



# City of Port Moody

## Report/Recommendation to Council

Date: September 12, 2023  
Submitted by: Community Development Department – Policy Planning Division  
Subject: Notification of *Metro 2050* Land Use Designation Amendment Request – Fraser Heights, City of Surrey

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### Purpose

To present an invitation for comments from Metro Vancouver regarding a proposed amendment to *Metro 2050*, the regional growth strategy, from the City of Surrey to change the regional land use designation from Industrial to General Urban for a site within the Fraser Heights area.

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### Recommended Resolution(s)

**THAT Metro Vancouver be notified that the City of Port Moody has no objections to the proposed amendments in Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1366, 2023 as outlined in the report dated September 12, 2023, from the Community Development Department – Policy Planning Division regarding Notification of *Metro 2050* Land Use Designation Amendment Request – Fraser Heights, City of Surrey.**

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### Background

At its June 30, 2023, regular meeting, the Board of Directors of the Metro Vancouver Regional District (Metro Vancouver) adopted the following resolution:

That the Metro Vancouver Board:

- a) initiate the *Metro 2050* amendment process for the City of Surrey's requested regional land use designation amendment from Industrial to General Urban for the lands located at 11420 – 157A Street;
- b) give first, second, and third readings to "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1366, 2023"; and
- c) direct staff to notify affected local governments as per section 6.4.2 of *Metro 2050*.

The notification letter from Metro Vancouver to the City of Port Moody and associated report to Metro Vancouver Board of Directors are included respectively as **Attachment 1** and **Attachment 2**.

## Discussion

The City of Surrey is requesting a Type 3 Amendment to *Metro 2050*, the regional growth strategy, for a 10.2-hectare site located at 11420 – 157A Street. The site is bound by parkland to the east, single-detached dwellings and parkland to the south, and the South Fraser Perimeter Road (Hwy 17) and parkland to the west. Notably, Hwy 17 and a Canadian National Railway yard are located to the north; however, the site is physically disconnected from highway access and adjacent industrial lands by the South Fraser Perimeter Road escarpment.

The site has a regional land use classification of Industrial and is located within the Urban Containment Boundary (UCB). The site is undeveloped, although significant disturbance and tree removal has occurred since late 2021 to facilitate works associated with the Trans Mountain Pipeline Expansion Project (TMPE), which generally bisects the site horizontally. The proposed amendment would re-designate the regional land use classification to General Urban, to accommodate a residential development of 38 single-detached lots.

The site has some constraining features that are considered throughout Metro Vancouver staff's regional planning analysis. On balance, the proposed amendment is supportable in relation to *Metro 2050's* goals, strategies, and policies, allowing for the utilization of unsuitable Industrial lands, accommodating residential development consistent with adjacent land use, and resulting in a net increase in tree canopy cover over the long term.

A summary of Metro Vancouver staff comments regarding how the proposed amendment relates to *Metro 2050* goals is provided in Table 1.

Table 1: Summary of the proposed amendment in relation to *Metro 2050* goals

<b><i>Metro 2050</i> Goal</b>	<b>Metro Vancouver Staff Comments</b>
<b>Goal 1: Create a Compact Urban Area</b>  <i>1.1 Contain urban development within the Urban Containment Boundary.</i>  <i>1.3 Develop resilient, healthy, connected, and complete communities with a range of services and amenities.</i>	<ul style="list-style-type: none"><li>• Located within the UCB.</li><li>• While consistent with the region's target of focusing 98% of residential growth inside the UCB, the proposed low-density development does not contribute to creating a compact urban area.</li><li>• However, site constraints and limited transit access would not support higher density/transit-oriented growth.</li></ul>
<b>Goal 2: Support a Sustainable Economy</b>  <i>2.1 Promote land development patterns that support a diverse regional economy and employment opportunities close to where people live.</i>  <i>2.2 Protect the supply and enhance the efficient use of industrial land.</i>	<ul style="list-style-type: none"><li>• The site is physically disconnected from highway access and industrial lands to the north by the South Fraser Perimeter Road escarpment.</li><li>• The escarpment has significant slopes (between 30-45%) creating a natural boundary that makes direct access from the site to the highway unfeasible.</li><li>• The site can instead be considered in the context of the established single detached residential neighbourhood directly to the south, with which it shares common topography and direct road connection.</li></ul>

	<ul style="list-style-type: none"> <li>• Metro Vancouver staff concur with the City of Surrey staff assessment that potential conflicts, particularly relating to industrial vehicle access and traffic, would be created if the site were used for industrial purposes as is currently permitted.</li> <li>• Given the factors noted above, as well as the site's limited size, Metro Vancouver staff do not anticipate this amendment will set a precedent for converting other industrial lands to residential uses.</li> </ul>
<p><b>Goal 3: Protect the Environment, Address Climate Change, and Respond to Natural Hazards</b></p> <p><i>3.2 Protect, enhance, restore, and connect ecosystems.</i></p> <p><i>3.3 Advance land use, infrastructure, and human settlement patterns that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality.</i></p>	<ul style="list-style-type: none"> <li>• The site is undeveloped, though since late 2021 significant site disturbance and tree removal has occurred as part of the TMPE.</li> <li>• Metro Vancouver staff note that the City of Surrey staff report confirms that ecosystem protection measures will be in place to enable ecosystem connectivity, with 54.6% of the site being dedicated to the City of Surrey for riparian, biodiversity, and open space protection purposes.</li> <li>• A total of 190 trees are proposed to be replaced on site, or five trees per proposed lot, thereby greatly exceeding the City of Surrey's requirements.</li> <li>• Overall, this amendment is consistent with the region's goals to enhance natural environments and increase the regional tree canopy cover.</li> </ul>
<p><b>Goal 4: Provide Diverse and Affordable Housing Choices</b></p> <p><i>4.1 Expand the supply and diversity of housing to meet a variety of needs.</i></p>	<ul style="list-style-type: none"> <li>• The proposed amendment includes the creation of 38 single-detached lots.</li> <li>• The single detached homes will provide additional housing but will not likely make a significant contribution to regional housing affordability objectives, nor given the limited scale, significantly contribute to improving the diversity of housing options in the region.</li> <li>• Metro Vancouver staff note that the City of Surrey considers the applicant adequately addressing its Affordable Housing Strategy.</li> </ul>
<p><b>Goal 5: Support Sustainable Transportation Choices</b></p> <p><i>5.1 Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking.</i></p> <p><i>5.2 Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods, and services.</i></p>	<ul style="list-style-type: none"> <li>• The site is not transit-oriented, and residents would likely be reliant on personal vehicles for site access. The transportation impact of the proposal is anticipated to be relatively limited.</li> <li>• Given the limited transportation options, site size, and that the adjacent neighbourhood has only one road access connection, low-density development forms are the most appropriate form for this location.</li> </ul>

	<ul style="list-style-type: none"> <li>• If developed as proposed with no roadway connection to Hwy 17, movement patterns in the area will not fundamentally change nor will through traffic be attracted.</li> <li>• Metro Vancouver staff note that as the Fraser Heights area develops, the City of Surrey may wish to work with partners to explore the feasibility of expanding transit service and associated active transportation connections on Hwy 17 and Hwy 1.</li> </ul>
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## Staff Recommendation

As noted by Metro Vancouver staff in their report, an important policy direction of *Metro 2050* is the protection of Industrial lands, and applications to redesignate these lands must have a strong rationale to be supported. The factors involved in the proposed amendment, notably how disconnected the site is from the adjacent highway and industrial lands to the north by a prominent escarpment, that the site forms part of an existing residential area, and that the proposed amendment is overall consistent with the region's objectives to enhance natural environments and increase regional tree canopy cover, have been considered against the goals outlined in *Metro 2050*.

While the proposed application does not support all *Metro 2050* goals, the analysis, which considers the site's unique and limiting characteristics, has concluded that on balance the proposed amendment is supportable. For these reasons, City of Port Moody staff have no objections to the proposed Land Use Designation Amendment Request from the City of Surrey.

## Other Option(s)

THAT the following comments be provided to the Metro Vancouver Regional Board...

## Financial Implications

There are no financial implications associated with the recommendation in this report.

## Communications and Civic Engagement Initiatives

Notification by Metro Vancouver of the *Metro 2050* amendment request is consistent with the requirements of section 437(2) of the *Local Government Act* and sections 6.4.2 and 6.4.5 of *Metro 2050*.

## Council Strategic Plan Objectives

This is an initiative that affects the City of Surrey and as such is not relevant to the Port Moody Council Strategic Plan (2023-2026).

## Attachment(s)

1. Notification Letter from Metro Vancouver, dated July 11, 2023
2. Report to Metro Vancouver Board of Directors, dated May 29, 2023

## Report Author

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## Report Approval Details

Document Title:	Notification of Metro 2050 Land Use Designation Amendment Request – Fraser Heights, City of Surrey.docx
Attachments:	- Attachment 1 - Notification Letter from Metro Vancouver dated July 11 2023.pdf - Attachment 2 - Report to Metro Vancouver Board of Directors dated May 29 2023.pdf
Final Approval Date:	Aug 23, 2023

This report and all of its attachments were approved and signed as outlined below:

Mary De Paoli, Manager of Policy Planning - Aug 22, 2023 - 1:22 PM

Kate Zanon, General Manager of Community Development - Aug 22, 2023 - 1:55 PM

Tracey Takahashi, Deputy Corporate Officer, for Stephanie Lam, City Clerk and Manager of Legislative Services - Aug 22, 2023 - 3:10 PM

Lindsay Todd, Manager of Communications and Engagement - Aug 23, 2023 - 11:26 AM

Paul Rockwood, General Manager of Finance and Technology - Aug 23, 2023 - 3:35 PM

Kate Zanon, General Manager of Community Development, for Tim Savoie, City Manager - Aug 23, 2023 - 5:39 PM