4551 Boundary Road

Referral #1 references two properties, 4480 Thompson Road and 4531 Boundary Road where there are two ESA polygons. The first one to the west straddles 4480 and 4500 Thompson Road whereas the second ESA polygon to the east also straddles 4480 and 4500 Thompson Road as well as 4531 and 4551 Boundary Road. For the purposes of clarity, this Referral #1 sub-study area will include an overview summary of both ESAs and the surrounding spaces for all four properties.

Analysis of the field data for these two ESAs in Referral #1 sub-study area were observed to have a defined native tree canopy complemented with native understorey plant species. The established tree canopy contained red alders with minor components of black cottonwood and cedar mixed-in. Cottonwood trees are a native species to Richmond and support and provide habitat and an inter-dependency relationship for and with other native flora and fauna. Although environmental protection efforts often focus greater emphasis on the retention of particular types of trees, the concept of ESAs recognizes that trees are just one environmental attribute of a larger series of ecosystems. Future detailed discussions with development applicants can explore replacements of such tree types (e.g., black Cottonwood) if alternate native species add to improved ecological and biodiversity restoration outcomes, climate change responsiveness, and in balance with other considerations such as interconnectivity of ecosystems, public safety and human well-being.

Understorey vegetation was present throughout much of the ESAs in this area and consisted primarily of red-osier dogwood and common snowberry. While the understorey includes some invasive species such as Himalayan blackberry, it continues to provide ecological value by contributing to structural complexity that supports habitat provision and connectivity with the broader ecological network. The presence of an established native tree canopy, together with

both native and invasive understory vegetation, reflects an intact, multi-layered system that is indicative of a functioning terrestrial ecosystem. These characteristics are consistent with the definition of a terrestrial ESA (e.g., forested) in the City's ESA DP policy and support retention of the ESAs in their current configuration.

#### Referral #2 – 4540 to 4600 Thompson Road and 4571 to 4699 Boundary Road

Referral #2 refers to the remaining properties in the sub-study area that have an ESA overlay, including 4540, 4560, 4580 and 4600 Thompson Road, and 4571, 4611, 4693, and 4699 Boundary Road. This includes the four properties that are under review for a rezoning application (RZ 22-019201). Outside of that rezoning application, this area has one ESA polygon that is situated over multiple properties. The most substantial portion of that ESA polygon is located on 4611 and 4699 Boundary Road, with modest remainders located on 4693 Boundary Road and 4580 and 4600 Thompson Road. The ESA extends north beyond these subject properties at 4571 Boundary Road, which is subject to a current development application (RZ 22-019201).

Similar to the ESAs in the Referral #1 sub-study area, analysis of the field data for the ESAs in Referral #2 sub-study area were observed to have a defined native tree canopy complemented with native understorey plant species. The established tree canopy contained red alders with minor components of black cottonwood and cedar mixed-in, with the understory consisting primarily of red-osier dogwood and common snowberry.

The re-evaluation of Referral #2 sub-study area identified some Himalayan blackberry within the ESAs. Similar to Referral #1, the presence of an established native tree canopy, together with both native and invasive understory vegetation, reflects an intact, multi-layered system that is indicative of a functioning terrestrial ecosystem. These characteristics are consistent with the definition of a terrestrial ESA (e.g., forested) in the City's ESA DP policy and support retention of the ESAs in their current configuration. The current development review (RZ 22-019201) for most of this ESA is being undertaken by a QEP with recommendations to pursue a combination of in-situ restoration, as well as on-site and off-site compensation and ecological restoration.

For the remaining ESA not under a current development review, any identified invasive species or noxious weeds can be managed, through an ESA DP exemption, to ensure there aren't long-term consequences to native trees and native understory vegetation as supported by recent changes to the ESA DP guidelines. If a development application is made to develop those properties, a biophysical evaluation would provide more information and an integrated analysis to guide preservation, restoration and compensation measures.

#### Maintain ESA Polygons

Staff recommend that the ESA polygons be maintained for the following reasons:

- The presence of an ESA on properties within the study area is not expected to limit development potential under the OCP, Hamilton Area Plan, or Zoning Bylaw. This is demonstrated by the development application experiences of a recently completed townhouse project in the north portion of the study area and the preliminary experiences of an 'in-stream' townhome development application. Retention, enhancement, as well as on-site and/or potentially off-site compensation have been and would continue to be considered as part of any development application.

- A further report on privately owned ESAs city-wide will be presented to Council later. This work will incorporate an overview, analysis and comparisons of other local government approaches to ESA management and could include proposed policy updates to the OCP. Deferring decisions on ESA mapping in the Thompson and Boundary Road area until that time would support a more consistent, city-wide approach.

The value of maintaining the ESA polygon is that during the development review process a complete ESA evaluation not only examines vegetation, but incorporates wildlife and wildlife habitat, (including species at risk), soil, peat, and groundwater ecosystems, and ecological network (including connectivity for biodiversity) analysis. This type of review would be assessed on existing ESA Development Permit guidelines and is best considered in concert with development site planning and design exercise that recognizes and identifies a comprehensive and integrated response to both the natural and built environments.

### **Budgetary Implications**

None.

### **Conclusion**

This report presents a response to two Council referrals for staff to re-evaluate ESAs for privately owned properties between Thompson and Boundary Roads, south of Thompson Gate, in the Hamilton neighbourhood area. Following further review by a qualified environmental professional, along with other support professionals, staff recommend maintaining the ESA polygons as they are currently identified in the ESA map of the recently updated 2050 OCP and consider those polygons as part of a city-wide review which will be conducted later. Staff recommend receiving this report for information.

Respectfully submitted,

John Hopkins, Director, Policy Planning

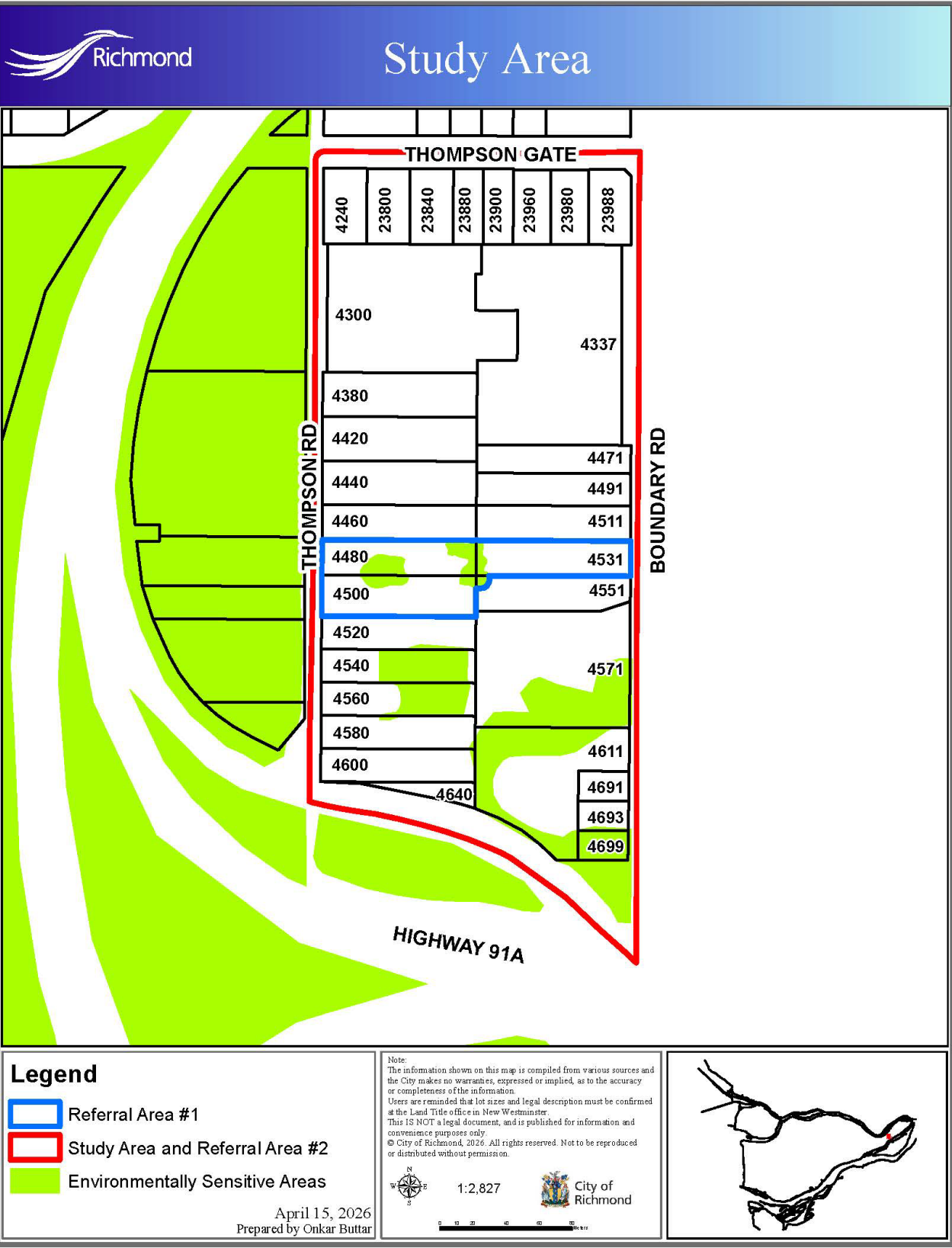
### **Report Contributors**

This report was prepared by Russell Nelson, Manager, Community Planning and reviewed by Development Applications, Climate & Environment, and Parks Services.

Endorsed by Serena Lusk, CAO

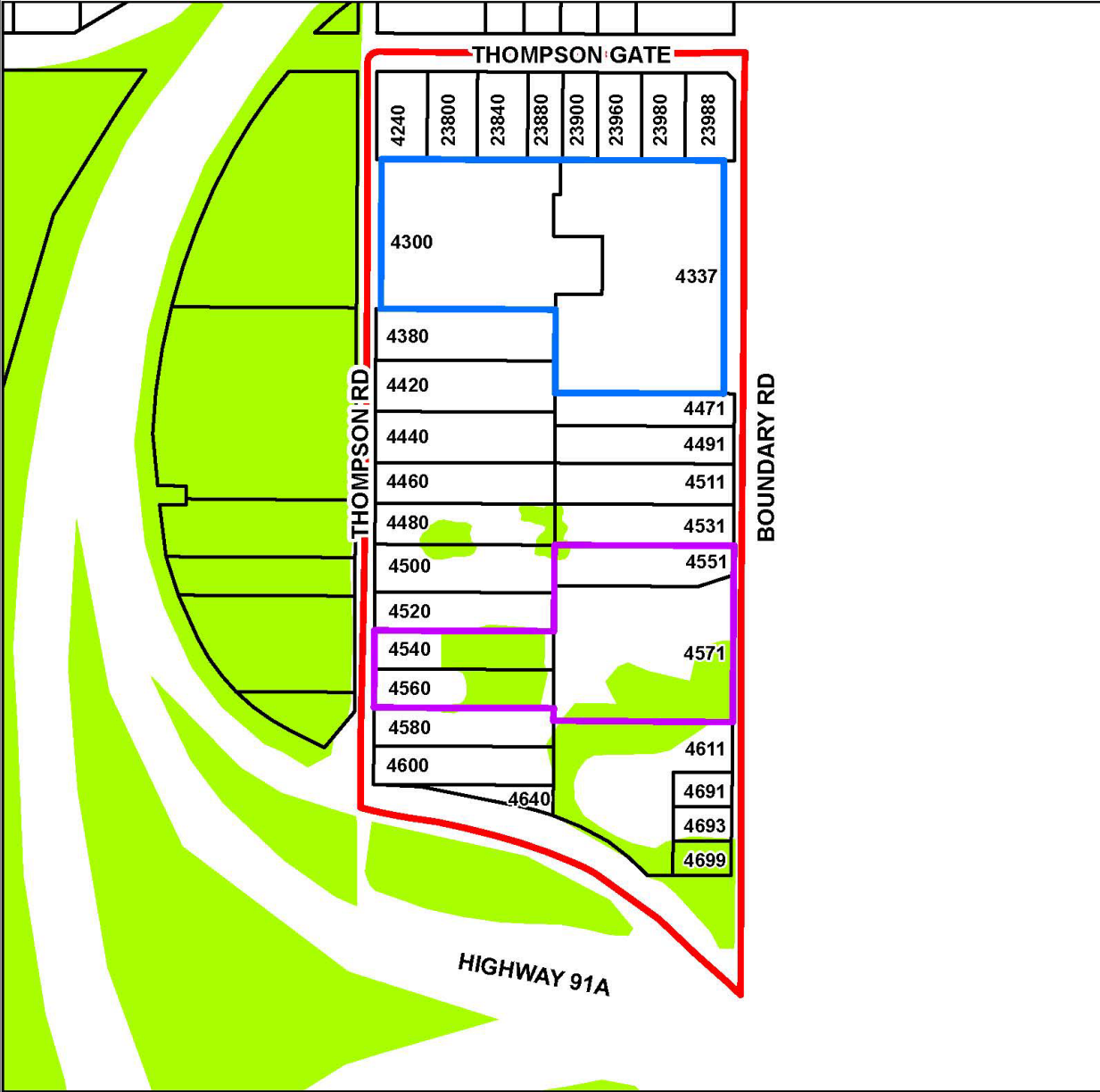
Attachment 1: Study Area

Attachment 2: Development Applications





# Development Applications



**Legend**

- Study Area and Referral Area #2
- Environmentally Sensitive Areas
- Completed Development Application (RZ 2015 713048)
- In Circulation Development Application (RZ 2022 019201)

April 15, 2026  
Prepared by Onkar Buttar

Note:  
The information shown on this map is compiled from various sources and the City makes no warranties, expressed or implied, as to the accuracy or completeness of the information.  
Users are reminded that lot sizes and legal description must be confirmed at the Land and Title office in New Westminster.  
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City of Richmond





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**To:** Planning Committee **Date:** April 13, 2026  
**From:** Wayne Craig **File:** 01-0157-30-  
General Manager, Planning and Development RGST1/2025-Vol 01  
**Re:** **Response to Metro Vancouver’s Referral: Metro 2050 Regional Growth  
Strategy Amendment Proposed by the City of Maple Ridge for the North 256  
Street Industrial Lands Area Plan**

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### Staff Recommendation

That the report titled “Response to Metro Vancouver’s Referral: Metro 2050 Regional Growth Strategy Amendment Proposed by the City of Maple Ridge for the North 256 Street Industrial Lands Area Plan”, dated April 13, 2026 from the General Manager, Planning and Development, be submitted to the Metro Vancouver Regional District Board as part of Metro Vancouver’s consultation process.

#### Executive Summary

The Metro Vancouver Regional District (MVRD) Board has initiated a Type 2 amendment to the Metro 2050 Regional Growth Strategy in response to the City of Maple Ridge’s North 256 Street Industrial Lands Area Plan. In order to expand existing industrial lands, the proposed amendment would:

- reduce Rural-designated lands by 277 hectares;
- increase Industrial-designated lands by 198 net hectares; and,
- increase Conservation and Recreation-designated lands by 79 hectares.

Staff conclude that it has limited land use impacts to the City of Richmond but may have servicing cost implications, including potential impacts to regional Development Cost Charges, that are not known at this time. As noted in the Metro Vancouver staff report, the proposal involves trade-offs related to the Urban Containment Boundary, environmental impacts and infrastructure needs. The proposal would contribute to regional economic development by adding industrial land in a constrained market, supporting Maple Ridge’s employment growth and business investment. The proposed inclusion of additional Conservation and Recreation lands and development permit guidelines aim to mitigate environmental impacts and manage land use interfaces. Staff recommend that this report be submitted to the MVRD Board as part of Metro Vancouver’s consultation process.

## Staff Report

### Origin

The Metro Vancouver Regional District (MVRD) Board has initiated a process to consider amending the Metro 2050 Regional Growth Strategy (RGS), in relation to a request from the City of Maple Ridge for the North 256 Street Industrial Lands Area Plan. The North 256 Street Industrial Lands Area Plan received third reading from the City of Maple Ridge Council in January 2026 and was referred to Metro Vancouver for consideration and approval, forming the basis of this proposed amendment.

At its March 27, 2026 regular meeting, the Board of Directors of the MVRD adopted the following resolution:

*That the MVRD Board:*

- a) initiate the Metro 2050 amendment process for the City of Maple Ridge's requested amendment from Rural and Industrial to Industrial and Conservation and Recreation for the North 256 Street Industrial Lands Area Plan and to expand the Urban Containment Boundary as described in the report dated February 12, 2026, titled "Metro 2050 Type 2 Proposed Amendment, Bylaw No. 1451, 2026 – City of Maple Ridge (North 256 Street Industrial Lands Area Plan)";*
- b) give first, second, and third readings to "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1451, 2026";*
- c) notify affected local governments 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 local First Nations via referral offices to provide an opportunity for comment on the proposed amendment.*

The City of Maple Ridge's requested amendment to the Metro 2050 RGS involves the following:

- re-designate the land use designation for the site from Rural and Industrial lands to Industrial and Conservation and Recreation; and
- expand the Urban Containment Boundary (UCB) to accommodate a light industrial area.

As part of Metro Vancouver's notification process, the City of Richmond has been invited to provide written comments on the proposed amendments on or before May 18, 2026 (refer to Attachment 1 for the Metro Vancouver letter and accompanying report). This review focusses on potential impacts to the City of Richmond, and regional land use and infrastructure planning objectives.

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.*

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.*

### **Analysis**

The proposed amendment is a Type 2 amendment to the Metro 2050 RGS, which requires that the amendment bylaw be passed by an affirmative two-thirds weighted vote of the MVRD Board.

#### Information about the Proposed Amendment within the North 256 Street Industrial Lands Area (City of Maple Ridge)

The subject area is 301 ha (744 ac.) and accommodates a range of existing industrial uses, including gravel extraction and aggregate processing, institutional operations such as correctional and training facilities, various resource-based or rural industrial activities, and a newer industrial business park in the southeastern portion. Approximately half of the area is already designated Industrial under Metro 2050, and most of it falls within the Fraser Sewerage Area.

Should the Metro 2050 amendment proceed and the MVRD Board determine that the area is eligible for sewer service, the City of Maple Ridge would then be required to apply to the Greater Vancouver Sewerage & Drainage District (GVS&DD) Board for an amendment to the Fraser Sewerage Area. At that stage, detailed engineering information will be necessary to support a formal assessment of the impacts in regional sewer services.

The area is primarily accessed via 256 Street, with access to the westerly portion via Alouette Road, and the south-east area (i.e., Kanaka Business Park) by 128 Avenue and Katonien Street. Land ownership is mixed, with parcels held by the City of Maple Ridge, the Province, and private owners. The site is also characterized by variable sloping terrain. Surrounding land uses include:

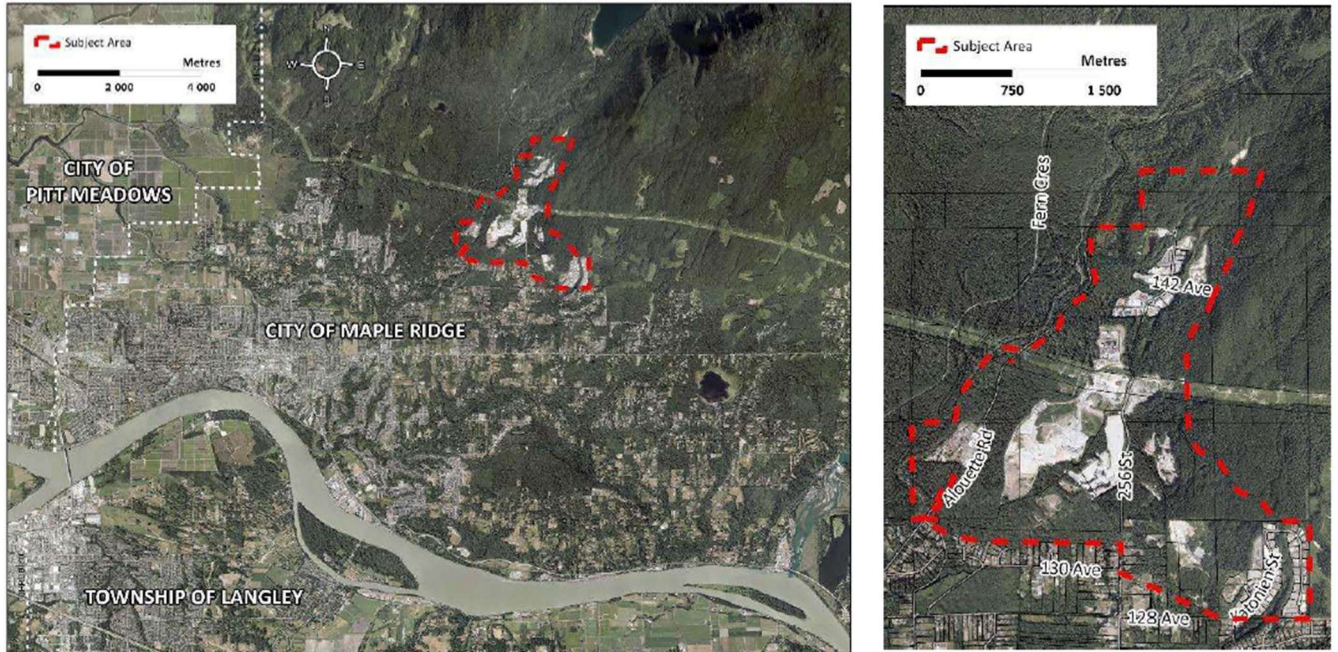
- Rural and Agricultural designated lands to the south; and
- Conservation and Recreation designated lands to the east, north, and west.

The proposed amendment would advance the new North 256 Street Industrial Lands Area Plan, which has long been contemplated by the City of Maple Ridge. The overall vision for the area plan is to facilitate a new, modern, light industrial area that accommodates new business and employment growth in the community. Since the site borders sensitive environmental and agricultural areas, Maple Ridge has proposed an Area Plan Development Permit Area (DPA) guidelines to address industrial land edge planning, interface design, buffering, tree planting, and wildfire resilience.

The proposed regional land use amendments within the subject site would:

- reduce Rural-designated lands by 277 ha (684 ac.);
- increase Industrial-designated lands by 198 net ha (489 ac.); and
- increase Conservation and Recreation-designated lands by 79 ha (195 ac.).

*Figure 1 - Location Map and Surrounding Context*



Summary of the Metro 2050 RGS Amendment at the North 256 Street Industrial Lands Area (City of Maple Ridge)

The proposed amendment to the Metro 2050 RGS is to re-designate the existing Rural and Industrial lands to Industrial and Conservation and Recreation and expand the UCB to accommodate this light industrial area. The proposed amendment is part of the new North 256 Street Industrial Lands Area Plan to expand industrial lands in the city and the region. Refer to Figure 2 and Figure 3 for maps of the subject site showing the existing and proposed amendments to the Metro 2050 RGS.

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

Figure 2 – Existing Metro 2050 RGS

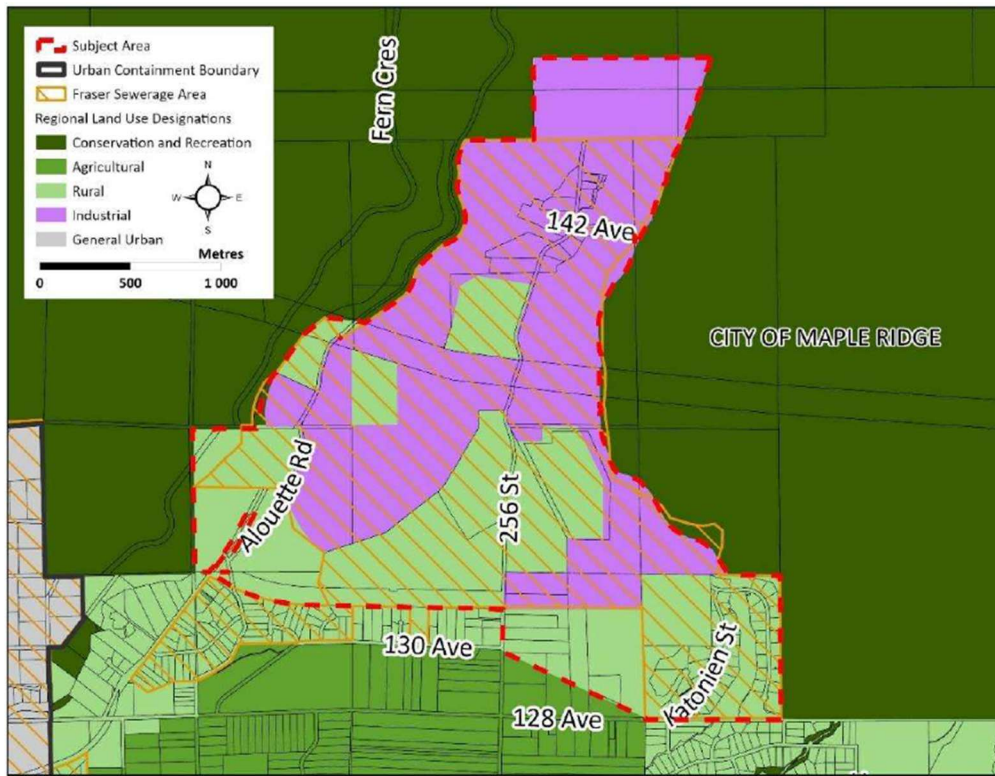
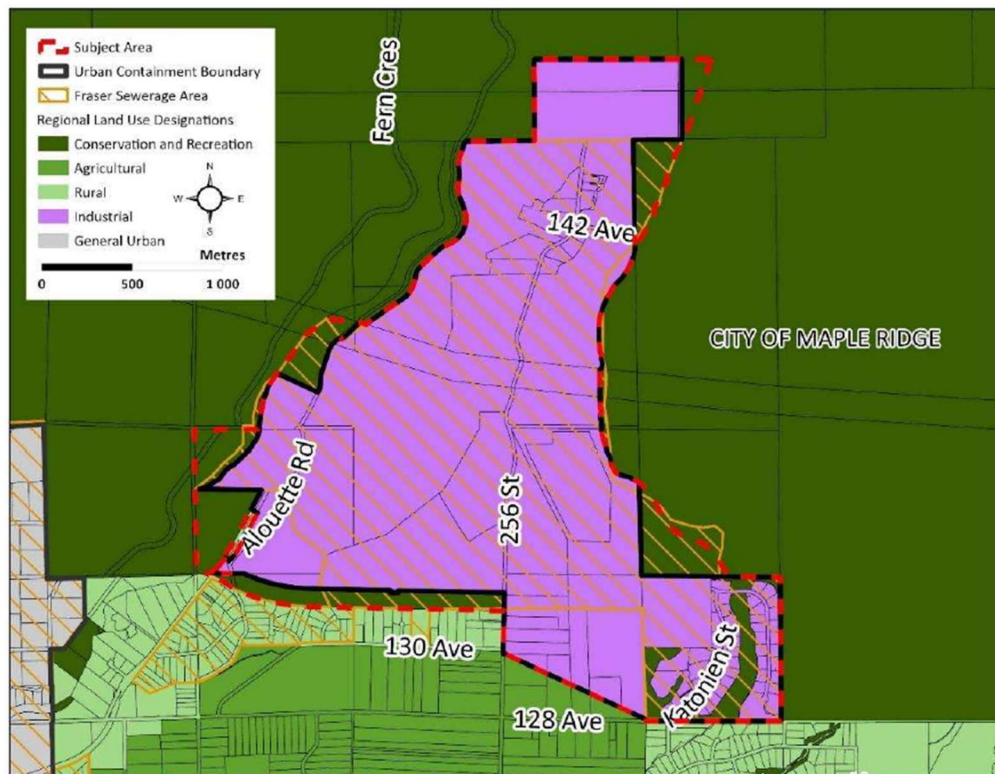


Figure 3 – Proposed Amendments to Metro 2050 RGS



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

- The proposed amendment would advance the North 256 Street Industrial Lands Area Plan, which was given third reading by Maple Ridge Council and referred to Metro Vancouver for consideration. The new Plan would provide Maple Ridge and the surrounding region with employment opportunities and expansion of 198 net ha (489 ac.) of industrial designated lands with hopes to attract business investments.
- The proposal supports local jobs and a more complete community, but conflicts with Metro 2050 by expanding the UCB into an area not contiguous with the existing boundary, undermining urban growth concentration and rural land protection. The subject area is also located approximately 4 km away from the Maple Ridge city centre, resulting in infrastructure upgrades and reliance on private vehicles.
- The amendment supports a diverse regional economy by expanding industrial land, enabling more high-quality local jobs and supporting Maple Ridge's economic development strategies. It also adds 198 ha. (489 ac.) of industrial land supply. While slopes and environmental conditions can be a challenge, coherent industrial designation will support more coordinated site planning and greater certainty for businesses. The proposed DPA guidelines aim to address edge planning due to intensified industrial uses near existing residential, agricultural, conservation, recreational, and institutional uses.
- The proposal increases 79 ha. (195 ac.) of Conservation and Recreation designated lands with valuable ecosystem services. However, reduction in tree canopy and related impacts to existing ecosystems in the 277 ha (684 ac.) area proposed to be redesignated to Industrial is anticipated. The Metro Vancouver report suggests additional development planning to protect and support ecosystems and mitigate loss of tree canopy in this area.
- The land use designation change presents challenges to climate goals identified in the Metro 2050 RGS by decreasing carbon storage capacity and supporting land use patterns that result in more intensive carbon emission development practices and supporting transportation and servicing infrastructure.

#### City of Richmond Comments on the Proposed Metro 2050 RGS Amendment

City staff have reviewed Metro Vancouver's staff report and conclude that it has limited land use impacts to the City of Richmond. As outlined in the Metro Vancouver staff report, the amendment would contribute to regional economic development by adding industrial land in a constrained market, supporting Maple Ridge's employment growth and business investment. The proposed inclusion of additional Conservation and Recreation lands and development permit guidelines aim to mitigate environmental impacts and manage land use interfaces.

The proposal does involve trade-offs related to the UCB, environmental impacts and infrastructure needs. The primary growth management tool in Metro 2050 is the UCB which is designed to encourage densification of urban growth in compact, transit-oriented communities, while also protecting industrial and agricultural land. Metro 2050 reinforces the UCB by limiting the extension of regional sewerage services outside of the UCB.

The implications for regional servicing, including sewer extensions, have not yet been assessed in terms of the land base impacted, nor the potential servicing and cost implications for utilities, transit and other urban services. Metro Vancouver would need to provide clarity around how any

servicing costs associated with adjusting the GVS&DD boundary would be determined and allocated. Although this assessment would be determined following MVRD Board adoption of the RGS amendment and prior to consideration by the GVS&DD to expand the Fraser Sewerage Area, it would be helpful to know the full infrastructure cost implications prior to any amendment to Metro 2050. Any additional servicing costs may impact regional Development Cost Charges, especially GVS&DD as a portion of east Richmond is located within the Fraser Sewerage Area.

Staff recommend that this report be submitted to the MVRD Board as part of Metro Vancouver's consultation process.

### **Budgetary Implications**

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 Maple Ridge for the area located in the North 256 Street Industrial Lands Area Plan to amend the regional land use designation from Rural and Industrial lands to Industrial and Conservation and Recreation and expand the UCB to accommodate a light industrial hub.

Staff conclude that the proposal has limited land use impacts to the City of Richmond but may have servicing cost implications, including potential impacts to regional Development Cost Charges, that are not known at this time. As indicated in the Metro Vancouver staff report, the proposal would contribute to regional economic development by adding industrial land in a constrained market, supporting Maple Ridge's employment growth and business investment. The proposed inclusion of additional Conservation and Recreation lands and development permit guidelines aim to mitigate environmental impacts and manage land use interfaces. Staff recommend that this report be submitted to the MVRD Board as part of Metro Vancouver's consultation process.

Respectfully submitted,

John Hopkins, Director, Policy Planning

### **Report Contributors**

This report was prepared by Emily Huang, Planner 2 and reviewed by Engineering.

Endorsed by Serena Lusk, CAO

Att. 1: Metro Vancouver Staff Report



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To: Regional Planning Committee

From: Laurel Cowan, Division Manager, Regional Land Use Planning and Policy, and Charles Pan, Senior Policy and Planning Analyst, Regional Planning and Housing Services

Date: February 12, 2026 Meeting Date: March 5, 2026

Subject: **Metro 2050 Type 2 Proposed Amendment, Bylaw No. 1451, 2026 – City of Maple Ridge (North 256 Street Industrial Lands Area Plan)**

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### RECOMMENDATION

THAT the MVRD Board:

- a) initiate the *Metro 2050* amendment process for the City of Maple Ridge’s requested amendment from Rural and Industrial to Industrial and Conservation and Recreation for the North 256 Street Industrial Lands Area Plan and to expand the Urban Containment Boundary as described in the report dated February 12, 2026, titled “Metro 2050 Type 2 Proposed Amendment, Bylaw No. 1451, 2026 – City of Maple Ridge (North 256 Street Industrial Lands Area Plan)”;
  - b) give first, second, and third readings to “Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1451, 2026”;
  - c) notify affected local governments 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 local First Nations via referral offices to provide an opportunity for comment on the proposed amendment.
- 

### EXECUTIVE SUMMARY

The City of Maple Ridge is requesting a Type 2 amendment to *Metro 2050* for the North 256 Street Industrial Lands Area Plan (Reference 1). The proposed amendment would re-designate Rural and Industrial lands to Industrial and Conservation and Recreation and expand the Urban Containment Boundary to accommodate a light industrial hub. Roughly half of the subject area is already designated Industrial within *Metro 2050*, and the majority of the subject area is already within the Fraser Sewerage Area. The area contains existing industrial operations and the City notes that industrial lands have long been intended for this area through various industrial and employment lands studies.

The MVRD Board has an important role as the steward of a broad set of issues that must be considered from a regional perspective. This role means that the amendment request is considered in terms of the long-term implications for the whole region, and in particular in the context of the broader intent of *Metro 2050*, the regional growth strategy, which is to guide the development of the region in an affordable, healthy and livable manner that supports the efficient provision of transportation, regional infrastructure and community services. Therefore, while the proposal conveys benefits to the municipality, Metro Vancouver analysis is obligated to consider consistency of the proposed amendment with *Metro 2050*.

Regional Planning analysis concludes that, on balance, the proposed amendment is supportable, however, it does involve several trade-offs that are important for MVRD Board consideration.

**Metro 2050 Type 2 Proposed Amendment, Bylaw No. 1406, 2026 – City of Maple Ridge  
(North 256 Street Industrial Lands Area Plan)**

Regional Planning Committee Regular Meeting Date: March 5, 2026

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The proposal would:

- Add 198 net hectares of Industrial designated lands, expanding the regional supply of industrial lands and supporting long-term economic resilience.
- Add 79 hectares of Conservation and Recreation lands, securing mature forested areas that provide ecological services and establishing a buffer between industrial and adjacent rural or agricultural lands.
- Apply Area Plan Development Permit Area (DPA) guidelines to address industrial land edge planning, interface design, buffering, tree planting, and wildfire resilience (Reference 2).

Challenges include:

- The expansion of the Urban Containment Boundary in an area that is not contiguous to the current urban area or transit service will increase pressure on infrastructure.
- The area's location is susceptible to natural hazards, requiring significant infrastructure investment.
- The redesignation of 222 ha of Rural lands to Industrial will potentially increase speculation to convert Rural lands elsewhere in the region, and *Metro 2050* stipulates that Rural lands are not intended to be an Urban Reserve.
- There will be regional tree canopy target and ecosystem connectivity loss as with any conversion of Rural lands to Industrial uses.

The requested *Metro 2050* Type 2 amendment bylaw requires adoption through an affirmative two-thirds weighted vote of the MVRD Board.

### **PURPOSE**

To provide the Regional Planning Committee and the MVRD Board with the opportunity to consider the City of Maple Ridge's request to amend *Metro 2050* to accommodate a light industrial hub through a Type 2 Regional Growth Strategy amendment.

### **BACKGROUND**

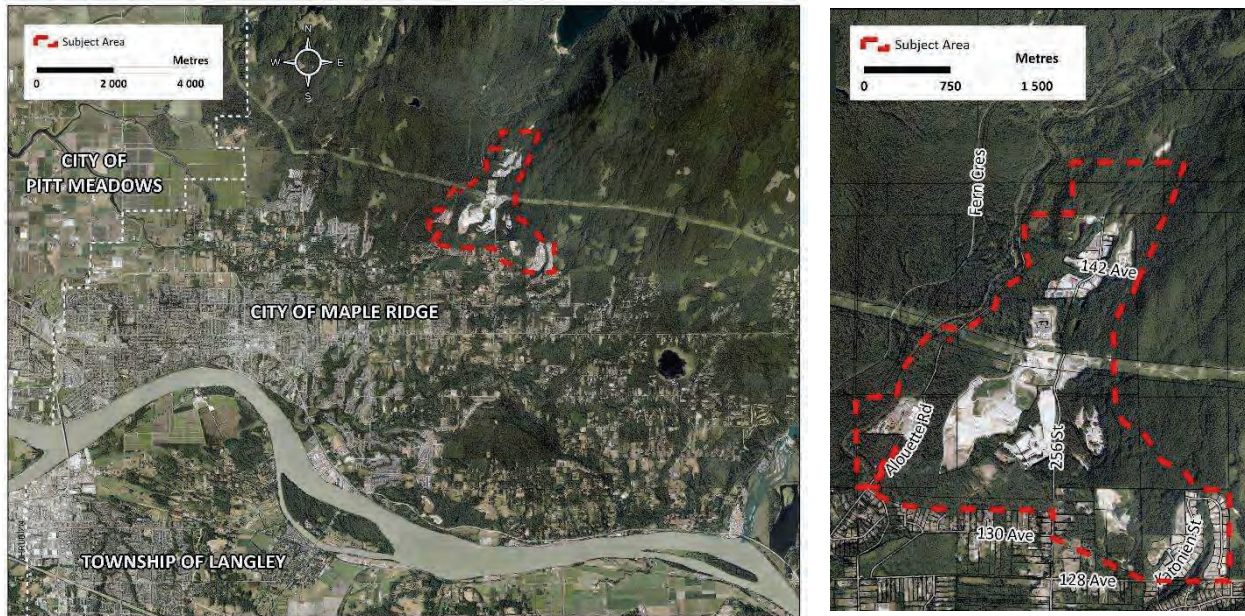
On January 27, 2026, City of Maple Ridge Council passed a resolution requesting that the MVRD Board consider a Type 2 Amendment to *Metro 2050* to amend regional land use designations within the North 256 Street Industrial Lands Area Plan from Rural or Industrial to Industrial or Conservation and Recreation and to expand the Urban Containment Boundary (**Attachment 1**). On January 28, 2026, Metro Vancouver received the City of Maple Ridge's request to consider the proposed Regional Growth Strategy amendment.

### **SITE CONTEXT**

The City of Maple Ridge has been considering expanding industrial uses in this area since at least 2016. The subject area currently hosts a range of existing industrial land uses, including: gravel extraction and aggregate processing, institutional operations like correctional and training facilities, various resource or rural industrial uses, and a newer industrial business park in the southeastern portion. Land ownership is mixed, with parcels held by the City, the Province and private landowners.

The area contains steep terrain and environmental features, and is bordered by Rural and Agricultural lands to the south and by Conservation and Recreation lands to the east, north, and west. Primary access is provided by 256 Street, with Alouette Road serving the western portion, and 128 Avenue and Katonien Street serving the southeast area (Kanaka Business Park). There is no transit service, and municipal servicing is limited.

**Figure 1**  
*Site and Municipal Context*



The subject area is currently designated as a mixture of Industrial, Industrial Reserve, Rural Resource, and Institutional in the City’s Official Community Plan (OCP) and zoned for various Agricultural, Industrial, and Institutional zones, as well as Single Detached (Medium Density) Urban Residential, in the City’s Zoning Bylaw. The current regional land use designations in *Metro 2050* are Rural and Industrial. The area borders the Agricultural Land Reserve to the south. Additional site information is provided in Table 1 and the City of Maple Ridge staff report (**Attachment 2**).

**Table 1**  
*Existing Area Description*

<b>Area Size</b>	301 hectares (744 acres)
<b>Area Location</b>	Along 256 Street, north of 128 Avenue
<b>Current <i>Metro 2050</i> Regional Land Use Designations</b>	Rural Industrial
<b>Current City OCP Designations</b>	Rural Resource Industrial Reserve Institutional Conservation
<b>Current Zoning</b>	A-1 Small Holding Agricultural A-2 Upland Agricultural M-2 General Industrial M-4 Extraction Industrial P-3 Children’s Institutional P-5 Corrections and Rehabilitation P-6 Civic RS-2 Single Detached (Medium Density) Urban Residential
<b>Within the Urban Containment Boundary</b>	No
<b>In the Agricultural Land Reserve</b>	No, but borders it
<b>In the Fraser Sewerage Area</b>	Mostly

Metro 2050 Type 2 Proposed Amendment, Bylaw No. 1406, 2026 – City of Maple Ridge  
(North 256 Street Industrial Lands Area Plan)

Regional Planning Committee Regular Meeting Date: March 5, 2026

**PROPOSED REGIONAL LAND USE DESIGNATION AMENDMENT**

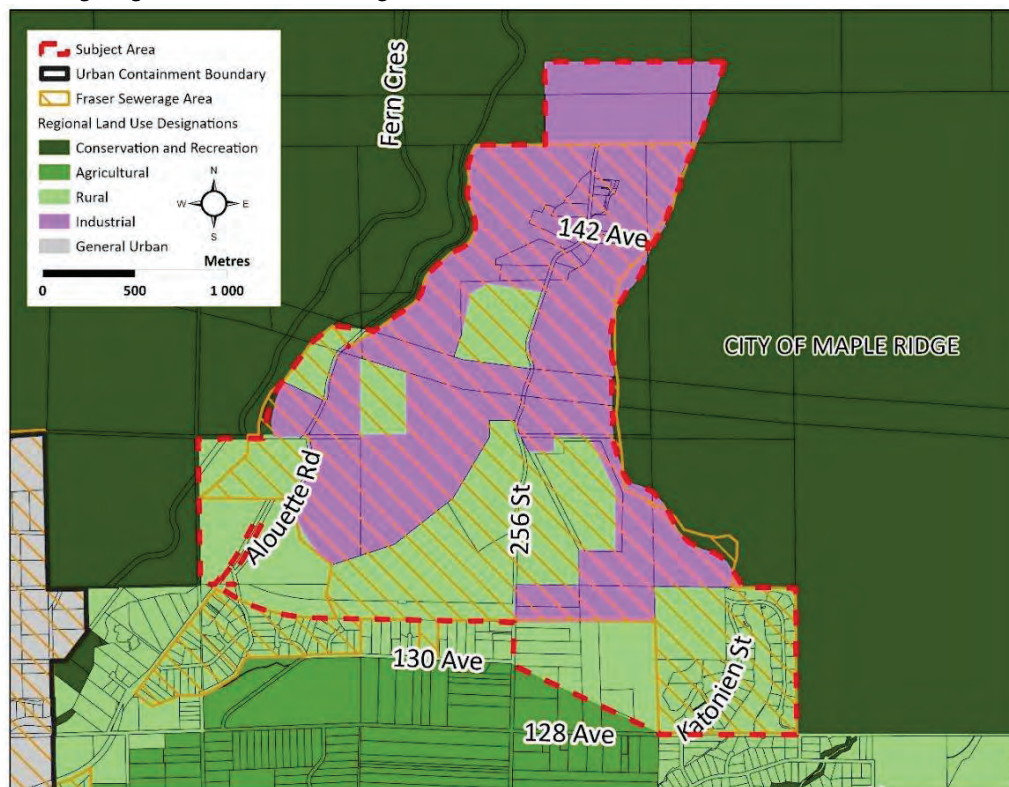
The amendment proposes multiple changes to the regional land use designations within the subject area that would:

- Reduce Rural-designated lands by 277 ha,
- Increase Industrial-designated lands by 198 ha on net, and
- Increase Conservation and Recreation-designated lands by 79 ha.

The amendment would also extend the Urban Containment Boundary to include all the Industrial-designated lands in the area as well as a small portion of Conservation and Recreation lands. Per *Metro 2050* policy 6.3.3 a) and c), this is a Type 2 amendment as it proposes moving the Urban Containment Boundary and involves re-designating Rural lands to Industrial. The proposed land use changes are outlined in Table 2.

**Figure 2**

*Existing Regional Land Use Designations*

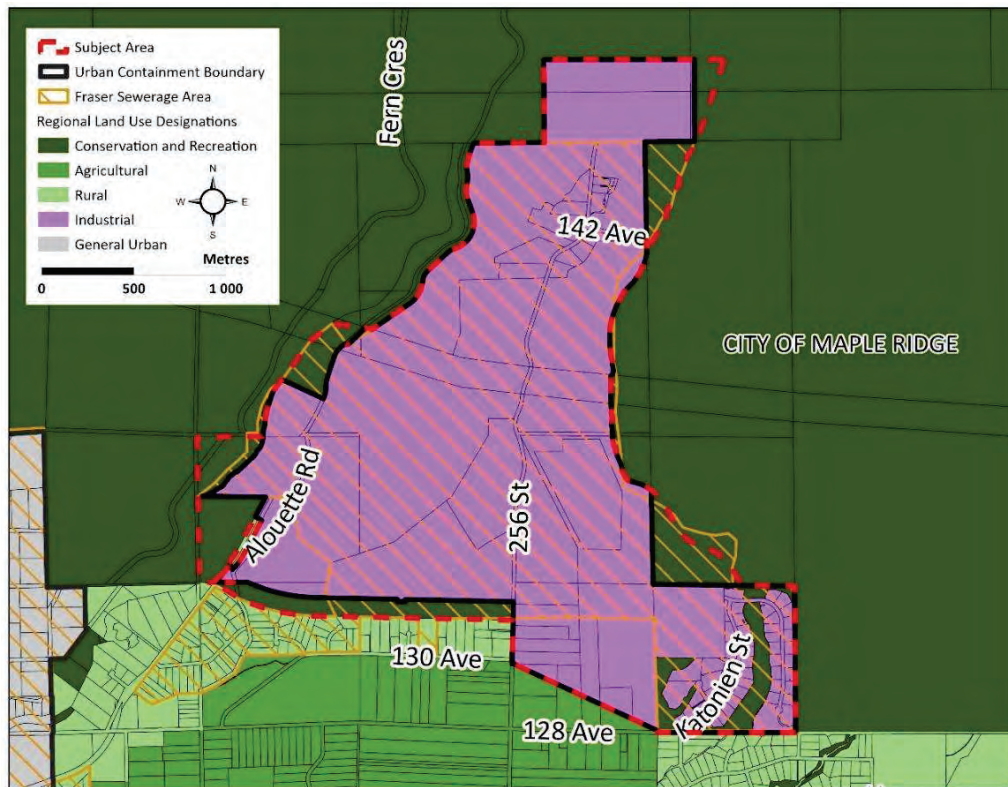


Metro 2050 Type 2 Proposed Amendment, Bylaw No. 1406, 2026 – City of Maple Ridge  
(North 256 Street Industrial Lands Area Plan)

Regional Planning Committee Regular Meeting Date: March 5, 2026

**Figure 3**

*Proposed Regional Land Use Designations*



**Table 2**

*Proposed Site Designations*

	<b>Current</b>	<b>Proposed</b>
<b>Metro 2050</b>	Rural Industrial Not in Urban Containment Boundary	Industrial Conservation and Recreation Add into Urban Containment Boundary
<b>OCP</b>	Rural Resource Industrial Reserve Institutional Conservation	Industrial Institutional Park Forest
<b>Zoning</b>	A-1 Small Holding Agricultural A-2 Upland Agricultural M-2 General Industrial M-4 Extraction Industrial P-3 Children’s Institutional P-5 Corrections and Rehabilitation P-6 Civic RS-2 Single Detached (Medium Density) Urban Residential	[The proposal does not include any rezonings]

The proposal would amend the City of Maple Ridge’s OCP for the subject area. The City of Maple Ridge can only adopt the proposed OCP amendment after the MVRD Board approves the corresponding *Metro 2050* amendment given the change of regional land use designations being requested.

**Metro 2050 Type 2 Proposed Amendment, Bylaw No. 1406, 2026 – City of Maple Ridge  
(North 256 Street Industrial Lands Area Plan)**

Regional Planning Committee Regular Meeting Date: March 5, 2026

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## **REGIONAL PLANNING ANALYSIS**

The City of Maple Ridge'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 with respect to *Metro 2050*, not to duplicate the municipal planning process.

### **Municipal Benefits**

The North 256 Street Industrial Lands Area Plan will provide Maple Ridge and the surrounding region with long-term benefits by creating new local employment opportunities and attracting diverse light-industrial businesses. By increasing the supply of industrial land, the plan supports economic growth, encourages business investment, and helps address industrial-land shortages. At the same time, the plan incorporates environmental protections, transportation and infrastructure upgrades, and thoughtful land-use design to balance economic development with conservation and improved connectivity.

### **Alignment with Metro 2050**

#### **Goal 1: Create a Compact Urban Area**

Goal 1 of *Metro 2050* includes strategies to concentrate urban development within the Urban Containment Boundary and to direct the majority of growth to Urban Centres and along transit corridors, 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

This proposal would not contain urban development within the existing Urban Containment Boundary (UCB) as it seeks to expand the UCB into a new area not contiguous with the existing boundary. Although there are already Industrial land use designations and existing uses in the area additional development in this location would require the expansion of infrastructure and public services including road and transportation upgrades, and utilities.

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

This amendment would not focus employment growth within established Urban Centres or Frequent Transit Development Areas (FTDAs). The area is located approximately four kilometres away from the closest Urban Centre, the Maple Ridge Regional City Centre.

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

The amendment could contribute to a more complete community by supporting local jobs. In Maple Ridge, the number of people who leave the city for work is roughly 2.5 times higher than those who work in the City (18,030 vs. 7,345), according to the 2021 census. By increasing the number of residents who are able to work within their own municipality, the amendment would help strengthen daily activity patterns and potentially reduce long commuting distances.

#### Consideration 4: Protect Rural lands from urban development

Rural lands are intended to protect the existing character, landscapes, and environmental qualities of rural communities and are not intended for future urban development. The conversion of Rural lands of this scale (222 ha) into Industrial lands does not meet this objective and could encourage speculation on other Rural lands.

**Metro 2050 Type 2 Proposed Amendment, Bylaw No. 1406, 2026 – City of Maple Ridge  
(North 256 Street Industrial Lands Area Plan)**

Regional Planning Committee Regular Meeting Date: March 5, 2026

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**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 protecting and enhancing the region's supply of industrial and agricultural lands while supporting employment opportunities close to where people live.

Consideration 1: Promote land development patterns that support a diverse regional economy and employment opportunities close to where people live

This amendment would support a diverse regional economy in that it would increase the land supply for industrial activities, which tend to generate high-quality, skilled jobs that pay above-average wages, and support more jobs in the Maple Ridge area. The City has long been focused on industrial expansion to support economic development and jobs. In 2014, the City's *Commercial & Industrial Strategy* outlined the need to expand existing industrial lands, which was reiterated in the 2021 *Economic Development Strategy*. The City has advanced area planning and studies for existing industrial areas within the Urban Containment Boundary, such as the Yennandon lands and Albion area, and is now exploring opportunities to expand existing industrial lands in the 256 St Industrial area.

Consideration 2: Protect the supply and enhance the efficient use of industrial land

The amendment would increase regionally-designated Industrial land by 198 hectares, equivalent to about a 2.5 per cent increase for the region. Although slopes and environmental conditions will limit the total developable area, consolidating these lands under a single, contiguous Industrial designation would improve long-term industrial land efficiency. A larger, more unified industrial area enables opportunities for lot consolidation, co-location of complementary activities, and more coordinated site planning.

In addition, creating a contiguous industrial area would enhance the viability of sites already planned, used, or operating as industrial in this location. Formalizing these existing and emerging industrial activities within a coherent Industrial designation provides greater certainty for businesses, supports further investment, and enables more efficient servicing and infrastructure planning over time. Generally, sloped lands are not ideal for industrial uses; however, given the context of the City, slope and environmental constraints are a challenge in many locations, including the Yennandon lands and Albion areas that are within the existing Urban Containment Boundary. The City is aware that Industrial development anywhere in the city will require careful site planning to address and mitigate issues.

The amendment will enable expanded and intensified industrial uses near existing residential, agricultural, conservation, recreational, and institutional uses. To mitigate potential land use conflicts, the City has proposed a Conservation and Recreation buffer at the southwest of the site and prepared Development Permit Area (DPA) guidelines covering industry land edge planning, interface design, buffering and tree planting.

Consideration 3: Protect the supply of agricultural land and strengthen agricultural viability

This amendment may negatively impact agricultural viability through transportation and interface issues. All three current access roads to this area run through agricultural land in the Agricultural Land Reserve. Abernethy Way, a major east-west route to the southeast of this area, is being planned to extend east to 256 Street to support these industrial lands and would likely also run through agricultural lands. Moreover, this amendment would bring Industrial land in contact with Agricultural land to the south, although these interface impacts may be mitigated by the guidelines mentioned above.

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### **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 and enhance Conservation and Recreation lands

The amendment would increase Conservation and Recreation designated lands by 79 ha. These areas contain mature forest ecosystems that provide ecosystem services such as rainwater absorption, flood control, cooling, carbon sequestration and storage, and mental and physical health benefits.

#### Consideration 2: Protect, enhance, restore, and connect ecosystems

About 60 ha of the Rural lands proposed to be re-designated to Industrial also contain ecosystems, mostly forests, with moderate importance to regional ecosystem connectivity. If these lands were fully developed for industry, it would likely result in a net loss of ecosystems, despite the additional lands Conservation and Recreation designated lands. Over the long term, development of the subject area will likely result in regional tree canopy cover loss, as the plan targets only 10 percent canopy. To reduce the impact to regional ecosystem connectivity, more detailed development planning could explore opportunities to protect ecosystems on site.

#### Consideration 3: Advance land use, infrastructure, and human settlement patterns that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality

Expanding development into previously undeveloped areas will likely reduce the region's long-term capacity for carbon storage, as forested lands currently act as carbon sinks that help moderate emissions. As a result, the proposal presents challenges in advancing Metro 2050 objectives related to low-carbon land use patterns.

#### Consideration 4: Advance land use, infrastructure, and human settlement patterns that improve resilience to climate change impacts and natural hazards

The area is susceptible to wildfires, riverine flooding, and landslides, which may increase due to more frequent and heavier rain associated with climate change. According to the City, significant infrastructure improvements, such as sewer, water, drainage, and road enhancements, would be required to support the proposed land use changes. Expanding industrial activities into an area with these existing hazard conditions may therefore be less favourable from a regional resilience perspective, as it could increase exposure to climate-related risks and necessitate higher long-term mitigation and adaptation costs. However, the Area Plan DPA guidelines do include consideration of fire protection, wildfire resilience, and developing near slopes and waterways.

### **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: Supporting sustainable transportation options

This amendment would not support sustainable transportation options. The area is located far from major transportation corridors, and the nearest transit service is approximately two kilometres away. Active transportation infrastructure is also limited: the closest painted bike lane is two kilometres from the site, few homes are within walking distance, and most local roads lack sidewalks.

**Metro 2050 Type 2 Proposed Amendment, Bylaw No. 1406, 2026 – City of Maple Ridge  
(North 256 Street Industrial Lands Area Plan)**

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TransLink has no current plans to extend transit service to this area, and while the Area Plan indicates that the City will engage with TransLink, any improvements remain uncertain given the site's peripheral location, funding constraints, and other regional priorities. As a result, transportation to and from the area would likely remain highly car-dependent well into the future.

Consideration 2: Supporting efficient movement of goods and services

While 256 Street is not subject to truck travel restrictions, the subject area is about three kilometres away from the Major Road Network and about six kilometres away from the closest rail and navigable waters. Local roads have constrained rights-of-way and some intersections are currently challenging for truck movements. Industrial uses here may face challenges for goods movement and truck access.

The City has identified road network enhancements, including extending Abernethy Way to 256 Street, upgrading intersections, and building new internal roads.

**Regional Planning Analysis Summary**

Although there are important trade-offs to consider, on balance, the proposed amendment is supportable in its current form. The proposal would:

- Add 198 net hectares of Industrial designated lands to support the region's aim to enhance industrial areas and support local jobs and economic resilience.
- Add 79 hectares of Conservation and Recreation lands to support the protection of mature forest ecosystems and provide a buffer between Industrial uses.
- Apply Development Permit Area (DPA) guidelines to address industrial land edge planning, interface design, buffering and tree planting.

Challenges include:

- The expansion of the Urban Containment Boundary in an area that is not contiguous to the current urban area or transit service will increase pressure on infrastructure
- The conversion of Rural lands, including significant forested areas, will impact regional tree canopy targets and ecosystem connectivity and potentially increase speculation of Rural lands elsewhere in the City or region.
- The area's location is far from transit, cycling, walking, and current goods movement infrastructure and is susceptible to wildfires, riverine flooding, and landslides, requiring significant infrastructure investment.

**IMPLICATIONS FOR METRO VANCOUVER UTILITY SERVICES**

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

Liquid Waste Services (GVS&DD)

Based on the primarily industrial land use assumptions from the OCP Amendment and *Metro 2050*, the high-level forecasted increase in wastewater flows is anticipated to impose additional hydraulic loading on the available conveyance and pumping capacities of the South Slope Interceptor and the Golden Ears Pump Station. At a system-wide planning scale, these incremental flows will also influence the design capacity of the future Northwest Langley Wastewater Treatment Plant.

**Metro 2050 Type 2 Proposed Amendment, Bylaw No. 1406, 2026 – City of Maple Ridge  
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Should the *Metro 2050* amendment proceed and the MVRD Board determine that the area is eligible for sewer service, the City of Maple Ridge would then be required to apply to the GVS&DD Board for an amendment to the Fraser Sewerage Area. At that stage, detailed engineering information will be necessary to support a formal assessment of the impacts on regional sewer services. Following the sewerage area amendment, the City of Maple Ridge would then need to submit an application to Metro Vancouver Liquid Waste Services to extend the regional sewer system.

To support coordinated infrastructure planning, Maple Ridge staff are encouraged to consult regularly with Metro Vancouver’s Utility Analysis team, ensuring that any required regional system upgrades can be implemented in time to accommodate the projected increases in flows.

Water Services (GVWD)

The proposed North 256 Street Industrial Lands Area Plan development would ultimately be supplied by GVWD’s Maple Ridge Reservoir via the City of Maple Ridge’s 248 Street Pump Station and municipal distribution system. Without the projected water demand from the development, Metro Vancouver staff are unable to comment on the effect on GVWD’s transmission system.

**REGIONAL CONTEXT STATEMENT**

An updated Regional Context Statement (RCS) that reflects the proposed regional land use designation change and amended Urban Containment Boundary is required from the City of Maple Ridge prior to final adoption of the amendment bylaw. On January 27, 2026, the City of Maple Ridge 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 MVRD 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. This process is in alignment with *Metro 2050* and its associated implementation guidelines. Once received, Metro Vancouver has 120 days to accept or not accept the RCS as per the *Local Government Act*.

**NEXT STEPS**

If the Type 2 amendment is initiated and the associated bylaw receives an affirmative two-thirds weighted vote of the MVRD Board at first, second, and third readings, it will then be referred to all affected local governments (including all member jurisdictions, TransLink, and adjacent regional districts), and local First Nations. It will also 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 advancing the bylaw to the MVRD Board for consideration of final adoption.

*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).

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

**Metro 2050 Type 2 Proposed Amendment, Bylaw No. 1406, 2026 – City of Maple Ridge  
(North 256 Street Industrial Lands Area Plan)**

Regional Planning Committee Regular Meeting Date: March 5, 2026

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## **ALTERNATIVES**

1. THAT the MVRD Board:

- a) initiate the *Metro 2050* amendment process for the City of Maple Ridge’s requested amendment from Rural and Industrial to Industrial and Conservation and Recreation for the North 256 Street Industrial Lands Area Plan and to expand the Urban Containment Boundary as described in the report dated February 12, 2026, titled “Metro 2050 Type 2 Proposed Amendment, Bylaw No. 1451, 2026 – City of Maple Ridge (North 256 Street Industrial Lands Area Plan).”;
- b) give first, second, and third readings to “Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1451, 2026”;
- c) notify affected local governments 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 local First Nations via referral offices to provide an opportunity for comment on the proposed amendment.

2. THAT the MVRD Board decline the proposed amendment for the North 256 Street Industrial Lands Area Plan and notify the City of Maple Ridge of the decision.

## **FINANCIAL IMPLICATIONS**

If the MVRD Board chooses Alternative 1, there are no financial implications for Metro Vancouver. 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 those associated costs.

## **OTHER IMPLICATIONS**

An information report on the amendment application was provided to the Regional Planning Advisory Committee (RPAC) for information and discussion on February 13, 2026. Staff from the City of Maple Ridge and Metro Vancouver presented on the amendment application and were available to answer questions from committee members. The following section summarizes key comments:

- Concerns were raised about setting precedent for ‘islands’ of Urban Containment Boundary in non-contiguous areas.
- Concerns were raised about setting a precedent for other institutional uses in Industrial designated areas.
- Questions focused on future road connections and anticipated timeline of industrial build-out.

## **CONCLUSION**

The City of Maple Ridge is requesting a Type 2 amendment to *Metro 2050* for the North 256 Street Industrial Lands Area Plan. The proposed amendment would re-designate Rural and Industrial lands to Industrial and Conservation and Recreation and expand the Urban Containment Boundary to accommodate a light industrial hub. The proposed amendment has been assessed in relation to *Metro 2050*’s goals, strategies, and policies. Metro Vancouver staff conclude that although they are important trade-offs to consider, on balance, the proposed amendment is supportable in its current form. Staff recommend Alternative 1.

**Metro 2050 Type 2 Proposed Amendment, Bylaw No. 1406, 2026 – City of Maple Ridge  
(North 256 Street Industrial Lands Area Plan)**

Regional Planning Committee Regular Meeting Date: March 5, 2026  
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**ATTACHMENTS**

1. City of Maple Ridge Regional Growth Strategy Amendment Application Submission Letter, dated January 28, 2026.
2. City of Maple Ridge Staff Report on the Draft North 256 Street Industrial Lands Area Plan and Official Community Plan Amendments, dated January 6, 2026.
3. Metro Vancouver Regional District Regional Growth Strategy Bylaw Amendment No. 1451, 2026.
4. Presentation re: *Metro 2050* Type 2 Proposed Amendment – City of Maple Ridge (North 256 Street Industrial Lands Area Plan).

**REFERENCES**

1. City of Maple Ridge. (2026). [North 256 Street Industrial Lands Area Plan](#) [Draft version].
2. City of Maple Ridge. (2026). [North 256 Street Industrial Lands Area Plan Development Permit Area Guidelines](#) [Draft version].

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**To:** Planning Committee

**Date:** April 13, 2026

**From:** Wayne Craig  
General, General Manager, Planning and Development

**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 Surrey for Metro 2050 Type 2 Proposed Amendment – City of Surrey (Hazelmere)**

### Staff Recommendation

That the report titled “Response to Metro Vancouver’s Referral: Metro 2050 Regional Growth Strategy Amendment Proposed by the City of Surrey for Metro 2050 Type 2 Proposed Amendment – City of Surrey (Hazelmere)”, dated April 13, 2026 from the General Manager, Planning and Development, be submitted to the Metro Vancouver Regional District Board as part of Metro Vancouver’s consultation process.

#### Executive Summary

The Metro Vancouver Regional District (MVRD) Board has initiated a Type 2 amendment to the Metro 2050 Regional Growth Strategy in response to a request from the City of Surrey for the Hazelmere area. The proposed amendment would:

- re-designate approximately 23.7 ha (58.6 ac.) of land from Rural to General Urban; and,
- create a non-contiguous extension of the Urban Containment Boundary to enable a 145-lot single-family residential development.

The proposal has been considered two previous times by the Board. For this current proposed amendment, Metro Vancouver staff recommended denial. However, the MVRD Board granted third reading to the RGS bylaw amendment and requested comment from member municipalities.

Staff conclude that this proposal has a limited land use impact on the City of Richmond, but may have servicing cost implications, including impacts to regional Development Cost Charges, that are not known at this time. As noted in the Metro Vancouver staff report, the proposal does include inconsistencies with regional growth objectives, including low-density, vehicle-dependent development, potential impacts to agricultural lands and servicing, insufficient assessment of potential higher densities under the new provincial housing legislation, and a lack of updated watershed-level hydrological analysis. Staff recommend that this report be submitted to the MVRD Board as part of Metro Vancouver’s consultation process.

## Staff Report

### Origin

The Metro Vancouver Regional District (MVRD) Board has initiated a process to consider amending the Metro 2050 Regional Growth Strategy (RGS), in relation to a request from the City of Surrey to accommodate a development proposal known as Hazelmere (herein called the 'subject area'). On December 17, 2025, the City of Surrey submitted an amendment request for Hazelmere to Metro Vancouver, forming the basis of this proposed amendment.

At its March 27, 2026 regular meeting, the Board of Directors of the MVRD adopted the following resolution:

*That the MVRD Board:*

- a) *initiate the Metro 2050 amendment process for the City of Surrey's requested regional land use designation amendment from Rural to General Urban for the lands located at 18115, 18147 and 18253 – 0 Avenue as described in the report dated February 3, 2026, titled "Metro 2050 Type 2 Proposed Amendment – City of Surrey (Hazelmere)";*
- b) *give first, second, and third readings to "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1393, 2026";*
- c) *direct staff to notify affected local governments as per section 6.4.2 of Metro 2050; and*
- d) *direct staff to commence an enhanced public engagement process, including hosting a regional public information meeting.*

The City of Surrey's requested amendment to the Metro 2050 RGS involves the following:

- re-designate the land use designation for the site from Rural to General Urban; and
- create a non-contiguous extension of the Urban Containment Boundary (UCB).

As part of Metro Vancouver's notification process, the City of Richmond has been invited to provide written comments on the proposed amendments on or before May 18, 2026 (refer to Attachment 1 for the Metro Vancouver letter and accompanying report). This review focusses on potential impacts to the City of Richmond, and regional land use and infrastructure planning objectives.

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.*

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.*

**Analysis**

The proposed amendment is a Type 2 amendment to the Metro 2050 RGS, which requires that the amendment bylaw be passed by an affirmative two-thirds weighted vote of the MVRD Board.

**Information about the Proposed Amendment for a Development Proposal known as Hazelmere (City of Surrey)**

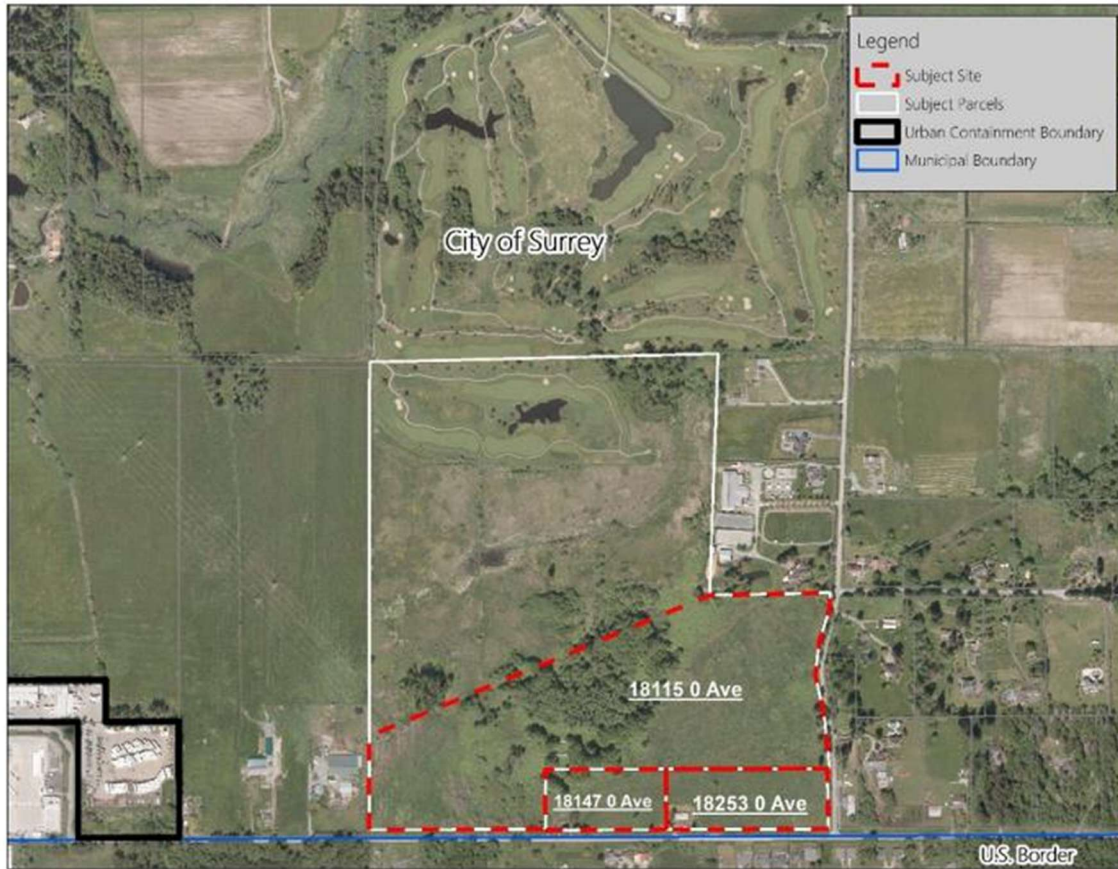
The subject area is part of a 52.2 ha (129 ac.) site that includes 28.5 ha (70.4 ac.) of land within the Agricultural Land Reserve (ALR). The requested amendment is only for 23.7 ha (58.6 ac.) which is made up of three parcels, with one being partially in the ALR but is not part of the proposed amendment. The amendment would accommodate a proposed development known as Hazelmere, located adjacent to the Canada-U.S boundary (0 Avenue) between 180 Street and 184 Street. The proposal is to subdivide the subject area into 145 single family lots, several park lots, a detention pond, and a remainder lot remaining in the ALR. A location map with surrounding context is provided in Figure 1. Surrounding land uses include:

- the international boundary to the south;
- golf courses and agricultural acreages to the north; and
- agricultural designated lands in the ALR to the east and west

The parcels are also outside of the Fraser Sewerage Area. Should the Metro 2050 amendment proceed, the City of Surrey would then be required to apply to the Greater Vancouver Sewerage & Drainage District (GVS&DD) Board for an amendment to the Fraser Sewerage Area. At that stage, detailed engineering information will be necessary to support a formal assessment of the impacts in regional sewer services.

This proposal and accompanying amendment have been considered two previous times by the MVRD Board. The first time was in 2018 where the proposal and accompanying RGS amendment bylaw for the subject area was defeated and not advanced by the MVRD Board. In 2024, a similar proposal was submitted by the City of Surrey for the Hazelmere subject area, and the application was referred back to the City of Surrey with a request for additional information. The City of Surrey responded back with a similar proposal in December 2025 with responses to the information requested by the MVRD Board which is summarized in this report. Metro Vancouver staff recommend denial of this application when presented to the MVRD Board in March 2026. The MVRD Board approved third reading to the RGS bylaw amendment and requested comment from member municipalities.

Figure 1 - Location Map and Surrounding Context



**Summary of the Metro 2050 RGS Amendment Hazelmere Area (City of Surrey)**

The proposed amendment to the Metro 2050 RGS is to re-designate the existing regional land use designation from Rural to General Urban and create a non-contiguous extension of the UCB. The proposed development would divide the subject area into 145 single family lots, several park lots, a detention pond, and a remainder lot remaining in the ALR. Refer to Figure 2 and Figure 3 for maps of the subject area showing the existing and proposed amendments to the Metro 2050 RGS. The current proposal and request to amend the 2050 Metro RGS provides information in response to the Metro Vancouver Board referral from the City of Surrey in December 2025, as follows:

<b>MVRD Board Referral Request</b>	<b>Metro Vancouver Assessment of Additional Information Provided by the City of Surrey</b>
<p>Implications of new provincial housing legislation on the allowable density of the subject site.</p>	<p>The 145-lot subdivision could allow up to four units per lot (about 580 units), though Surrey indicates the maximum buildout is unlikely and the design is mostly unchanged. No additional evaluation of potential impacts with higher allowable densities has been provided. The proposal conflicts with Metro 2050 by promoting vehicle-dependent housing with limited diversity. Increased potential density in the future could worsen existing concerns like traffic, servicing demands, and impacts on nearby rural and agricultural lands.</p>

<b>MVRD Board Referral Request</b>	<b>Metro Vancouver Assessment of Additional Information Provided by the City of Surrey</b>
<p>Updated information on hydrology that takes into account new developments that have occurred in the area since 2018.</p>	<p>Surrey states the applicant will manage stormwater outside ALR lands in accordance with prior ALC approvals applicable to the proposal. However, the development may still increase runoff and negatively affect nearby agricultural lands due to the higher elevation. No updated watershed analysis has been provided since 2017. To better understand potential impacts on surrounding rural and agricultural areas, updated watershed-scale data and analysis should be conducted.</p>
<p>Updated information on engagement with Semiahmoo First Nation and the public.</p>	<p>Surrey noted support from the Semiahmoo First Nation and that public engagement, including a Public Hearing, occurred in 2017, with Council reports made publicly available. As part of the Board granting third reading to the RGS amendment bylaw, staff was directed to commence public engagement including hosting a regional public information meeting.</p>
<p>Comments from the Agricultural Land Commission regarding the City’s intended ALR inclusion, and non-farm use and subdivision of ALR land.</p>	<p>The ALC’s October 2025 decision approved adding 1.6 hectares of land to the ALR while refusing proposals for stormwater discharge and a 4.6-hectare conservation subdivision within ALR lands. The applicant agreed to not further pursue the non-farm use and the subdivision plan now follows the existing ALR boundary. Detailed stormwater management will be finalized at the servicing stage if the project receives further Metro Vancouver approval. See Figure 3 for the ALR boundary map.</p>
<p>The City’s rationale for the General Urban (versus Agricultural) regional land use designation for the 1.6 hectare portion of the site intended for ALC inclusion.</p>	<p>The 1.6-hectare portion is currently included in the RGS amendment as General Urban because it has only received ALC conditional approval for inclusion in the ALR. At the rezoning stage, Surrey will recommend that this portion be officially added to the ALR as a condition of Rezoning approval. Once the ALR inclusion is finalized, Surrey would then initiate a follow-up amendment to the RGS to change the designation from General Urban to Agricultural.</p>

Figure 2 – Existing Metro 2050 RGS

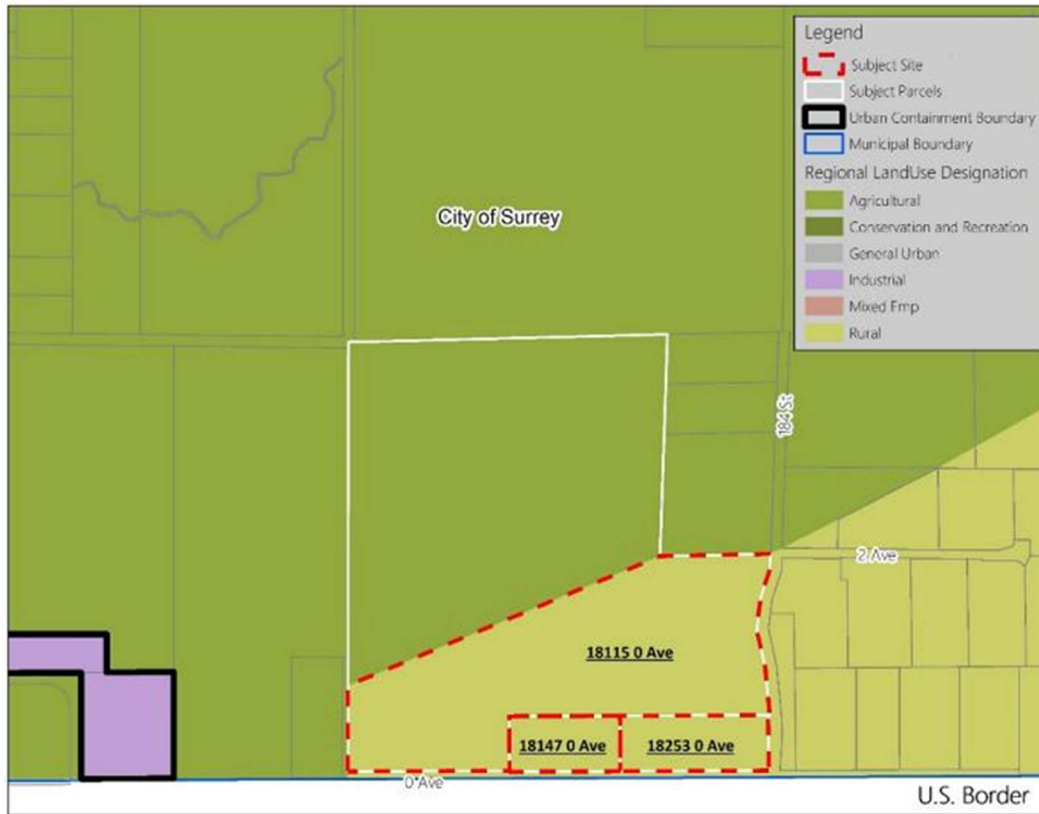
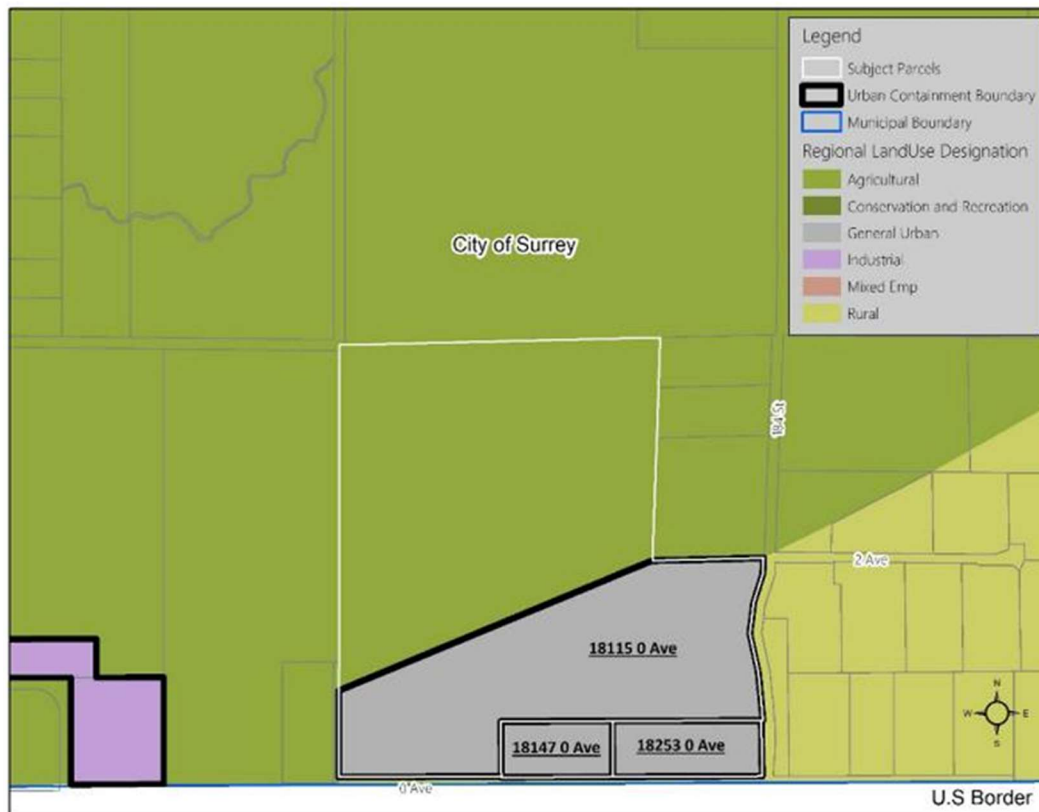


Figure 3 – Proposed Amendments to Metro 2050 RGS



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

- The proposal does not support the regional goals in Metro 2050 related to compact growth, protection of environmental, agricultural and employment lands, or sustainable transportation.
- The proposal's non-contiguous location outside the UCB would introduce leapfrog residential development pressures (far from the UCB) and add wastewater flows to a segment of the regional sewer system that already experiences wet-weather overflows, potentially increasing pressure on regional infrastructure.
- Although the region requires more housing, creating car-oriented single-detached development in an area far from existing urban areas and transit would not meaningfully address housing needs and would reinforce traffic impacts, and pressures on adjacent rural and agricultural lands - issues first identified in 2017 and still unresolved.
- New provincial housing legislation would permit up to four times the number of homes (up to 580 units) on the 145-lot subdivision. While Surrey notes that such higher-density development is unlikely based on uptake to date, the submission does not evaluate potential impacts or mitigation should these densities materialize in the future.
- If the amendment is approved, the GVS&DD Board would consider whether to allow the flows into the regional system. The proposed development is located 10 kilometres upstream of Metro Vancouver's Langley Trunk Sewer and all infrastructure needed to convey flows would be provided by the City of Surrey. For the proposal, subdivision and servicing plans are largely unchanged aside from the removal of four detention ponds, with no corresponding upgrades to the remaining facility.

#### City of Richmond Comments on the Proposed Metro 2050 RGS Amendment

City staff have reviewed Metro Vancouver's staff report and conclude that it has limited land use impacts to the City of Richmond. As outlined in the Metro Vancouver staff report, the proposal presents multiple challenges, including conflicts with Metro 2050 objectives by promoting low-density, car-dependent growth outside a non-contiguous UCB, undermining compact development and protection of sensitive lands. Additionally, the proposal does not assess potential impacts if higher densities are realized based on the new provincial housing legislation.

The implications for regional servicing, including sewer extensions, have not yet been assessed in terms of the land base impacted, nor the potential servicing and cost implications for utilities, transit and other urban services. Metro Vancouver would need to provide clarity around how any servicing costs associated with adjusting the GVS&DD boundary would be determined and allocated. Although this assessment would be determined following MVRD Board adoption of the RGS amendment and prior to consideration by the GVS&DD to expand the Fraser Sewerage Area, it would be helpful to know the full infrastructure cost implications prior to any amendment to Metro 2050. Any additional servicing costs may impact regional Development Cost Charges, especially GVS&DD as a portion of east Richmond is located within the Fraser Sewerage Area.

Staff recommend that this report and the comments described within, be endorsed and submitted to the MVRD Board as part of Metro Vancouver's consultation process.

### **Budgetary Implications**

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 Surrey for the 23.7 ha area (58.6 ac.) known as Hazelmere. This is to amend the regional land use designation from Rural to General Urban and create a non-contiguous extension of the UCB to divide the subject area into 145 single-family lots.

Staff conclude that this proposal has limited land use impacts to the City of Richmond but may have servicing cost implications, including potential impacts to regional Development Cost Charges, that are not known at this time. As indicated in the Metro Vancouver staff report, the proposal does include inconsistencies with regional growth objectives, including low-density, vehicle-dependent development, potential impacts to agricultural lands and servicing, insufficient assessment of potential higher densities under the new provincial housing legislation, and a lack of updated watershed-level hydrological analysis. Staff recommend that this report be submitted to the MVRD Board as part of Metro Vancouver's consultation process.

Respectfully submitted,

John Hopkins, Director, Policy Planning

### **Report Contributors**

This report was prepared by Emily Huang, Planner 2 and reviewed by Engineering.

Endorsed by Serena Lusk, CAO

Att. 1: Metro Vancouver Staff Report

Office of the Chair  
Tel. 604-432-6215 or via Email  
[CAOAdministration@metrovancouver.org](mailto:CAOAdministration@metrovancouver.org)

March 31, 2026

File: CR-07-16  
Ref: RD 2026 03 27

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

VIA EMAIL: [mbrodie@richmond.ca](mailto:mbrodie@richmond.ca); [carol.day@richmond.ca](mailto:carol.day@richmond.ca); [lgillanders@richmond.ca](mailto:lgillanders@richmond.ca);  
[kash.heed@richmond.ca](mailto:kash.heed@richmond.ca); [andy.hobbs@richmond.ca](mailto:andy.hobbs@richmond.ca); [alexa.loo@richmond.ca](mailto:alexa.loo@richmond.ca);  
[bmcnulty@richmond.ca](mailto:bmcnulty@richmond.ca); [michael.wolfe@richmond.ca](mailto:michael.wolfe@richmond.ca)

Dear Mayor Malcolm Brodie and Council:

**Re: Metro 2050 Type 2 Proposed Amendment – City of Surrey (Hazelmere)**

You are invited to provide written comments on a proposed amendment to *Metro 2050*, the regional growth strategy. The City of Surrey is requesting an amendment to *Metro 2050* for a 23.7-hectare area known as Hazelmere, for portions of three properties at 18115 – 0 Ave, 18147 – 0 Ave, and 18253 – 0 Ave. The proposed amendment would redesignate the regional land use of the property from Rural to General Urban to accommodate a 145-lot subdivision and extend the Urban Containment Boundary to include the subject property.

The proposed amendment was submitted to Metro Vancouver in 2017 and in 2024. The 2017 proposal was declined at third reading by the MVRD Board. The 2024 application was referred back to the City for additional information on: the implications of new housing legislation, updated information on hydrology and public and First Nation engagement, and clarification regarding the proposed General Urban designation for a portion of the site to be included in the ALR. Surrey responded on December 17, 2025 with additional information and requested that the updated amendment be considered by the MVRD Board.

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The submitted proposal is largely unchanged, and the staff assessment of the proposal’s consistency with *Metro 2050* goals and policies concluded with a recommendation that the MVRD Board decline the application due of the site’s location outside the Urban Containment Boundary far from existing urban areas, transit and the Fraser Sewerage Area, concerns about wastewater flows to an already constrained sewer segment increasing pressure on regional infrastructure, increased pressure for conversion of adjacent Rural and Agricultural lands, and the impact of new provincial housing legislation that would permit up to four times the number of homes on the proposed subdivision.

At its meeting on March 5, 2026, the Regional Planning Committee considered the staff report and, notwithstanding the staff recommendation, resolved to recommend that the proposed amendment advance to the Metro Vancouver Regional District Board for consideration.

At its March 27, 2026 regular meeting, the Metro Vancouver Regional District (MVRD) Board passed the following resolution:

*THAT the MVRD Board:*

- a) *initiate the Metro 2050 amendment process for the City of Surrey’s requested regional land use designation amendment from Rural to General Urban for the lands located at 18115, 18147 and 18253 – 0 Avenue as described in the report dated February 3, 2026, titled “Metro 2050 Type 2 Proposed Amendment – City of Surrey (Hazelmere)”;*
- b) *give first, second, and third readings to “Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1393, 2026”;*
- c) *direct staff to notify affected local governments as per section 6.4.2 of Metro 2050; and*
- d) *direct staff to commence an enhanced public engagement process, including hosting a regional public information meeting.*

*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 MVRD Board consider the regional implications of the proposed amendment. *Metro 2050* outlines the process for proposed amendments.

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 amendment procedures, please refer to *Metro 2050* Sections 6.3 and 6.4. Enclosed is a Metro Vancouver staff report dated February 3, 2026, titled “Metro 2050 Type 2 Proposed Amendment – City of Surrey (Hazelmere)” providing background information and an assessment of the proposed amendment regarding its consistency with *Metro 2050*.

Following the MVRD Board’s initial readings, Metro Vancouver staff will notify affected local governments and host a public information meeting to provide the opportunity to comment on the proposed amendment. Feedback will be compiled and brought to the MVRD Board with the opportunity to give final reading and adopt of the amendment bylaw, which must receive at least a two-thirds weighted vote of the MVRD Board.

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@metrovancouver.org](mailto:jonathan.cote@metrovancouver.org) by **May 18, 2026**.

Yours sincerely,



Mike Hurley  
Board Chair

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. Dobrovlny, Commissioner/Chief Administrative Officer, Metro Vancouver  
Heather McNell, Deputy Chief Administrative Officer, Policy and Planning, Metro Vancouver

Encl: [MVRD Board report dated March 5, 2026, titled “Metro 2050 Type 2 Proposed Amendment – City of Surrey \(Hazelmere\)” \(pg. 313\)](#)

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To: MVRD Board of Directors

From: Regional Planning Committee

Date: March 5, 2026 Meeting Date: March 27, 2026

Subject: Metro 2050 Type 2 Proposed Amendment – City of Surrey (Hazelmere)

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### **REGIONAL PLANNING COMMITTEE RECOMMENDATION**

THAT the MVRD Board:

- a) initiate the Metro 2050 amendment process for the City of Surrey’s requested regional land use designation amendment from Rural to General Urban for the lands located at 18115, 18147 and 18253 – 0 Avenue as described in the report dated February 3, 2026, titled “Metro 2050 Type 2 Proposed Amendment – City of Surrey (Hazelmere)”;
  - b) give first, second, and third readings to “Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1393, 2026”;
  - c) direct staff to notify affected local governments as per section 6.4.2 of Metro 2050; and
  - d) direct staff to commence an enhanced public engagement process, including hosting a regional public information meeting.
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At its March 5, 2026 meeting, the Regional Planning Committee considered the attached report titled “Metro 2050 Type 2 Proposed Amendment – City of Surrey (Hazelmere)”, dated February 3, 2026.

During the meeting, members discussed the application, which seeks to amend the regional land use designation from Rural to General Urban and extend the Urban Containment Boundary. Members discussed the regional impacts of approving the requested Type 2 amendment, noting the potential benefits to the municipality as well as concerns regarding alignment with Metro 2050, particularly in relation to the cost of servicing the site with sewer and the resulting in pressure for future applications along the sewerage extension. Some members voiced concern that the proposal is largely unchanged from 2017, and others noted that the concurrent process to consider potential amendments to Metro 2050 as a result of a request from three south of Fraser Mayors may impact this application. Some members also noted that they felt it should be up to the municipality to determine the future land use within their jurisdiction, not Metro Vancouver.

The Committee subsequently passed alternative two as presented above in underline style. The committee's vote was not unanimous.

This application is a Type 2 amendment under *Metro 2050*; the amendment bylaw must receive an affirmative two-thirds weighted vote.

This matter is now before the Board for its consideration.

### **ATTACHMENTS**

1. “Metro 2050 Type 2 Proposed Amendment – City of Surrey (Hazelmere)”, dated, February 3, 2026.

83711232



To: Regional Planning Committee

From: Laurel Cowan, Division Manager, Regional Land Use Planning and Policy, and  
Victor Cheung, Planner, Regional Planning and Housing Services

Date: February 3, 2026 Meeting Date: March 5, 2026

Subject: **Metro 2050 Type 2 Proposed Amendment – City of Surrey (Hazelmere)**

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### RECOMMENDATION

THAT the MVRD Board decline the City of Surrey’s proposed amendment to *Metro 2050* to extend the Urban Containment Boundary and re-designate properties at 18115, 18147 and 18253 – 0 Avenue from Rural to General Urban, based on the analysis in the report dated February 3, 2026, titled “Metro 2050 Type 2 Proposed Amendment – City of Surrey (Hazelmere)” and notify the City of Surrey of the decision.

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### EXECUTIVE SUMMARY

The City of Surrey has requested an amendment to *Metro 2050* to accommodate a development proposal for a 23.7-hectare area known as Hazelmere, located adjacent to the international boundary (0 Avenue) between 180 Street and 184 Street. The proposed amendment would create a non-contiguous extension of the Urban Containment Boundary and amend the regional land use designation for the site from Rural to General Urban.

The proposed amendment was submitted to Metro Vancouver in 2017 and in 2024. The 2017 proposal was declined at third reading by the MVRD Board. The 2024 application was referred back to the City for additional information on: the implications of new housing legislation, updated information on hydrology and public and First Nation engagement, and clarification regarding the proposed General Urban designation for a portion of the site to be included in the ALR. Surrey responded on December 17, 2025 with additional information (**Attachments 1, 2, and 3**) and requested that the updated amendment be considered by the MVRD Board.

The MVRD Board has an important role as the steward of a broad set of issues that must be considered from a regional perspective. This role means that the amendment request is considered in terms of the long-term implications for the whole region, and in particular in the context of the broader intent of *Metro 2050*, the regional growth strategy, which is to guide the development of the region in an affordable, healthy and livable manner that supports the efficient provision of transportation, regional infrastructure and community services. While the proposal conveys information about benefits to the municipality, Metro Vancouver analysis is obligated to consider consistency of the proposed amendment with *Metro 2050*.

As the proposal is largely unchanged across all three submissions, this report focuses on the new information provided, drawing on the analysis from the 2024 staff report (Reference 1). Staff have reviewed the new information and recommend declining the amendment for the following reasons:

- The proposal does not support the federation’s agreed upon regional goals in *Metro 2050* related to compact growth, protection of environmental, agricultural and employment lands, or sustainable transportation.

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- The proposal's non-contiguous location outside the UCB would introduce leapfrog residential development pressures (far from the UCB) and add wastewater flows to a segment of the regional sewer system that already experiences wet-weather overflows, potentially increasing pressure on regional infrastructure.
- Although the region requires more housing, creating car-oriented single-detached development in an area far from existing urban areas and transit would not meaningfully address housing needs and would reinforce traffic impacts, and pressures on adjacent rural and agricultural lands - issues first identified in 2017 and still unresolved.
- New provincial housing legislation would permit up to four times the number of homes (up to 580 units) on the 145-lot subdivision. While Surrey notes that such higher-density development is unlikely based on uptake to date, the submission does not evaluate potential impacts or mitigation should these densities materialize in the future.
- If the amendment is approved, the GVS&DD Board would consider whether to allow the flows into the regional system. The proposed development is located 10 kilometres upstream of Metro Vancouver's Langley Trunk Sewer and all infrastructure needed to convey flows would be provided by the City of Surrey. For the proposal, subdivision and servicing plans are largely unchanged aside from the removal of four detention ponds, with no corresponding upgrades to the remaining facility.

A concurrent process is underway, spurred by a letter from three South of Fraser Mayors to the Chair of the MVRD Board, seeking relatively broad changes to *Metro 2050's* Urban Containment Boundary and amendment process to create better flexibility for South of the Fraser municipalities given their expressed unique growth pressures and challenges in delivering the growing demand for housing. In November 2025, the MVRD Board directed staff to consult with affected local governments on four options and to report back with feedback and *Metro 2050* amendment bylaws(s) for consideration. That process is underway, and staff expect to report back in April 2026. Of note, the City of Surrey could consider the Hazelmere proposal in the context of broader amendment options for *Metro 2050*, such as through the creation of new Special Study Areas.

#### **PURPOSE**

To provide the Regional Planning Committee and MVRD Board with the opportunity to consider the City of Surrey's request to amend *Metro 2050* to expand the Urban Containment Boundary (UCB) and re-designate 23.7 hectares from a Rural regional land use designation to a General Urban regional land use designation through a Type 2 amendment.

#### **BACKGROUND**

On October 23, 2017, the City of Surrey submitted a request to Metro Vancouver to amend *Metro 2040* to accommodate a development proposal known as Hazelmere (Reference 2). At its February 23, 2018 meeting, the MVRD Board directed staff to prepare a bylaw to amend the regional land use designation for the Hazelmere site from Rural to General Urban and extend the UCB and at its March 23, 2018 meeting, the MVRD Board gave first and second reading to the proposed amendment. However, after hosting a public hearing, receiving comments and discussion, the motion to give third reading to the bylaw was defeated at the June 22, 2018 MVRD Board meeting.

On March 21, 2024, the City of Surrey resubmitted the Hazelmere amendment request to Metro Vancouver (Reference 1). The proposal was unchanged from the 2017 application. At its July 26, 2024 regular meeting, the MVRD Board passed the following resolution:

*That the MVRD Board refer the application back to the City of Surrey for additional information regarding:*

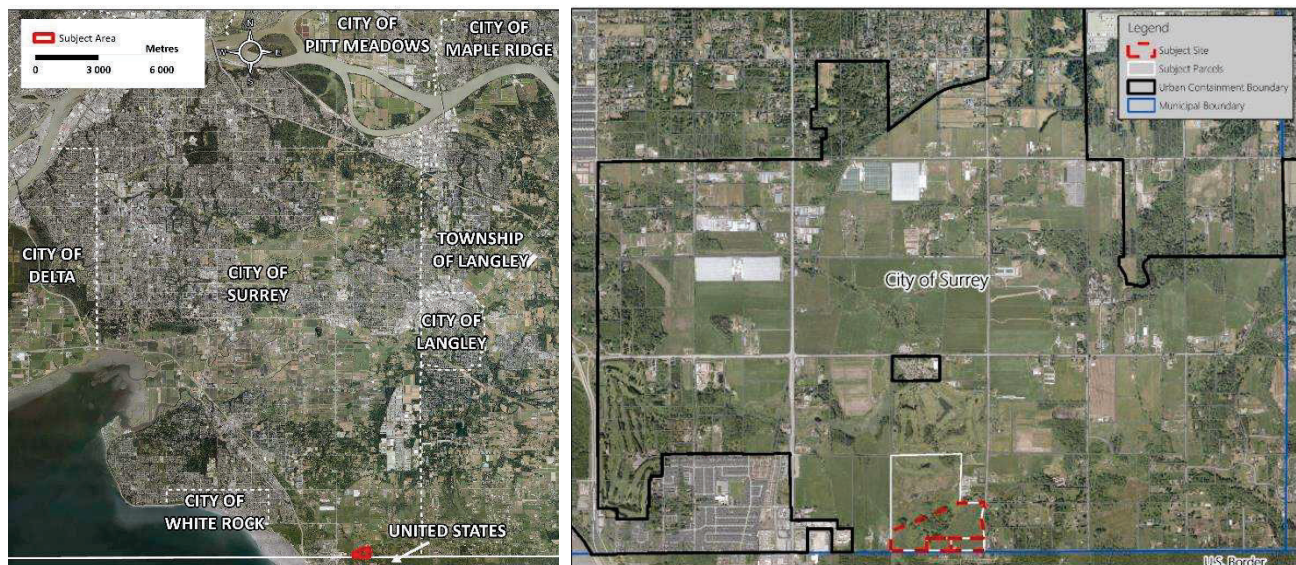
- a) implications of new provincial housing legislation on the allowable density of the subject site;*
- b) updated information on hydrology that takes into account new developments that have occurred in the area since 2018;*
- c) updated information on engagement with Semiahmoo First Nation and the public;*
- d) comments from the Agricultural Land Commission regarding the City’s intended ALR inclusion, and non-farm use and subdivision of ALR land; and*
- e) the City’s rationale for the General Urban (versus Agricultural) regional land use designation for the 1.6 hectare portion of the site intended for ALC inclusion.*

On December 17, 2025, the City of Surrey submitted an amendment request for Hazelmere to Metro Vancouver. With the exception of responding to the July 2024 referral request for additional information, the amendment request and development proposal are largely unchanged from the 2024 application. The requested *Metro 2050* Type 2 amendment requires adoption through an amendment bylaw passed by an affirmative two-thirds weighted vote of the MVRD Board.

**SITE CONTEXT**

The subject site is part of a 52.2 hectare site including 28.5 hectares of land within the Agricultural Land Reserve, which is not included in the *Metro 2050* amendment application. The requested amendment is for 23.7 hectares. The subject site is in the southern edge of Surrey, bounded by the international boundary to the south, golf courses and agricultural acreages to the north, and agricultural acreages to the east and west (Figure 1 and Figure 2). The proposal would see the subject site divided into 145 single family lots, several park lots, a detention pond, and a remainder lot remaining in the Agricultural Land Reserve.

**Figure 1**  
*Site Context – City of Surrey and general surrounding area*

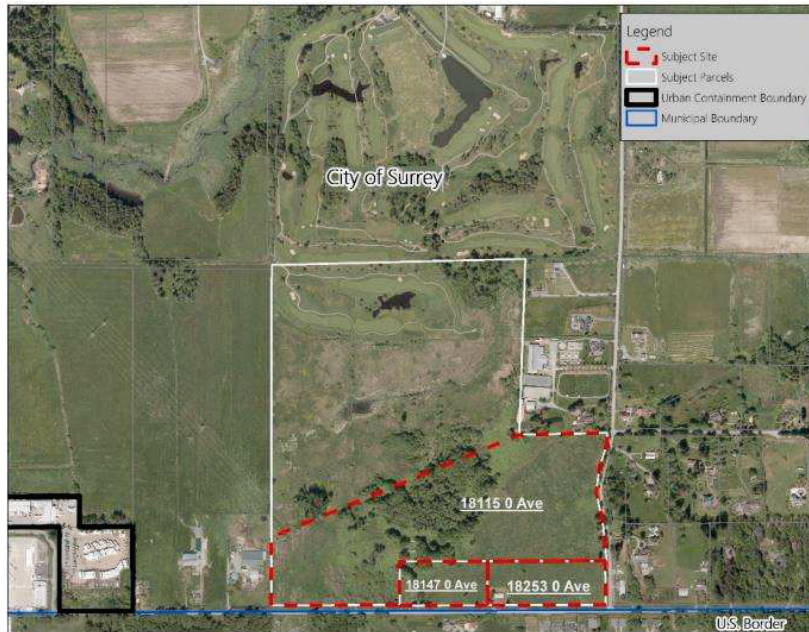


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The subject area is currently designated as Agricultural in the City’s Official Community Plan (OCP) and zoned for Agricultural and Golf Course in the City’s Zoning Bylaw. The current regional land use designation in *Metro 2050* is Rural, with Agricultural designated lands (in the Agricultural Land Reserve) to the north and west, Rural to the east, and the U.S. border to the south. One of the 3 parcels is partially in the Agricultural Land Reserve (ALR) although the ALR portion is not included in the amendment request. Additional site information is provided in Table 1 and the 2024 Metro Vancouver staff report and attached City of Surrey staff report (Reference 1).

**Figure 2**  
*Site Context – Subject Parcels*



**Table 1**  
*Existing Site Description*

Address	18115 – 0 Ave	18147 – 0 Ave	18253 – 0 Ave
Area Size	52.2 hectares total (129 acres), requested amendment is for 23.7 hectares (58.5 acres)		
Area Location	Along 0 Avenue, directly above the U.S. border, west of 184 St.		
<i>Metro 2050</i> Regional Land Use Designations	Rural	Rural	Rural
City OCP Designations	Agricultural	Agricultural	Agricultural
Zoning	A-1 General Agricultural Zone (75%) CPG – Golf Course (25%)	A-1 General Agricultural Zone	A-1 General Agricultural Zone
Within the Urban Containment Boundary	No	No	No
In the Agricultural Land Reserve	Partially in ALR (ALR portion not included in the amendment request)	Not in ALR	Not in ALR
In the Fraser Sewerage Area	Outside the Fraser Sewerage Area	Outside the Fraser Sewerage Area	Outside the Fraser Sewerage Area

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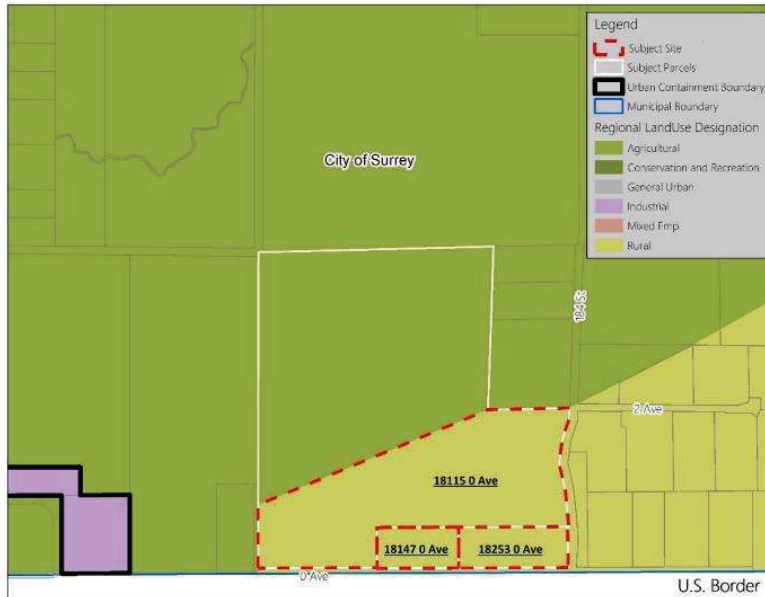
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**PROPOSED REGIONAL LAND USE DESIGNATION AMENDMENTS**

The amendment proposes changing the regional land use designation for the subject area from Rural to General Urban (Figures 3 and 4). The amendment would also extend the UCB. Per *Metro 2050* policy 6.3.3 a) and c), this is a Type 2 amendment. The proposed land use changes are outlined in Table 2.

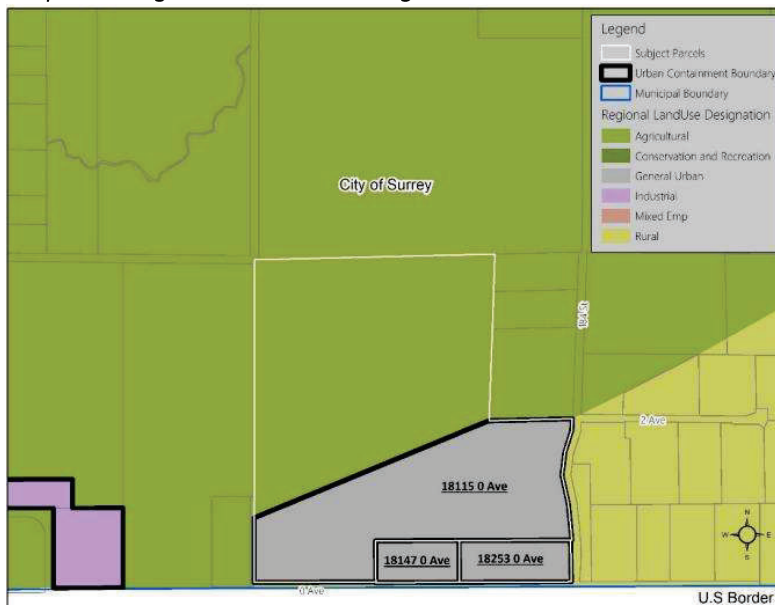
**Figure 3**

*Existing Regional Land Use Designations*



**Figure 4**

*Proposed Regional Land Use Designations*



The proposal includes amending the City of Surrey’s OCP for the subject area. The City of Surrey can only adopt the proposed OCP amendment after the MVRD Board approves the corresponding *Metro 2050* amendment given the change of regional land use designations being requested.

**Table 2**

Proposed Site Designations

	<b>Current</b>	<b>Proposed</b>
<b>Metro 2050</b>	Rural	General Urban
<b>OCP</b>	Agricultural and Golf Course	Suburban
<b>Zoning</b>	A-1 General Agricultural Zone CPG – Golf Course	From A-1 General Agricultural Zone to RQ (Quarter Acre Residential Zone) From A-1 General Agricultural Zone to CPG (Golf Course) From CPG (Golf Course) to A-1 (General Agricultural Zone)

**REGIONAL PLANNING ANALYSIS**

The City of Surrey’s proposed *Metro 2050* amendment has been assessed in relation to the applicable *Metro 2050* goals and policies. The intent of the assessment by Regional Planning is to identify 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.

**Municipal Benefits**

The proposed development would create a new community adjacent to the Hazelmere golf course while seeking to maintain habitat and agricultural uses through the inclusion of several park lots and the addition of a 1.6 hectare parcel into the Agricultural Land Reserve, to preserve access to the farmlands at the north of the site. The applicant has also proposed improvements to the proposed park land within the development as well as community benefit contributions to assist in park development in the South Surrey area. Careful consideration has been given to integrate homes within the rural and agricultural context, including minimizing visual impacts, and mitigating impacts to local wildlife and urban-agricultural interfaces. The Semiahmoo First Nation have expressed their support for the proposal, noting it aligns with shared goals for sustainable growth and environmental preservation.

**Alignment with Metro 2050**

The 2017 and 2024 regional review of the Hazelmere amendment application identified concerns with the proposal due to the non-contiguous expansion of the UCB and the location’s distance from existing urban areas, transit, and regional utility infrastructure. The current proposal remains largely unchanged from the applications submitted in 2017 and again in 2024, and therefore the same concerns persist regarding the site’s isolation, its adjacency to Agricultural and Rural lands, and the risk of introducing leapfrog residential development pressures along the 0 Avenue corridor. The review also noted that sending wastewater from this remote location to the regional system would add flows into a part of the Langley Trunk Sewer that already experiences wet-weather overflows, which could increase pressure on existing infrastructure. As such, the 2024 analysis concluded that the proposal’s non-contiguous geography, auto-oriented form, and increased pressure on existing infrastructure do not align with *Metro 2050* objectives for compact, efficient growth.

**Assessment of Additional Information Provided by City of Surrey in December 2025**

The following section outlines how the City of Surrey has responded to the MVRD Board’s five requests for information and provides Regional Planning’s assessment of the new information submitted.

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**a) Implications of new provincial housing legislation on the allowable density of the subject site**

The City of Surrey advises that the proposed 145-lot subdivision is subject to the Province’s Small-Scale Multi-Unit Housing (SSMUH) legislation and Surrey’s 2024 zoning updates, which together permit up to four dwelling units per lot. Surrey indicates this creates a theoretical maximum buildout of approximately 580 dwelling units. The City notes that full realization of this capacity is unlikely based on observed uptake to date. Surrey confirms that, aside from the removal of four detention ponds previously shown within the riparian lot, the subdivision layout and servicing concept remain substantially unchanged, and no additional evaluation of potential impacts associated with higher allowable densities has been provided.

The proposed amendment and new information provided does not support *Metro 2050* Goal 1 (Create a Compact Urban Area), Goal 4 (Provide Diverse and Affordable Housing Choices), or Goal 5 (Support Sustainable Transportation Choices). Despite the regional need for additional housing, providing auto-oriented single-detached forms of housing in the region’s rural areas will not have a significant positive impact on overall housing needs or increasing housing diversity (in tenure, size, and type), and does not support objectives related to focusing growth in urban areas. Concerns about car dependency of the proposed development, increased traffic, and impact on adjacent rural and agricultural lands that were noted when the application was previously submitted in 2017 and 2024 have not changed.

While Surrey notes that full realization of the additional units permitted under SSMUH is unlikely, the legislation nonetheless increases the theoretical residential capacity of the site, which has implications for regional planning considerations. The previously identified issues, related to car dependency, transportation impacts, servicing demands, hydrological risks, and pressure on adjacent rural and agricultural lands remain, and the higher allowable density introduces the possibility that these challenges may be more pronounced should more intensive development occur in the future.

**b) Updated information on hydrology that takes into account new developments that have occurred in the area since 2018**

The City of Surrey advises that, further to the Agricultural Land Commission (ALC) decision dated October 31, 2025, the applicant will manage all stormwater on non-ALR lands and will not pursue the previously proposed non-farm use for stormwater discharge through ALR habitat ponds or the related ALR subdivision. Surrey notes that detailed stormwater management design would be developed at the detailed servicing stage should the application receive regional approvals.

Given the subdivision’s location above lower-lying agricultural lands, and the ongoing challenges agricultural lands face from increased runoff from adjacent urban development, the proposed amendment may still contribute to degradation of adjacent farmland. Agricultural land is vulnerable to the negative effects of adjacent urban development, particularly from a hydrological perspective, and once affected, is often subject to pressure for further urban expansion.

In terms of the broader area, the latest information provided by the City notes that there have been no changes to the site or to the catchment since 2018 that would affect the catchment hydrology. While a preliminary Integrated Stormwater Manager Plan (ISMP) scoping study for the Little Campbell River watershed was noted in the 2017 submission materials, no updated ISMP has been provided. New development approvals within the Little Campbell River watershed, including South Campbell Heights, may affect watershed hydrology and downstream sensitivities, particularly on adjacent ALR lands. To better understand potential impacts on surrounding rural and agricultural areas, updated watershed-scale data and analysis should be conducted.

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**c) Updated information on engagement with Semiahmoo First Nation and the public**

The City of Surrey has provided a letter dated September 23, 2024 from the Semiahmoo First Nation indicating support for the proposed project (**Attachment 2**).

The City of Surrey notes that engagement with the public occurred prior to the application being forwarded to Metro Vancouver in 2017, including a Public Hearing. Two planning reports have been sent to Council more recently, on February 26, 2024 (to obtain a Council resolution to re-refer the project to Metro Vancouver) and on January 27, 2025 (to obtain a Council resolution to refer the project to the ALC) and as such these reports were publicly available on the Surrey website, and feedback could be sent to the City by any interested parties (**Attachment 2**).

Given that the Public Hearing and associated public engagement occurred in 2017, there has been a significant passage of time since the public last had a formal opportunity to review or comment on the proposal. The more recent Council reports referenced by Surrey, while publicly available, did not involve a structured public engagement process or proactive notification that the application had re-emerged for consideration.

**d) Comments from the Agricultural Land Commission regarding the City’s intended ALR inclusion, and non-farm use and subdivision of ALR land**

The ALC provided a decision on October 31, 2025 (**Attachment 2**). The nature of the request, ALC response and feedback, and municipal applicant response is noted in Table 3 below.

**Table 3**

*Summary of ALC Application and Response*

<b>Application to ALR</b>	<b>ALC Response and Feedback</b>	<b>Municipal Applicant Response/Action Taken</b>
Inclusion of a 1.6 hectare portion of the property on the southwest corner of 18115 0 Avenue into the ALR.	Approved: Conditional Inclusion of 1.6 ha of non-ALR land into the ALR approved.	Ownership confirms intent to include the approved area for access and ALR continuity to lands north of the subject site.
Non-farm use to permit stormwater runoff into the proposed habitat ponds in the ALR.	Refused: Urban stormwater must not discharge through ALR lands	All stormwater detention will occur on the non-ALR lands. The Drainage Report confirms design capacity for a 100-year storm event without affecting downstream ALR lands.
Subdivision to create a 4.6 hectare lot within the ALR for conveying to the City for conservation purposes.	Refused: Objected to stormwater and habitat ponds proposed within ALR lands.	All proposed ponds and the “Riparian Lot” have been removed.  The updated subdivision plan now follows the existing ALR boundary.

The ALC approved the proposal to include 1.6 ha of land in the ALR subject to the applicant providing written confirmation within 3 years. The applicant has indicated that they will not further pursue the subdivision and non-farm use, as per the ALC decision and is proposing to manage stormwater on non-ALR lands. The City of Surrey notes that detailed stormwater management plans would be worked out during the detailed servicing phase, should the application receive Metro Vancouver approval.

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**e) The City’s rationale for the General Urban (versus Agricultural) regional land use designation for the 1.6 hectare portion of the site intended for ALC inclusion.**

The City of Surrey confirms that the Agricultural Land Commission (ALC) has approved the conditional inclusion of a 1.6-hectare portion of the property at 18115 0 Avenue into the Agricultural Land Reserve (ALR). The City notes that, should the *Metro 2050* amendment proceed, the project’s rezoning bylaw would be brought forward to Surrey Council for administrative reasons, and City staff will recommend that the inclusion of the 1.6-hectare portion into the ALR be made a condition of rezoning. Surrey further indicates that it would then coordinate the required amendments to both its Official Community Plan (OCP) and the Regional Context Statement to align the future designation of this area with its ALR status.

Metro Vancouver staff note that the portion approved for ALR inclusion is currently proposed to be designated General Urban as part of this application. Once the land is formally included in the ALR, the appropriate regional land use designation is Agricultural, consistent with the intent of the Regional Growth Strategy to maintain alignment between the ALR boundary and regional Agricultural designations. While it is possible for the MVRD Board to advance the amendment with the 1.6-hectare portion remaining designated General Urban for the time being, Surrey would then be requested to later initiate a separate regional land use designation amendment to change the parcel to Agricultural.

**IMPLICATIONS FOR REGIONAL UTILITY SERVICES**

*Water Services (GVWD)*

As soon as the details on Peak Day Demand are available, the City of Surrey is requested to forward the information to Metro Vancouver’s Water Services. Increased water demand resulting from the addition of this service area could potentially expedite the need to upgrade GVWD’s transmission system components feeding this area.

*Liquid Waste Services (GVS&DD)*

The proposed development, located 10 kilometres upstream of Metro Vancouver’s Langley Trunk Sewer, will be serviced by the City of Surrey’s municipal sewer system. This system will convey the wastewater flows to the regional sewer network. Initial analysis by Liquid Waste Services indicates that under dry weather conditions, the proposed flows will have minimal impacts on regional sewer services due to the distance the flow will travel. However, it is important to note that sanitary sewer overflows currently occur along the Langley Trunk Sewer. This development will further impact system capacity, potentially leading to additional overflows during wet weather. Therefore, staff recommend that if this development proceeds, the City of Surrey should require a rigorous wet weather management plan to mitigate the increased flows.

Should the *Metro 2050* amendment proceed and the MVRD Board resolve that the property is eligible for sewer service, the City of Surrey would then need to apply to the GVS&DD Board to amend the Fraser Sewerage Area. Subsequently, they would need to apply to Metro Vancouver Liquid Waste Services to extend the sewer system. At that stage, detailed engineering information would be required for a more formal analysis of the impacts on regional sewer services.

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**REGIONAL CONTEXT STATEMENT**

An updated Regional Context Statement (RCS) that reflects the proposed regional land use designation change and amended UCB is required from the City of Surrey prior to final adoption of the amendment bylaw. It is expected that the City will submit the updated RCS if the MVRD 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. This process is in alignment with *Metro 2050* and its associated implementation guidelines. Once received, Metro Vancouver has 120 days to accept or not accept the RCS as per the *Local Government Act*.

**NEXT STEPS**

If the amendment is initiated and the associated bylaw receives an affirmative two-thirds weighted vote of the MVRD Board at 1st, 2nd, and 3rd readings, it will then be referred to all affected local governments (including all member jurisdictions, TransLink and the Boards of adjacent regional districts), and local First Nations. It will also 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 advancing the bylaw to the MVRD Board for consideration of final adoption.

*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).

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

**CURRENT REGIONAL PLANNING CONTEXT – REQUEST FOR BROADER CHANGES TO METRO 2050**

In July 2025, three South of Fraser Mayors – from the City of Surrey, Township of Langley, and City of Delta submitted a letter to the Chair of the MVRD Board, seeking relatively broad changes to *Metro 2050's* UCB and amendment process to create better flexibility for south of the Fraser municipalities given their expressed unique growth pressures and challenges in delivering the growing demand for housing.

The three Mayors requested to:

- Redefine the *Metro 2050* UCB to allow for targeted expansion for sites that are contiguous extensions that are outside the Agricultural Land Reserve and ecologically sensitive areas, can be serviced with existing or committed infrastructure, and that support compact, transit-oriented complete communities.
- Reclassify qualifying UCB amendment requests from Type 2 (requires an amendment bylaw passed by a weighted two thirds vote of the MVRD Board) to Type 3 (requires an amendment bylaw passed by a weighted 50%+1 vote of the MVRD Board).
- Re-classify amendments for regional land use designation changes from Rural to any other designation as Type 3 amendments, including movement of the UCB.
- Introduce a minor realignment mechanism to permit site specific UCB adjustments that are consistent with local plans without requiring a full amendment.

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Through consultation with member jurisdiction staff and elected officials from the three requesting communities, Metro Vancouver staff identified the following potential amendments:

- Add language to *Metro 2050* permitting new Special Study Areas (SSAs) and add SSAs identified by the requesting municipalities (lowers voting threshold for these areas to 50% + 1).
- Reclassify amendment to lands with a regional Rural land use designation from Type 2 to Type 3) (lowers voting threshold for future amendments to Rural lands to 50%+ 1).
- Expand amendment opportunities for properties adjacent to the UCB (must be outside the ALR and ecologically sensitive areas, serviceable, and support transit-oriented communities).
- Expand the use of the ‘Flexibility Clause’ that allows member jurisdictions to make minor land use designations changes within the UCB without involving Metro Vancouver. The caps on size and use of parcels would remain but the clause would be extended to include parcels adjacent to the UCB.

In November, 2025, the MVRD Board directed staff to consult with affected local governments on the above four options and report back with feedback and amendment bylaws(s) for consideration. That process is underway, and staff expect to report back in April 2026. This process is noted in this report as the Hazelmere application has come in with a request for processing in the midst of the above process. As such, staff are processing this application concurrently with the broader discussion about *Metro 2050*'s UCB and Amendment Process.

Of note, the City of Surrey could consider the Hazelmere proposal in the context of the broader amendment options for *Metro 2050*, such as creating new Special Study Areas. The City's planning report notes that if the area to the east towards 0 Avenue should be considered for residential development in the future, a full Neighbourhood Concept Plan would be developed. Special Study Areas are intended for defined locations where future land use change is anticipated, but where additional planning work is required prior to requesting a regional land use designation change in *Metro 2050*. If Hazelmere was a Special Study Area, it would reduce the voting threshold for approval of a proposed land use amendment from a 2/3 weighted vote to a 50% = 1 weighted vote at the MVRD Board.

#### **ALTERNATIVES**

1. THAT the MVRD Board decline the proposed amendment to *Metro 2050* to extend the Urban Containment Boundary and re-designate properties at 18115, 18147 and 18253 – 0 Avenue from Rural to General Urban, based on the analysis in the report dated February 3, 2026, titled “Metro 2050 Type 2 Proposed Amendment – City of Surrey (Hazelmere)” and notify the City of Surrey of the decision.
2. THAT the MVRD Board:
  - a) initiate the *Metro 2050* amendment process for the City of Surrey's requested regional land use designation amendment from Rural to General Urban for the lands located at 18115, 18147 and 18253 – 0 Avenue as described in the report dated February 3, 2026, titled “Metro 2050 Type 2 Proposed Amendment – City of Surrey (Hazelmere)”;
  - b) give first, second, and third readings to “Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1393, 2026”;
  - c) direct staff to notify affected local governments as per section 6.4.2 of *Metro 2050*; and
  - d) direct staff to commence an enhanced public engagement process, including hosting a regional public information meeting.

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## **FINANCIAL IMPLICATIONS**

If the MVRD Board chooses Alternative 1, 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. If the MVRD Board chooses Alternative 2, there will be some financial costs associated with an enhanced public engagement process, including the cost of hosting a public information meeting. Staff do not recommend referring the application back to the City of Surrey as it has already been declined and referred back. Although, if declined, the City could consider rolling this application into the larger discussion about broader changes to *Metro 2050*.

## **OTHER IMPLICATIONS**

An information report on the amendment application was provided to the Regional Planning Advisory Committee (RPAC) for information and discussion on February 13, 2026. Staff from the City of Surrey and Metro Vancouver presented on the amendment application and were available to answer questions from committee members. The following section summarizes key comments:

- Concerns were raised about the potential impacts of costly infrastructure costs and resulting Development Cost Charges (DCCs) from development expanding outside the UCB, particularly at a time when there are concerns about the cost of DCCs
- Concerns were raised about setting a precedent of UCB ‘islands’ outside the contiguous boundary, particularly in an area adjacent to agricultural lands where residential development could lead to further speculation outside the boundary.

## **CONCLUSION**

The City of Surrey has requested that the MVRD Board consider a Type 2 amendment to *Metro 2050* for a 23.7 hectare site (Hazelmere) to amend the Urban Containment Boundary and change the regional land use designation from Rural to General Urban. This application is the third submission from the City of Surrey for this site. An application was declined by the MVRD Board in 2017, and when resubmitted without change in 2024, was referred back to the City requesting additional information. The City of Surrey has provided responses to all five items identified in the MVRD Board’s 2024 referral, related to provincial housing legislation, hydrology, engagement, ALC matters, and the proposed designation for the 1.6-hectare inclusion area and this report presents staff’s assessment of that information.

Having reviewed the submission which includes new material, staff conclude that the regional planning considerations identified in previous analyses remain unchanged. When considered through the regional lens, staff’s professional opinion is that on balance, despite the benefits the proposed amendment might provide to the municipality or local area, it is not consistent with *Metro 2050*, which reflects the federation’s goal to develop the region in an affordable, healthy and livable manner that supports the efficient provision of transportation, regional infrastructure and community services. Staff recommends Alternative 1.

## **ATTACHMENTS**

1. Letter from City of Surrey titled “City of Surrey Regional Growth Strategy Amendment Application for land located at 18115/18147/18253 – 0 Avenue (Development Application No. 7914-0213-00)”, dated January 27, 2025.
2. Letter from City of Surrey titled “City of Surrey Regional Growth Strategy Amendment Application for land located at 18115/18147/18253 – 0 Avenue (Development Application No. 7914-0213-00)”, dated December 17, 2025.
3. Letter from Unify Consulting to City of Surrey titled “Hazelmere Golf Residential Development – ALC Decision Compliance and Request to Forward to Metro Vancouver for Final Consideration”, dated November 19, 2025.

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4. Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1393, 2026.
5. Presentation re: *Metro 2050* Type 2 Proposed Regional Land Use Amendment – City of Surrey (Hazelmere).

**REFERENCES**

1. Pachcinski, M. and Tinsley, M. (2024). *Metro 2050 Type 2 Proposed Amendment – City of Surrey (Hazelmere)*. <https://metrovancover.org/boards/GVRD/RD-2024-07-26-AGE.pdf#page=263>.
2. Hoff, T. (2018). *Metro Vancouver 2040: Shaping our Future Land Use Designation Amendment Request from the City of Surrey – Hazelmere*. <https://metrovancover.org/boards/GVRD/RD-2024-07-26-AGE.pdf#page=465>.

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