



City of Port Moody

Report/Recommendation to Council

Date: April 28, 2026
Submitted by: Community Development Department – Policy Planning Division
Subject: Notification of *Metro 2050* Land Use Designation Amendment and UCB Extension Request – City of Surrey (Hazelmere)

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 Rural to General Urban and to extend the UCB to three properties in the 23.7-hectare area located adjacent to the international boundary (0 Avenue) between 180 Street and 184 Street.

Recommended Resolution(s)

THAT Metro Vancouver be notified that the City of Port Moody does not support the proposed Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1393, 2026, as recommended in the report dated April 28, 2026, from the Community Development Department – Policy Planning Division regarding Notification of *Metro 2050* Land Use Designation Amendment and UCB Extension Request – City of Surrey (Hazelmere).

Background

At the March 5, 2026, Metro Vancouver Regional District Regional Planning Committee Meeting, the following resolutions were referred to the MVRD Board and adopted on March 27, 2026:

THAT the MVRD Board initiate the *Metro 2050* amendment process for the City of Surrey's requested regional and 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)";

THAT the MVRD Board give first, second, and third readings to "Metro Vancouver Regional District Growth Strategy Amendment Bylaw No. 1393, 2026";

THAT the MVRD Board direct staff to notify affected local governments as per section 6.4.2 of *Metro 2050*; and

THAT the MVRD Board direct staff to comment an enhanced public engagement process, including hosting a regional public information meeting.

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 in **Attachment 1**.

The City of Surrey (CoS) previously submitted the proposed amendment to Metro Vancouver in 2017 and 2024. In 2017, the proposal was declined at third reading by the MVRD Board. In 2024, the application was referred back to the CoS 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 Agricultural Land Reserve (ALR). A response for these five items was provided with the latest December 17, 2025, submission to Metro Vancouver.

Discussion

The proposal remains largely unchanged across all three submissions. The CoS is requesting a Type 2 Amendment to *Metro 2050*, the regional growth strategy, for a 23.7-hectare area across three properties: 18115 – 0 Ave, 18147 – 0 Ave, and 18253 – 0 Ave. The subject sites are located adjacent to the international boundary (0 Avenue) between 180 Street and 184 Street with Agricultural land uses to the north and west (in the ALR), Rural land use to the east, and the U.S. border to the south.

One of the properties is located within the ALR, however the portion in the ALR was not included in the amendment request.

At present, the regional land use designation of the subject area is Rural and outside of the UCB. The proposed amendment would change the regional land use designation for the subject area from Rural to General Urban and it would extend the Urban Containment Boundary (UCB) as a non-contiguous addition outside of the current boundary. This change would accommodate 145 single family lots, several park lots, a detention pond, and a remainder lot in the ALR.

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.

A summary of Metro Vancouver staff comments on the new information provided are listed below:

- 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.
- 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 Greater Vancouver Sewerage and Drainage District 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 summary of Metro Vancouver’s comments in response to the additional information provided by CoS is provided in Table 1.

Table 1: Summary of Metro Vancouver’s review of additional information provided by City of Surrey with most recent submission

Additional Information Provided by the City of Surrey	Metro Vancouver Staff Comments
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 <u>not</u> support <i>Metro 2050</i> 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

	<p>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.</p>
<p>Updated information on hydrology that takes into account new developments that have occurred in the area since 2018</p>	<p>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.</p>
<p>Updated information on engagement with Semiahmoo First Nation and the public</p>	<p>The City of Surrey has provided a letter dated September 23, 2024 from the Semiahmoo First Nation indicating support for the proposed project. 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. 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</p>

	by Surrey, while publicly available, did not involve a structured public engagement process or proactive notification that the application had re-emerged for consideration.
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. 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.
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 <i>Metro 2050</i> 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.

Staff Recommendation

Metro Vancouver staff analysis concluded that the regional planning considerations identified in previous analyses remains unchanged, 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.
- 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 Greater Vancouver Sewerage and Drainage District 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.

Despite the benefits the proposed amendment may provide to the municipality or local area, it remains inconsistent with the goals of *Metro 2050*, which is to develop the region in an affordable, healthy and livable manner that supports the efficient provision of transportation, regional infrastructure and community services. For these reasons, City staff concur with the Metro Vancouver staff recommendation. The recommended resolution on page 1 of this report reflects this recommendation.

Other Option(s)

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

<insert comments>.

Financial Implications

There are no financial implications associated with the recommendations of this report.

Communications and Public Engagement Initiatives

There are no communications or public engagement initiatives associated with the recommendations in this report.

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*.

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. Letter from Metro Vancouver dated March 31, 2026, regarding *Metro 2050* Type 2 Proposed Amendment – City of Surrey.

Report Author

Isabelle Kim, RPP
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Report Approval Details

Document Title:	Notification of Metro 2050 City of Surrey (Hazelmere).docx
Attachments:	- Attachment 1 - Letter from Metro Vancouver dated Mar 31, 2026, re Metro 2050 Type 2 Proposed Amendment - City of Surrey.pdf
Final Approval Date:	Apr 21, 2026

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

Mary De Paoli, Manager of Policy Planning, for Suzanne Smith, General Manager of Community Development - Apr 15, 2026

Paul Rockwood, General Manager of Finance and Technology - Apr 18, 2026

Anna Mathewson, City Manager - Apr 21, 2026