



City of Port Moody

Report/Recommendation to Council

Date: January 28, 2025
Submitted by: Community Development Department – Policy Planning Division
Subject: Notification of Metro 2050 Land Use Designation Amendment Request –
15238 - 64 Avenue, City of Surrey

Purpose

To present an invitation for comments from Metro Vancouver regarding a proposed Type 3 amendment to *Metro 2050*, the regional growth strategy, from the City of Surrey to amend the regional land use designation from Agricultural to Industrial, and expand the Urban Containment Boundary, for one property.

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. 1396, 2024, as recommended in the report dated January 28, 2025, from the Community Development Department – Policy Planning Division regarding Notification of Metro 2050 Land Use Designation Amendment Request – 15238 - 64 Avenue, City of Surrey.

Background

At its November 1, 2024, regular meeting, the Board of Directors of the Metro Vancouver Regional District (Metro Vancouver) adopted the following resolution:

That the MVRD Board:

- a) initiate the Metro 2050 amendment process for the City of Surrey's requested amendment to include the property located at 15238 - 64 Avenue within the Urban Containment Boundary and amend its regional land use designation from Agricultural to Industrial;*
- b) give first, second, and third readings to Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1396, 2024; and*
- c) direct staff to notify affected local governments as per section 6.4.2 of Metro 2050.*

The notification letter detailing the invitation for written comment from Metro Vancouver, which includes a link to the associated report to the Metro Vancouver Board of Directors, is included as **Attachment 1**.

Discussion

The City of Surrey (CoS) is requesting a Type 3 amendment to *Metro 2050*, the regional growth strategy, for one 0.67-hectare (ha) property. The subject site is located at the southeast corner of 152 Street and 64 Avenue in the Newton area of Surrey, with nearby land uses including agricultural, single-residential, commercial and industrial uses.

At present, the subject site has a regional land use designation of Agricultural and it is located contiguous to, but outside of, the Urban Containment Boundary (UCB). The proposed amendment would extend the UCB to include the site and change its regional land use designation to Industrial. This change would accommodate a multi-tenant industrial building with a restaurant, volleyball facility, and surface parking, all of which are permitted uses in the CoS Industrial OCP designation.

Notably, the site is not part of the Agricultural Land Reserve (ALR) as approval for exclusion from the Agricultural Land Commission (ALC) was received in late 2023 and finalized in June 2024. Further, there is a history of industrial use on the property (cement facility) that was facilitated by a Land Use Contract, as well as present industrial use (unauthorized truck parking).

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

Metro 2050 Goal	Metro Vancouver Staff Comments
<p><u>Goal 1: Create a Compact Urban Area</u></p> <p><i>Consideration 1: Contain urban development within in the Urban Containment Boundary (UCB).</i></p>	<ul style="list-style-type: none">• The subject site is not located in the UCB.• Adjusting the UCB may create a precedent and increase pressures to convert adjacent agricultural lands. However, CoS staff note that the subject property is exempt from the <i>Agricultural Land Commission Act</i> and an application for non-farm use would not be required for the proposed industrial use.• CoS staff highlight the small parcel size as being inefficient for Agricultural use as well as its history and present industrial use. The site was formally excluded from the ALR in 2023.• The proposal includes a protection buffer next to the abutting property which is included in the ALR.

Goal 2: Support a Sustainable Regional Economy

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

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

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

- The proposed amendment is not located within an Urban Centre or Frequent Transit Development Area, but it is located in close proximity to residential communities, thereby providing new and potentially accessible employment for local residents and the wider community.
- While employment uses are encouraged to be located in Urban Centres, many industrial uses are not compatible or feasible in these types of locations.

- The region, and the CoS, have a limited supply of industrial lands and strong demand for industrial space. While of limited scale, the proposed amendment would add 0.67 ha of industrial land to the region.
- Metro Vancouver staff highlight sections from the CoS staff report, where it is noted that some uses which would generate parking and/or access concerns and are not considered compatible adjacent to agricultural uses have been removed from the proposed CD zoning. Further, the maximum size of coffee shop/restaurant that is permitted has been reduced.
- Notably, the option to proceed with agriculture, horticulture and associated uses has been added, with the recognition that there might still be potential for limited agricultural uses on the site.

- The subject property received ALC approval for exclusion from the ALR in November 2023. Given the past industrial uses that have taken place on this property, the soil has already been highly compromised from a soil-based production perspective.
- The proposed amendment, if approved, could increase speculative pressure on adjacent Agricultural lands to convert to urban uses. A 15 m landscape buffer and an increased 24 m building setback from the eastern property line to mitigate impacts on adjacent Agricultural lands has been included in the proposal.

<p><u>Goal 3: Protect the Environment and Respond to Climate Change and Natural Hazards</u></p>	<ul style="list-style-type: none"> • Due to past and present industrial uses on the subject site, no natural areas remain on site. • The proposed amendment includes a vegetated farmland protection buffer of 15 m on the eastern border abutting the adjacent ALR land that will have a variety of trees planted along the eastern property line. • Metro Vancouver staff note issues with one of the species of trees identified in the planting plan included as part of the CoS staff report. If the amendment is approved, it is suggested that Metro Vancouver's Tree Species Selection Database be utilized to identify other species more suitable for the site.
<p><u>Goal 4: Provide Diverse and Affordable Housing Choices</u></p>	<ul style="list-style-type: none"> • The proposed amendment does not enable or impact residential development, therefore the Goal 4 strategies and policies of <i>Metro 2050</i> are not applicable.
<p><u>Goal 5: Support Sustainable Transportation Choices</u></p> <p><i>Consideration 1: Supporting sustainable transportation options</i></p> <p><i>Consideration 2: Supporting efficient movement of goods and services</i></p>	<ul style="list-style-type: none"> • The proposed amendment and land uses will result in higher trip generation, particularly for passenger vehicles. • Modest transit infrastructure exists, however, the bus routes servicing the site do not meet the criteria for the Frequent Transit Network and pedestrian access to the stops is currently limited. • Bicycle access to the site is available via marked bike lanes, however, the functionality of the lane immediately adjacent to the site is reduced by conflicts with transit vehicles and the high-speed limits. • The site is located on the Major Road Network and has good access to the Truck Route Network, which is beneficial for the warehouse uses associated with the proposed amendment. • The site's strategic location from a goods movement perspective makes the proposed land use designation change to Industrial desirable from a regional goods movement perspective.

Staff Recommendation

Metro Vancouver staff analysis has concluded that, on balance, the proposed *Metro 2050* amendment is supportable. The proposed Type 3 amendment supports *Metro 2050* in several ways, including through the addition of Industrial land to the region (*Goal 2: Support a Sustainable Regional Economy*), and the location's good access to the Truck Route Network (*Goal 5: Support Sustainable Transportation Choices*).

Where aspects of the proposed amendments are less aligned with regional goals and considerations, there is often supplementary, site-specific conditions that were relevant to the evaluation process (e.g., the past and present industrial uses, small parcel size, and exclusion

of the site from the ALR are considered in relation to *Goal 1: Create a Compact Urban Area*). Additionally, certain elements, including the 15m vegetated farmland protection buffer and the proposed multi-use path along the 64 Avenue frontage, are intended to mitigate some potential impacts or considerations of the proposed amendment.

Considering the above, Port Moody staff have not identified any concerns or objections to provide to the Metro Vancouver Board on the proposed regional 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 recommendations of this report.

Communications and Public 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 6.4.4 of *Metro 2050*. There are no additional notification requirements for the City of Port Moody.

Council Strategic Plan Goals

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 December 13, 2024.

Report Author

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Report Approval Details

Document Title:	Notification of Metro 2050 Land Use Designation Amendment Request – 15238 - 64 Avenue, City of Surrey.docx
Attachments:	- Attachment 1 - Notification Letter from Metro Vancouver dated December 13, 2024.pdf
Final Approval Date:	Jan 20, 2025

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

Tracey Takahashi, Deputy Corporate Officer - Jan 14, 2025

Mary De Paoli, Manager of Policy Planning - Jan 16, 2025

Kate Zanon, General Manager of Community Development - Jan 16, 2025

Stephanie Lam, City Clerk and Manager of Legislative Services - Jan 17, 2025

Lindsay Todd, Manager of Communications and Engagement - Jan 17, 2025

Paul Rockwood, General Manager of Finance and Technology - Jan 18, 2025

Anna Mathewson, City Manager - Jan 20, 2025