

NO: R211

COUNCIL DATE: December 12, 2022

REGULAR COUNCIL

TO: **Mayor & Council**

DATE: **December 8, 2022**

FROM: **Acting General Manager, Planning & Development**

FILE: **0450-30 (Metro 2050)**

SUBJECT: **Status on the Dispute Resolution Process for Non-Acceptance of the Metro Vancouver Regional Growth Strategy**

RECOMMENDATION

The Planning & Development Department recommends that Council:

1. Receive this report for information;
2. Endorse Option 1, as outlined in this report, to continue to share the concerns with Metro 2050 as previously expressed to Metro Vancouver, and direct staff to prepare for the forthcoming dispute resolution process; or
3. Endorse Option 2, as outlined in this report, to reverse previous objections to Metro 2050, and to endorse Metro 2050 as currently prepared; and
4. Direct the City Clerk to forward a copy this report, along with the related Council resolution, to Metro Vancouver.

INTENT

The intent of this report is to update Council on the status of the dispute resolution process related to Surrey's non-acceptance of the Regional Growth Strategy ("RGS") and to provide options for Council's consideration on how to proceed with respect to the consideration of Metro Vancouver's update to the Regional Growth Strategy.

BACKGROUND

Under the provisions of the *Local Government Act*, regional districts are required to prepare a regional scale land use plan, called a Regional Growth Strategy ("RGS"). The RGS must cover a period of at least 20 years and include a comprehensive statement on the future of the region, including social, economic, and environmental objectives, population and employment projections, and proposed actions regarding housing, transportation, regional services, parks and natural areas, and economic development.

RGS Update and Comment Period

The current RGS, *Metro Vancouver 2040: Shaping our Future* (“Metro 2040”) was adopted by the Metro Vancouver Board (the “Board”) and ratified by member municipalities in 2011. On April 26, 2019, the Metro Vancouver Regional District Board (the “MVRD Board”) passed a resolution to initiate an update to the RGS. This update, referred to as “Metro 2050”, would replace Metro 2040 and extend the RGS to the year 2050.

Metro 2050, a copy of which is attached as Appendix “I”, builds on the existing Metro 2040 framework and provides a greater focus on climate adaptation and an equity lens. Policy actions within Metro 2050 also have a greater focus on affordable housing and enhanced integration of land use and transportation planning.

Between January and May of 2021, Metro Vancouver staff worked with staff from member jurisdictions, First Nations, and other regional stakeholders through the Metro 2050 Intergovernmental Advisory Committee. Drafts of each of the goal areas were presented to the Metro Vancouver Regional Planning Committee (“RPC”) and the MVRD Board between March and May 2021.

The complete draft of Metro 2050 was provided to the RPC and the MVRD Board in June 2021, with a recommendation to commence a five-month comment period for member jurisdictions, First Nations, and other regional stakeholders. The comment period was between July and November 2021.

At the November 22, 2021 Regular Council Meeting, Council received Corporate Report No. R231; 2021, a copy of which is attached as Appendix “II”, and referred the report back to staff to add additional comments. Council identified general concerns regarding Metro Vancouver’s level of involvement in local land use issues, and specific concerns pertaining to the Urban Containment Boundary (“UCB”).

RGS Acceptance Period

At the April 29, 2022 MVRD Board meeting, the proposed Metro Vancouver Regional Growth Strategy Bylaw was referred to local governments, including the City of Surrey, for acceptance. On May 3, 2022, the City received the formal notice of the RGS acceptance request. In accordance with Section 436 of the *Local Government Act*, affected local governments must, by way of a Council resolution submitted to Metro Vancouver and within 60-days of receipt of the notice, accept the RGS or communicate to Metro Vancouver that they do not accept the RGS.

At the June 13, 2022 Regular Council Meeting, Council received Corporate Report No. R119; 2022, a copy of which is attached as Appendix “III”, and resolved to not accept Metro 2050. Surrey’s stated objection was that the UCB did not appropriately consider Surrey’s context in terms of rapid growth, escalating land costs, and limited employment land supply. Specifically, Council requested that the City be able to amend lands with a regional Rural land use designation to Industrial, Employment, or General Urban without the need for consideration by the MVRD Board.

Notification of Non-Acceptance

Twenty-two of the member municipalities accepted the RGS. Only the City of Surrey and the Township of Langley did not accept the RGS. In accordance with Section 439 of the *Local Government Act*, if one or more affected local governments refuses to accept the RGS, the MVRD Board must notify the Minister of Municipal Affairs in writing. The Minister must then initiate a non-binding resolution process to attempt to reach acceptance on the RGS before the RGS is adopted.

At its July 29, 2022 Regular Meeting, the MVRD Board adopted the following resolution:

That the MVRD Board:

- a. notify the Minister of Municipal Affairs that the Township of Langley and the City of Surrey have refused to accept Metro 2050 and request that the Minister initiate a non-binding resolution process to attempt to reach acceptance on any outstanding concerns that cannot be resolved;
- b. request that the Minister of Municipal Affairs appoint a facilitator for the remainder of the Metro 2050 adoption process; and
- c. direct staff to engage with the Township of Langley and City of Surrey to explore options that would resolve some or all of the noted concerns with Metro 2050.

DISCUSSION

As per the MVRD Board direction noted above, the Minister of Municipal Affairs and Housing has been notified of the acceptances and non-acceptances. On September 21, 2022, the MVRD Board provided a letter (attached as Appendix “IV”) to the Minister of Municipal Affairs and Housing, (the “Minister”) requesting that a non-binding dispute resolution process take place, as set out in section 439 of the *Local Government Act*.

The commencement date and duration of the dispute resolution are yet to be confirmed with all parties, but the MVRD Board indicated that it is desired and anticipated that this process begin in late November 2022 and end by February 28, 2023. During the dispute resolution process, Metro 2040 remains in effect, and processing of RGS Amendments or consideration to adopt Metro 2050 is paused until the dispute resolution process is resolved.

In accordance with the *Local Government Act*, only the objections listed by each municipality can be disputed; new objections to Metro 2050 cannot be considered as part of the dispute resolution process. If a non-binding dispute resolution process does not resolve the objections, the Minister can decide to move to an arbitration process, where an arbitrator is appointed, and their decision is fully binding.

At this stage, the MVRD Board believes that, with additional dialogue, a consensus with the objecting parties on Metro 2050 can be reached.

Metro Vancouver staff have initiated discussion with City staff and on November 28, 2022, at the Council-In-Committee Meeting, appeared as a delegation to provide a summary of the RGS update process and an overview of Metro 2050, a copy of which is attached as Appendix “V”.

In their presentation, Metro Vancouver staff noted that:

- The UCB is a long-standing regional policy, and is in the current Regional Growth Strategy, Metro 2040. Surrey accepted the UCB in 1996 and in 2011;
- The protection of Rural lands and the UCB are critical to limiting sprawl, improving climate action, and the efficient provision of urban infrastructure like utilities and transit;
- Metro 2050 has strong policies to protect industrial and employment lands and push for their intensification. Other tools including trade-enabling lands overlay; and
- Flexibility for change is built into the plan. Amendment processes in place since 2011 allow for change, but also for all member municipalities to have a voice on regionally-significant land use decisions.

Given the response provided by Metro Vancouver, and that the planned dispute resolution process has yet to commence, it is recommended that Council provide renewed direction. Accordingly, Council has the following options:

Option 1: Maintain the concerns with Metro 2050 as previously expressed to Metro Vancouver, and direct staff to prepare for the forthcoming dispute resolution process

Under this option, the City will continue to assert that the considerations presented by Metro Vancouver do not address the City's concerns that the UCB does not appropriately consider Surrey's context in terms of rapid growth, escalating land costs, and limited employment land supply, and Council reaffirms that the City should be able to amend lands with a regional Rural land use designation to Industrial, Employment, or General Urban without the need for consideration by the MVRD Board.

Option 2: Reverse previous objections and endorse Metro 2050 as currently prepared

Under this option, the City will advise Metro Vancouver that it appreciates the considerations provided by Metro Vancouver and no longer has concerns pertaining to the UCB because it is noted that provisions to make changes are addressed in Metro 2050. In response, the City removes its objections and supports Metro 2050 as currently prepared. Should Council support this option, the forthcoming dispute resolution process is no longer required for the City of Surrey.

SUSTAINABILITY CONSIDERATIONS

This work supports the objectives of the City's Sustainability Charter 2.0. In particular, this work relates to the Sustainability Charter 2.0 themes of Built Environment and Neighbourhoods, Ecosystems, and Infrastructure. Specifically, they support the following Strategic Directions ("SD") and Desired Outcomes ("DO"):

- Neighbourhoods and Urban Design DO6: Land is used efficiently and sensitively, and development minimizes the impacts on the natural environment, viewsapes, agricultural land and urban wildlife.
- Neighbourhoods and Urban Design DO8: The built environment enhances quality of life, happiness and well-being.
- Buildings and Sites DO15: All new buildings, public places and outdoor spaces are welcoming, safe and universally accessible.

- Buildings and Sites SD15: Provide greater multi-family housing choice and options for affordability and accessibility.
- Neighbourhoods and Urban Design SD6: Provide a range of community amenities including culture, recreation, health, and educational facilities in each Town Centre.
- Natural Areas, Biodiversity and Urban Forest DO1: Parks, natural areas, urban forests and habitat corridors are interconnected throughout Surrey and the region, creating healthy places for people and wildlife.
- Green Infrastructure DO12: Surrey protects ecosystem services and manages natural assets in order to create resiliency to adapt and thrive in a changing climate.
- All Infrastructure DO4: Ecosystems and natural assets are an essential part of the community's infrastructure system.

CONCLUSION

This report provides an update to Council on the status of the dispute resolution process related to Surrey's non-acceptance of the Regional Growth Strategy. It also provides options for Council's consideration on how to proceed with respect to the consideration of Metro Vancouver's update to the Regional Growth Strategy, Metro 2050, and seeks Council's direction on how to move forward.

Original Signed By
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Acting General Manager, Planning & Development

JA/PH/cc/ss

Appendix "I" Metro 2050
Appendix "II" Corporate Report No. R231; 2021
Appendix "III" Corporate Report No. R200; 2022
Appendix "IV" Letter from Metro Board to Minister of Municipal Affairs and Housing
Appendix "V" Metro Vancouver Council-In-Committee Meeting Presentation

METRO 2050

Regional Growth Strategy



Metro 2050 Metro Vancouver Regional District

4515 Central Boulevard, Burnaby, BC,
V5H 0C6

February, 2022

Acknowledgment of Indigenous Territory

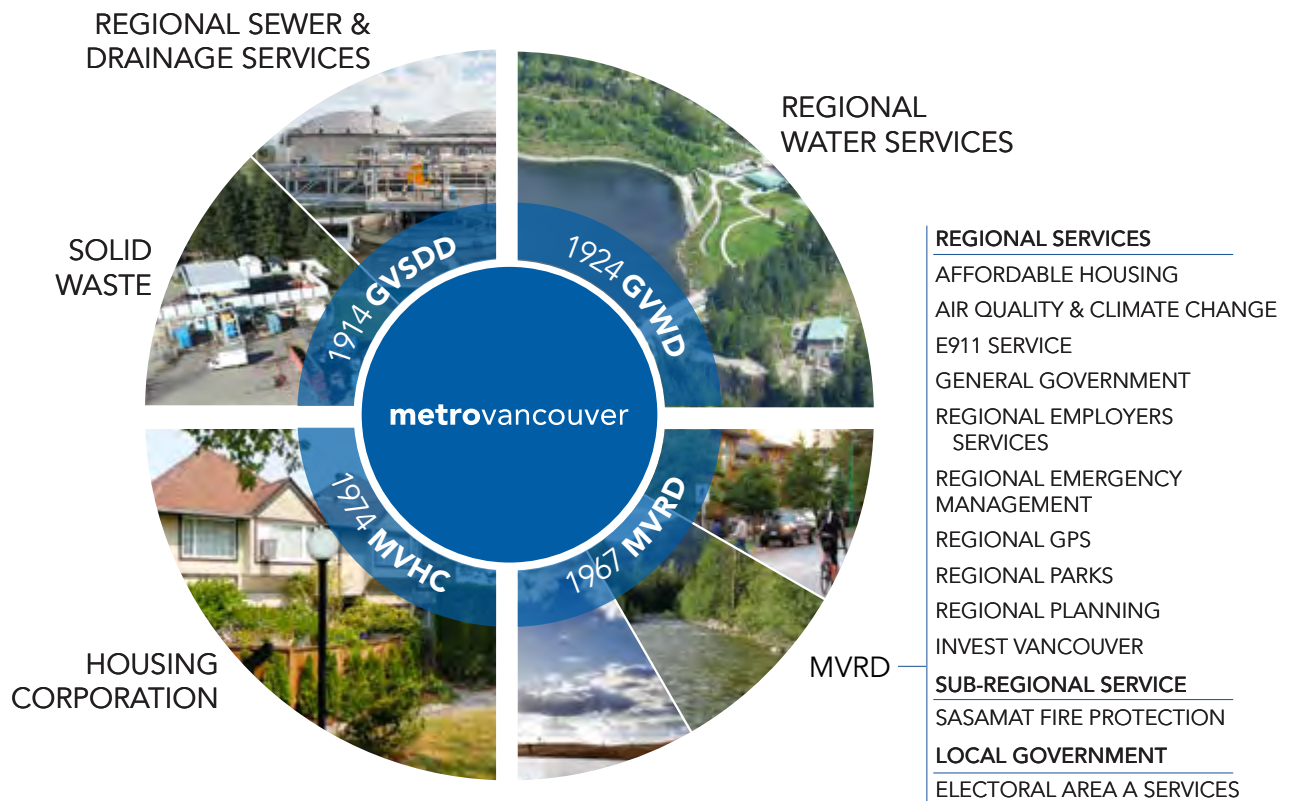
Metro Vancouver acknowledges that the region’s residents live, work, and learn on the shared territories of many Indigenous peoples, including ten local First Nations: Katzie, Kwantlen, Kwikwetlem, Matsqui, Musqueam, Qayqayt, Semiahmoo, Squamish, Tsawwassen, and Tsleil-Waututh.

Metro Vancouver respects the diverse and distinct histories, languages, and cultures of First Nations, Métis, and Inuit, which collectively enrich our lives and the region.

Metro Vancouver

Metro Vancouver is a federation of 21 municipalities, one Electoral Area and one Treaty First Nation, working collaboratively in planning and providing vital utility and local government services to about 2.75 million residents. Essential services include the provision of drinking water, sewage treatment, and solid waste disposal, along with regional services like parks, affordable housing, land use planning, and air quality management that help keep the region one of the most livable in the world.

FIGURE 1. METRO VANCOUVER ENTITIES AND SERVICES



Mission

Metro Vancouver's mission is framed around three broad roles:

1. **Serve as a Regional Federation**

Serve as the main political forum for discussion of significant community issues at the regional level, and facilitate the collaboration of members in delivering the services best provided at the regional level.

2. **Deliver Core Services**

Provide regional utility services related to drinking water, liquid waste, and solid waste to members.

Provide regional services, including parks and affordable housing, directly to residents and act as the local government for Electoral Area A.

3. **Plan for the Region**

Carry out planning and regulatory responsibilities related to the three utility services as well as air quality, regional planning, regional parks, Electoral Area A, affordable housing, regional economic prosperity, and regional emergency management.

Building a Resilient Region

Building the resilience of the region is at the heart of Metro Vancouver's work. Each of Metro Vancouver's regional plans and strategies adopts a vision, guiding principles, goals, strategies, actions, and key performance measures that will support a more resilient, low carbon and equitable future. Metro Vancouver's interconnected plans and strategies are guided by the Board Strategic Plan, which provides strategic direction for each of Metro Vancouver's legislated areas of responsibility and the Long-Term Financial Plan which projects total expenditures for capital projects and operations that sustain important regional services and infrastructure. Together these documents outline Metro Vancouver's policy commitments and specific contributions to achieving a resilient region.

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A. Metro 2050 Scope and Linkages to Other Plans

Regional Growth Strategies: Legislative Authority

The *Local Government Act* establishes authority for regional districts to prepare a regional growth strategy, which is intended to “promote human settlement that is socially, economically and environmentally healthy and that makes efficient use of public facilities and services, land and other resources.”

Metro Vancouver’s Management Plans

Metro Vancouver’s regional growth strategy, *Metro 2050*, is one plan among a suite of interconnected management plans developed around Metro Vancouver’s Board Strategic Plan (Figure 2). The regional growth strategy uses land use policies to guide the future development of the region and support the efficient provision of transportation, regional infrastructure, and community services; it helps support the region’s priorities, mandates, and long-term commitments to sustainability and resiliency, in combination with other management plans.

The regional growth strategy provides the land use framework for planning related to regional utilities (water, liquid waste, and solid waste), transportation, housing, and air quality. Reciprocally, the *Drinking Water Management Plan*, *Integrated Liquid Waste and Resource Management Plan*, and *Integrated Solid Waste and Resource Management Plan* set the utility frameworks within which the regional growth strategy

must be developed. Housing policies in the regional growth strategy are implemented in part through the *Metro Vancouver Housing 10-Year Plan*, while the environmental and active transportation policies have important linkages with the *Regional Parks Plan*, *Ecological Health Framework*, and *Regional Greenways 2050*. The regional growth strategy helps improve air quality and reduce greenhouse gas emissions, as called for in the *Clean Air Plan* and *Climate 2050*, by encouraging growth patterns that facilitate energy efficient built form and travel patterns. Finally, the economic actions in the regional growth strategy support a prosperous economy through the implementation of the *Regional Industrial Lands Strategy* and *Invest Vancouver*.

Metro Vancouver and TransLink: Working Together for a Livable Region

Metro Vancouver has a unique relationship with TransLink, the regional transportation authority responsible for planning, managing, and operating the regional transportation system. TransLink is required by the *South Coast British Columbia Transportation Authority Act* to support Metro Vancouver’s regional growth strategy, air quality and greenhouse gas reduction objectives, and the economic development of the region. TransLink’s regional transportation strategy, *Transport 2050*, sets out transportation strategies for the road and transit networks as well as other matters affecting the regional transportation system. The regional growth strategy and regional transportation plan must support each plan’s policy frameworks to be successful.

Metro Vancouver acknowledges TransLink's mandate is to prepare and implement regional transportation system plans and demand management strategies. The mandate of the Mayors' Council on Regional Transportation includes approving long-term, 30 year transportation strategies and 10 year investment plans.

Metro Vancouver's role in regional transportation planning is to:

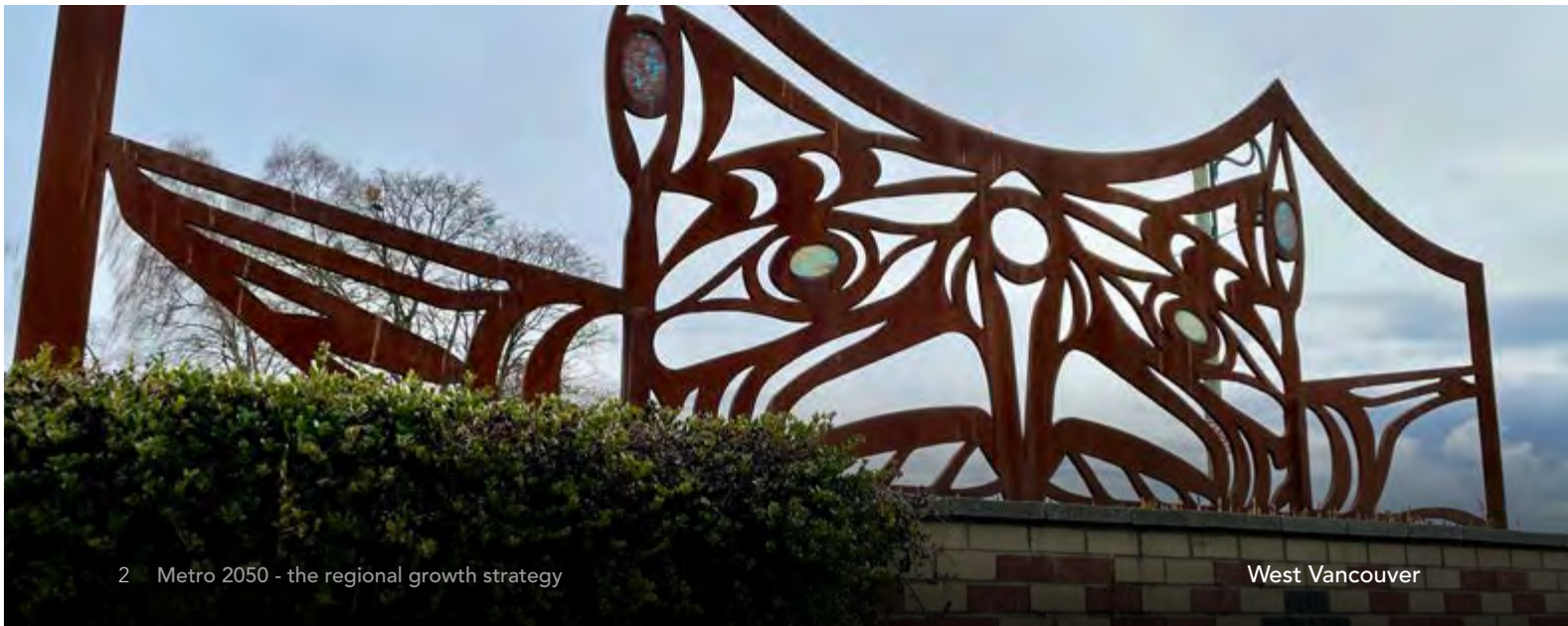
- communicate its objectives for the regional transportation system to TransLink;
- provide transportation planning input through the provision of land use, growth management and air quality information and forecasts and, as appropriate, the evaluation of land use and vehicle emissions impacts; and
- provide advice and input to TransLink and the Mayors' Council in the fulfillment of their roles in light of regional objectives and the circumstances of the day.

Metro Vancouver and TransLink share a commitment to coordination, information-sharing, and pursuing joint policy research on topics of mutual interest such as walkability, parking, new mobility, social equity, and resilience.

Working Together with First Nations

Metro Vancouver acknowledges that all levels of government have roles and responsibilities with regards to the implementation of the Truth and Reconciliation Commission of Canada's Calls to Action. Metro Vancouver engages and collaborates with local First Nations on matters of shared regional planning interest. With regards to the regional growth strategy, this includes engaging with First Nations on regional growth strategy updates, amendments, and projections, as well as on key planning initiatives. It may also include opportunities to partner or collaborate on regional planning projects such as corridor studies or inventories. Metro Vancouver shares regional planning reports and data and is available to serve as a planning resource. Metro Vancouver strives to work towards better relationships with Indigenous groups and encourages member jurisdictions to also foster improved relationships.

Metro Vancouver acknowledges that regional growth has impacts on Indigenous territories. Metro Vancouver respects that First Nations' reserve lands are not subject to the land use policies in the regional growth strategy. In addition, many First Nations have interests in land and land holdings off reserve, which are subject to the regional growth strategy. If and when First Nations develop land management plans, Metro Vancouver, the respective First Nation,



and adjacent member jurisdictions will endeavour to engage, collaborate, and coordinate with one another at an early stage to ensure, to the extent possible, that the regional growth strategy, municipal Official Community Plans, regional transportation plans, and First Nations' land management plans are all mutually respectful and supportive.

Working Together with Federal and Provincial Governments and Other Regional Stakeholders

An important part of successful regional planning is collaboration and building inter-jurisdictional partnerships. Metro Vancouver works with other important partners including the Federal Government and the Province, other authorities and agencies, residents, non-profit organizations and business associations on all aspects of the regional growth strategy where there are shared or overlapping interests. Metro Vancouver strives to foster strong relationships with other government agencies and regional stakeholders, seeks to find opportunities for collaboration, and shares information for the benefit of all, while respecting unique jurisdictional responsibilities.

Due to Canada's federal system, there are federal, provincial, and local jurisdictions and responsibilities that interplay and have significant impacts on how people live and use the region. While some jurisdiction is clearly separate, others can be shared or overlapping. In Canada, international immigration policy and rates are set by the Federal Government. The Province has some influence over immigration programs. In addition, the Province is responsible for immigrant settlement programs. The Federal Government has jurisdiction and funding responsibilities for federal trade and transportation facilities, such as ports and airports, while the Province is responsible for transportation planning, education, agriculture, child care, and health care, all of which have significant impacts on how people live and use the region. Both the Federal Government and the Province are responsible for funding programs that enable the creation of affordable and supportive housing and for taking action on climate change.

Metro Vancouver's collaboration with regional stakeholders includes the role of convening and fostering dialogue with and among health authorities, port and airport authorities, post-secondary educational institutions, the Agricultural Land Commission, housing providers, industry groups, and the non-profit sector.

FIGURE 2. METRO VANCOUVER REGIONAL MANAGEMENT PLANS.



B. Introduction to the Region

Context for the Regional Growth Strategy

Geographic Context: Surrounded by Natural Beauty, but Constrained

Located in the southwestern corner of the British Columbia mainland, the Metro Vancouver region is a diverse urban place rich in natural beauty. Metro Vancouver is a globally important ecological hub. It is an essential stop for migratory birds along the Pacific Flyway, and the Fraser River is one of the world's most significant salmon rivers. Situated on the Salish Sea, bisected by the Fraser River, and flanked by the Coast Mountains to the north, the region's natural features have contributed to its position as a major international port, an important location for agricultural production, and one of the most desirable places to live in Canada. These features, as well as the international border to the south, lead to a constrained land base that strengthens the imperative for regional planning and growth management. Consequently, the regional federation has a long history of thoughtfully considering how to accommodate population and economic growth with limited land for expansion.

Indigenous Context: A Rich Indigenous History and Vibrant Modern Presence

For thousands of years, Indigenous peoples have lived on, and responsibly stewarded, their respective and shared territories that collectively have also become known as the Metro Vancouver region. Today there are ten First Nations with communities located within the Metro Vancouver region: Katzie First Nation, Kwantlen First Nation, Kwikwetlem First Nation, Matsqui First Nation, Musqueam Indian Band, Qayqayt First Nation, Semiahmoo First Nation, Squamish Nation, Tsawwassen First Nation, and Tsleil-Waututh Nation. In addition, there are many other Indigenous Nations and organizations located outside the boundaries of Metro Vancouver, having land and territorial interests that include the Metro Vancouver region. Furthermore, many First Nation peoples from other areas of Canada, as well as Inuit and Métis peoples, live within this region. Indigenous communities continue to thrive in the region and aim to enhance current environmental stewardship measures.



Social Context: A Culturally Diverse Region

Metro Vancouver is the largest region in British Columbia with over 53% of the province's population. Metro Vancouver is an ethnically diverse region with approximately 49% of the population of European heritage, 20% Chinese, 12% South Asian, 5% Filipino, 2.5% Indigenous, and a wide variety of other cultural backgrounds. This cultural diversity continues to enrich the region; helps make the region an attractive place to live; and supports tourism, immigration, and investment.

Immigration is a major driver of population growth and diversity with approximately 80% of permanent residents to BC settling in Metro Vancouver. India, China, and the Philippines are the top countries of origin for immigrants, with a particularly strong growth trajectory for immigration from India. Temporary residents in BC (international students and foreign workers) also predominantly reside in Metro Vancouver and numbers have grown substantially in recent years. Temporary residents likely comprise between 5-10% of the Metro Vancouver population.

Housing is one of the most important social and economic issues in Metro Vancouver. Land values and housing prices in the region are very high and have led to associated housing challenges, including: barriers to accessing housing in both the rental and ownership markets, many households spending more than 30% of their gross income on housing, lack of supply across the housing continuum, low rental vacancy rates, and a high rate of homelessness.

The BC Centre for Disease Control estimates that approximately 75% of our overall health is determined by social and ecological factors like working or living conditions, built environment, income, and educational opportunities. These factors strongly affect the rates of chronic disease and injury, leading to different levels of health and well-being for people of different groups. Community and regional planning decisions have the potential to support better health outcomes for all residents. Improving air quality, access to nature, community resilience, and neighbourhood walkability can support health equity in Metro Vancouver.

Climate Change and Natural Hazards Context: Vulnerable to Impacts and Risks

Metro Vancouver is situated on the Fraser River delta, amongst many forested areas and steep slopes, and in one of the most seismically active zones in Canada. As a result, the region is susceptible to a variety of natural hazards, including earthquakes, wildfires, landslides, and floods. Climate change is already affecting Metro Vancouver, and the impacts are projected to become more frequent and severe over time, increasingly affecting the communities, infrastructure, and natural environment within the region. Climate change can also amplify the impacts of natural hazards; for instance, sea level rise can increase the severity of coastal floods, heavier rainfall events can influence the likelihood of floods and landslides, and warmer temperatures combined with longer drought periods can increase the risk of wildfires.

Challenges and Opportunities

Metro Vancouver's population has grown substantially over the past decades, adding more than one million people in a generation. This strong population growth is projected to continue, therefore the key challenge will be to accommodate growth in ways that advance both livability and sustainability. To accomplish this, the regional growth strategy strives to address the following issues:

Accommodating Growth to Advance Livability and Sustainability

The region is expected to continue to grow by about 35,000 residents per year. Accommodating growth within a land-constrained region implies greater density of development. By carefully shaping and structuring growth and ensuring the right diversity of land uses, regional planning can reduce congestion, improve the efficiency of transportation infrastructure, improve the economics of public services, increase the viability of local businesses and retail services, foster the creation of vibrant centres for culture and community activities, and maintain an attractive urban environment.

Building Resilient, Healthy, and Complete Communities

As the region's population both grows and ages, ensuring access to the key elements of healthy, social and complete communities becomes more challenging. Access to amenities like local shops, personal services, community activities, recreation, green spaces, employment, culture, entertainment, and a safe and attractive public realm can improve community health, social connectedness, and resilience. Planning for complete communities also means considering the needs of a diverse population to promote inclusion and accessibility. This requires careful planning, primarily at the local scale, but also regionally. Complete communities can also help with other challenges, such as climate change, by encouraging active transportation and reducing the need to commute or travel long distances to access employment, amenities, or services.



Ensuring Housing for All

Ensuring affordable and appropriate housing that meets a variety of needs across the housing continuum is an ongoing challenge. While the region's housing market continues to evolve, stresses of high prices and low supply have evolved over the past decade to the point where there is extreme pressure on both ownership and rental tenure, and heightened public concern over the impacts of housing challenges on the region's social and economic well-being. Strong regional policy and performance measures pertaining to housing can help to increase the supply of all forms and tenures of housing, and reduce pressures on the housing market.

Supporting Economic Prosperity

Metro Vancouver's economy benefits from a highly varied and specialized base of employment activities, including international trade and logistics; manufacturing; professional and business services; film and television production; tourism and hospitality; education and knowledge creation; agriculture; and emerging technology-driven sectors, such as apparel technology, agri-tech, clean technology, digital media, medical technology, and new mobility. The region connects with, and serves, a resource-rich province and has strong gateway links to the North American and Asia-Pacific regions through the Port of Vancouver and YVR International Airport. An intent of the regional growth strategy is to provide an adequate supply of jobs-producing industrial and commercial space throughout the region for new and expanding industrial and employment uses. This could include research and development, incubation and acceleration, production, and export, located according to their needs, and in a manner that supports an efficient transportation system on which the economy depends.

Advancing Social Equity

Economic and social inequity can contribute to broad health and social problems as well as a wide variety of other challenges. In Metro Vancouver, incorporating social equity into regional growth planning practice is crucial to ensuring that the region moves forward in an equitable and inclusive manner. Improving social equity will also support the region's other objectives including resilience, sustainability, livability, and prosperity for all. Some of the key social equity concerns in the Metro Vancouver region that relate to the regional growth strategy include: access to green space, employment, public safety, and transit; housing adequacy, suitability, and affordability; vulnerability to climate change impacts and natural hazards; and the displacement impacts that are the result of redevelopment.

Ensuring Resilience

Metro Vancouver is vulnerable to a variety of shocks and stressors. Regional resilience is the capacity of communities and organizations to prepare, avoid, absorb, recover, and adapt to the effects of shocks and stresses in an efficient manner through the preservation, restoration, and adaptation of essential services and functions, while learning from shocks and stresses to build a more resilient place. Proactive growth management policies can promote land use and built form patterns that reduce exposure to risk, help communities prepare for future shocks, and ensure that residents have the necessary community and social assets located close to where they live and work.

Reconciliation with Indigenous Peoples

The Province passed the *Declaration on the Rights of Indigenous Peoples Act* into law in November 2019. It is anticipated that the *Local Government Act* will be brought into harmony with the *Declaration* over time which will provide greater clarity on the relationship between regional districts and Indigenous governments. In the meantime, a commitment to ongoing relationship building is essential.

Working towards reconciliation introduces a cross jurisdictional consideration for regional districts, since the primary intergovernmental relationships for First Nations is with the federal and provincial governments. While the regional growth strategy does not apply to reserve lands, it potentially impacts them. In further fostering relationships with First Nations and understanding the various challenges, opportunities, and impacts on all partners, we can collectively move forward and be inclusive of all residents of the region. Fostering stronger relationships with First Nations also offers the opportunity for all members to learn about Indigenous knowledge systems and Indigenous values, which can inform and complement regional planning policy and practice.

Protecting the Environment

Many natural assets in Metro Vancouver are of national and international significance, such as the Fraser River Estuary. Managed carefully, natural assets provide essential ecosystem services such as clean air, fresh water, and nutritious food. The challenge is to protect and restore the integrity of these assets for the benefit of current and future generations in the face of a growing population, associated development, and a changing climate. Regional policy that emphasizes protecting, connecting, and enhancing ecosystems and integrating best practices across disciplines can help address this challenge. In addition, Indigenous knowledge can inform and complement approaches to environmental protection.

Preparing for Climate Change and Natural Hazards

The major natural hazard risks in Metro Vancouver include earthquakes, floods, landslides, and wildfires. The risks associated with these hazards are often worsened by climate change. By 2050, the region is projected to experience sea level rise; warmer temperatures; longer summer drought periods; increased precipitation in the fall, winter, and spring; a reduced annual snowpack; and more frequent extreme weather events. The challenge is to prepare for the impacts of climate change and regional natural hazards, while also reducing regional greenhouse gas emissions and achieving a carbon neutral region by the year 2050. Emerging global issues such as climate change-related population displacement may impact and influence land use and growth management planning in the Metro Vancouver region. An example of a policy approach focused on preparing for the impacts of climate change and natural hazards includes avoiding siting new settlements and infrastructure in locations with known and unmitigated hazards and, where settlements already exist, mitigating those hazards to minimize risk to people and property. In addition, Indigenous knowledge can inform and complement regional resilience strategies.

Protecting Agricultural Land to Support Food Production

Local production of food is dependent on a protected land base for agriculture. Metro Vancouver has approximately 60,000 hectares in the provincial Agricultural Land Reserve, and that land is a vital asset for the economic viability of the region, the agricultural sector in particular, along with supporting local food production for future generations. The ongoing production of fresh and local food contributes to a secure food supply and economic resilience, and supports other co-benefits such as ecosystem services. Yet land speculation, the conflicts between urban and agricultural uses, and the conversion pressures from other land uses on agricultural lands continue to threaten the resilience of agriculture in the region. The impacts of climate change are also projected to have significant impacts on the agricultural industry. Effective growth management policy includes strategies to protect and enhance agricultural lands and support agricultural viability over the long-term.

Improving Accessibility and Mobility and Reducing Congestion

Metro Vancouver has some of the highest levels of transit ridership, walking, and cycling in Canada. However, sustainable mode share varies significantly across the region, the majority of trips are still taken by private motor vehicle, and transportation remains the region's largest source of greenhouse gas emissions. Shaping infrastructure, street design, and population growth in a way that supports sustainable transportation choices are keys to reaching the region's carbon neutrality target by 2050. Strategies include investing in transit and active transportation; supporting the creation of compact, complete, and walkable communities; directing growth towards transit-oriented areas; and managing transportation demand through parking requirements, transportation user pricing, and other tactics for promoting sustainable modes of transportation.



Changing Generational Trends and Behaviours

Younger and older generations often have different perspectives, preferences, and options regarding: housing type, tenure, and location; transportation choice; employment; proximity to amenities and services; and recreational opportunities. In addition, macroeconomic trends have delayed or limited many opportunities for employment and home ownership while technological innovation is also impacting consumer behaviour. The result has been a general trend towards living in more urban environments, making more environmentally-sensitive choices, and prioritizing access over ownership.

Other trends that are being seen include smaller family sizes, lower personal savings, higher educational attainment, older age of household formation, and lower rates of home and car ownership. Demographic shifts including an aging population and immigration will also impact consumer behaviour. An awareness and consideration of changing generational and demographic trends and behaviours will support better long-range planning as well as regional prosperity through improved labour force recruitment and retention.



C. Introduction to the Regional Growth Strategy

Metro 2050 Vision

Metro Vancouver is a region of diverse, equitable, and complete communities connected by sustainable transportation choices where residents take pride in vibrant neighbourhoods that offer a range of opportunities to live, work, play, and learn, and where natural, agricultural, and employment lands are protected and enhanced.

Shaping long-term growth and development in the region is essential to meeting this vision in a way that protects the natural environment, fosters community well-being, fuels economic prosperity, provides local food security, improves social equity, provides diverse and affordable housing choices, ensures the efficient provision of utilities and transit, reduces greenhouse gas emissions, and improves resilience to climate change impacts and natural hazards.

Guiding Regional Planning Principles

Metro 2050 is guided by the following five principles:

1. Put growth in the right places;
2. Protect important lands;
3. Develop complete communities;
4. Provide affordable mobility, housing, and employment choices for all; and
5. Support the efficient provision of infrastructure.



North Vancouver District



Responding to the Challenges: *Metro 2050* Goals

To respond to the challenges faced by the region, the regional growth strategy sets out a series of strategies and actions for Metro Vancouver and member jurisdictions arranged under five overarching goals intended to achieve the desired outcomes. While each of the goals in *Metro 2050* are separate sections by theme, they are all closely interrelated and complementary to the others. Collectively, the goals, actions, and strategies support *Metro 2050's* vision and five guiding regional planning principles, and it is intended that they be considered together as they are mutually-supportive.

Goal 1. Create a Compact Urban Area

Metro Vancouver's growth is focused inside an Urban Containment Boundary, within which are a variety of complete communities with access to a range of housing choices, employment opportunities, amenities, and services. Concentrating growth in a network of transit-oriented centres and corridors helps reduce greenhouse gas emissions and pollution, while supporting an efficient transportation network and the efficient use of land.

Goal 2. Support a Sustainable Economy

The objective of this goal is to protect and optimize the land base and transportation systems required to ensure the viability of business sectors. This means supporting regional employment and economic growth, including the established and new emerging sectors and businesses. This is best achieved through the long-term protection of Industrial, Employment, and Agricultural lands, and ensuring that supports are in place to allow commerce to flourish in Urban Centres throughout the region, and heavy and light industrial activities on Industrial lands, connected by a diverse and reliable transportation system.



Goal 3. Protect the Environment, Address Climate Change, and Respond to Natural Hazards

The region's vital ecosystems provide essential services for all life. A connected network of protected Conservation and Recreation lands and other green spaces throughout the region provides opportunities to enhance physical and mental health, supports biodiversity, and increases community resilience. The strategies in this goal also help Metro Vancouver and its member jurisdictions contribute to meeting the regional greenhouse gas emission reduction targets, and prepare for the impacts of climate change and natural hazards.

Goal 4. Provide Diverse and Affordable Housing Choices

Metro Vancouver is a region of communities with a diverse and affordable range of housing choices suitable for residents at any stage of their lives, including a variety of unit types, sizes, tenures, prices, and locations. There is an increased supply of purpose-built rental housing, particularly in proximity to transit, and there are robust tenant protections in place to mitigate the impacts of renovation and redevelopment on renters. Residents experiencing or at risk of homelessness and those with lower incomes or special needs can access permanent, affordable, and supportive housing in neighbourhoods across the region.

Goal 5. Support Sustainable Transportation Choices

Metro Vancouver's compact, transit-oriented urban form supports a range of sustainable transportation choices. This pattern of development expands the opportunities for transit, walking, cycling, and multiple occupancy vehicles, which reduces greenhouse gas emissions and household expenditures on transportation, and improves air quality. The region's road, transit, rail, and waterway networks play vital roles in serving and shaping regional development, providing linkages among the region's communities, and providing important goods movement networks.

D. Urban Containment Boundary, Regional Land Use Designations, Overlays, and Projections

The following tools, regional land use designations, and overlays are key to achieving the five goals of the regional growth strategy. They establish a long-term regional land use framework and provide the basis for defining land use matters of regional significance.

The intent statements for the regional land use designations and overlays are to be read in conjunction with applicable strategies and actions under each goal and are to be supported by member jurisdictions in their Regional Context Statements. The boundaries for the regional designations are established on a parcel-based map maintained by Metro Vancouver and are depicted on the Regional Land Use Designations map (Map 2).

Once they have been defined by member jurisdictions, the locations of Urban Centre and Frequent Transit Development Area overlays are shown on Maps 4 and 5. The parcel-based boundaries of Urban Centre and Frequent Transit Development Area overlays, as determined by member jurisdictions, will be depicted on a reference map maintained by Metro Vancouver.

Urban Containment Boundary

The Urban Containment Boundary is a stable, longterm, regionally-defined area for urban development that protects Agricultural, Conservation and Recreation, and Rural lands from developments requiring utility infrastructure and from auto-oriented, dispersed development patterns. Locating housing, regional transportation, and other infrastructure investments within the Urban Containment Boundary supports land development patterns that can protect food producing land and reduce energy demand and greenhouse gas emissions from commuter traffic; it also secures land that stores carbon and helps communities adapt to climate change. Residential and employment infill development is encouraged within the Urban Containment Boundary.



Urban Land Use Designations

General Urban

General Urban lands are intended for residential neighbourhoods and centres, and are supported by shopping, services, institutions, recreational facilities and parks. Within General Urban lands, commercial, employment, and residential development should be focused in Urban Centres and Frequent Transit Development Areas (FTDAs). Higher density trip-generating development is to be directed to Urban Centres and FTDAs. Neighbourhood-serving shops and services are encouraged in General Urban lands both inside and outside Urban Centres and FTDAs. In central locations of the region, outside of Urban Centres and FTDAs, multi-unit and mixed-use infill development may be aligned with the goals and strategies of *Metro 2050*, however, the principles of walkability, proximity to frequent transit and employment, and resilience to hazards must be given due consideration.

General Urban areas are intended to emphasize place-making and an enriched public realm, and to promote transit-oriented communities, where transit, multiple-occupancy vehicles, cycling, walking, and rolling are the preferred modes of transportation.

Industrial

Industrial lands are intended for heavy and light industrial activities, including: distribution, warehousing, repair, construction yards, infrastructure, outdoor storage, wholesale, manufacturing, trade, e-commerce, emerging technology-driven forms of industry, and appropriately-related and scaled accessory uses.

The intensification and densification of industrial activities and forms, as contextually appropriate to the surrounding area, are encouraged. Limited industrial-serving commercial uses that support the primary industrial functions are appropriate. Residential uses are not intended.

Employment

Employment lands are intended for light industrial, commercial, and other employment-related uses to help meet the needs of local and regional economic activities, and complement the planned functions of Urban Centres and Frequent Transit Development Areas.

Employment lands that are located within Urban Centres and Frequent Transit Development Areas provide locations for a range and mix of employment activities and more intensive forms of commercial development.

Residential uses are not intended on Employment lands, with the exception of sites that are located within 200 metres of a rapid transit station and within either an Urban Centres or FTDA. In those exceptional circumstances, limited residential uses (with an emphasis on affordable, rental housing) are permitted on the upper floors of mid- to high-rise buildings, where appropriate, while commercial and light industrial uses are to be located on the ground or lower floors.

Employment lands located outside of Urban Centres and Frequent Transit Development Areas are primarily intended for: light industrial and commercial uses that require larger-format buildings, which may have particular goods movement needs and impacts; generally lower employment densities and lower transit-generating uses; and uses and forms that are not consistent with the character of a dense transit-oriented neighbourhood, Urban Centre, or Frequent Transit Development Area.

Non-Urban Land Use Designations

Rural

Rural lands are intended to protect the existing character, landscapes, and environmental qualities of rural communities outside the Urban Containment Boundary. Land uses in these areas include low density forms of residential; agricultural; and small-scale commercial, industrial, or institutional uses, that do not require the provision of urban services such as sewerage or transit. As such, Rural lands are not intended as future urban development areas and generally will not have access to regional sewerage services. Rural designated land generally comprise natural areas, agricultural lands, lands with low-intensity residential or built environments that are historical, remote, or not contiguous with the urban area, and may have topographic constraints.

Agricultural

Agricultural lands are intended for agricultural production and agriculture-related uses that are compatible with farming operations and that directly support the local agricultural industry. Lands designated as Agricultural reinforce the provincial Agricultural Land Reserve and local land use plans that protect the region's agricultural land base. These lands are protected to encourage agricultural activities over the long-term.

Conservation and Recreation

Conservation and Recreation lands are intended to protect significant ecological and recreation assets, including: drinking water supply areas, environmental conservation areas, wildlife management areas and ecological reserves, forests, wetlands, riparian areas, major parks and outdoor recreation areas (e.g. ski hills and other tourist recreation areas), and other ecosystems that may be vulnerable to climate change and natural hazard impacts, or that provide buffers to climate change impacts or natural hazard impacts for communities. These lands are protected and managed to ensure they continue providing vital ecosystem services for the benefit of current and future generations.

Regional Overlays and the Major Transit Growth Corridors

Within the Urban Containment Boundary, Urban Centres and Frequent Transit Development Areas may be overlaid on any regional land use designation. Urban Centre and Frequent Transit Development Area overlays and policies enable higher density residential and commercial development for General Urban lands, and higher density commercial and industrial development for Employment lands. Where overlays cover lands other than those designated General Urban or Employment, the intent and policies of the underlying regional land use designations still apply.

Urban Centres

Urban Centres are intended to be the region's primary focal points for concentrated growth and transit service. They are intended as priority locations for employment and services, higher density forms, mixed residential tenures, affordable housing options, commercial, cultural, entertainment, institutional, and mixed uses. Urban Centres are intended to emphasize place-making and an enriched public realm, and to promote transit-oriented communities, where transit, multiple-occupancy vehicles, cycling, walking, and rolling are the preferred modes of transportation. Urban Centres are priority locations for services and amenities that support a growing population.

Maps 4 and 5 show the location of Urban Centres. Urban Centre boundaries are identified by member jurisdictions in their Regional Context Statements in a manner generally consistent with the guidelines in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas). As per Table 3, there are different types of Urban Centres with different scales of expected activity and growth.

Major Transit Growth Corridors

Major Transit Growth Corridors are select areas along TransLink's Major Transit Network within which member jurisdictions, in consultation with Metro Vancouver and TransLink, may identify new Frequent Transit Development Areas (FTDAs). These corridors, shown on Map 5, extend approximately 1 kilometre from the roadway centreline in both directions and do not extend outside the Urban Containment Boundary. The intent of these corridors is to provide a framework for the region in an effort to support the regional planning principle of directing significant proportions of the region's growth towards Urban Centres and areas around transit. The Major Transit Growth Corridors are also a growth monitoring tool to assess performance on transit-oriented development objectives.

The Major Transit Growth Corridors have been identified as good potential locations for regionally -significant levels of transit-oriented growth based on a consideration of the following principles: anchored by Urban Centres or FTDAs, connected by the Major Transit Network, generally resilient to natural hazards, accessible to jobs and services, and walkable. Not all locations in the Major Transit Growth Corridors will be appropriate locations for growth (such as: rail yards or parks). Further local planning will be needed along these corridors to ensure that human settlement patterns support the development of healthy, walkable, and complete communities.

Major Transit Growth Corridors are not an overlay; rather, they are an organizing framework to support the identification of FTDAs. Major Transit Growth Corridors do not alter the underlying land use designation.

Major Transit Growth Corridor

Selection Principles

1. Anchored by Urban Centres or FTDAs,
2. Connected by the Major Transit Network,
3. Generally resilient to natural hazards,
4. Accessible to jobs and services, and
5. Walkable

Frequent Transit Development Areas

Frequent Transit Development Areas (FTDAs) are additional priority locations to accommodate concentrated growth in higher density forms of development. They are identified by member jurisdictions and located at appropriate locations within the Major Transit Growth Corridors. FTDAs complement the network of Urban Centres, and are characterized by higher density forms of residential, commercial, and mixed uses. FTDAs may contain community, cultural, and institutional uses. Urban design for these areas promotes transit-oriented communities where transit, cycling, walking, and rolling are the preferred modes of transportation.

Identifying FTDAs within the Major Transit Growth Corridors: 1) provides greater certainty and integration between local, regional, and transit plans; and 2) supports transit-oriented development planning across jurisdictional boundaries.

Maps 4 and 5 show the location of FTDAs. The FTDA boundaries are established by member jurisdictions in Regional Context Statements in a manner generally consistent with the guidelines in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas). The size and shape of FTDAs may manifest in different ways in accordance with the transit service provided as well as with the local context. In corridors where transit stops are spaced more closely together, a linear shaped FTDA may be more appropriate, whereas when stops are spaced further apart a “nodal” FTDA around the station area may be a better fit. Transit service that is more frequent and higher capacity is better supported by an FTDA with a larger geographic area (up to 1000 metres) while transit service that is less frequent or lower capacity could be better supported by an FTDA with a slightly smaller geographic area (approximately 800 metres). All FTDAs are good locations for a variety of multi-unit housing forms, especially affordable and rental housing, but in general densities should scale with the level of transit service provided.

Trade-Oriented Lands Overlay

The Trade-Oriented Lands Overlay is intended for Industrial lands that are required to support goods movement in, out, and through the Metro Vancouver region, and that keep British Columbia and Canada connected to the global supply chain.

These important areas are occupied by such uses as: terminal facilities, distribution centres, warehouses, container storage, and freight forwarding activities that serve a national trade function and contribute to the provincial and regional economies. These operations generally require large sites and are located near major transportation infrastructure corridors and terminals.

Industrial lands with a Trade-Oriented Lands Overlay are not intended for stratification tenure or small lot subdivision.

Natural Resource Areas Overlay

The Natural Resource Areas Overlay is intended to illustrate existing provincially-approved natural resource uses within the Conservation and Recreation regional land use designation that may not be entirely consistent with the designation, but continue to reflect its longterm intent. These uses include a landfill; quarries; lands with active forest tenure managed licences; and wastewater and drinking water treatment facilities. Metro Vancouver creates and maintains this overlay.

Growth Projections

The population, housing, and employment growth projections are included in the regional growth strategy as a collaborative guide for land use and infrastructure planning for Metro Vancouver utilities, member jurisdictions, TransLink, and other regional agencies. The growth projections are provided as a reference, and are not specific growth targets for the region, sub-regional areas, or member jurisdictions.

Regional Projections

Metro 2050 forecasts indicate that over the next thirty years, Metro Vancouver will need to accommodate approximately one million more residents. This means that the region will also require approximately 500,000 additional housing units and almost 500,000 additional jobs. The regional growth strategy encourages member jurisdictions to focus this growth in Urban Centres and Frequent Transit Development Areas to support complete and walkable communities. It is projected that between 2021 and 2050, most housing and employment growth will occur in these key areas, aligning with the *Metro 2050* Urban Centre and Frequent Transit Development Area growth targets.

At the last Census in 2016, Metro Vancouver's population was just under 2.6 million. Growth over the next thirty years is projected to add about one million people to reach 3.8 million by the year 2050 (Figure 3).

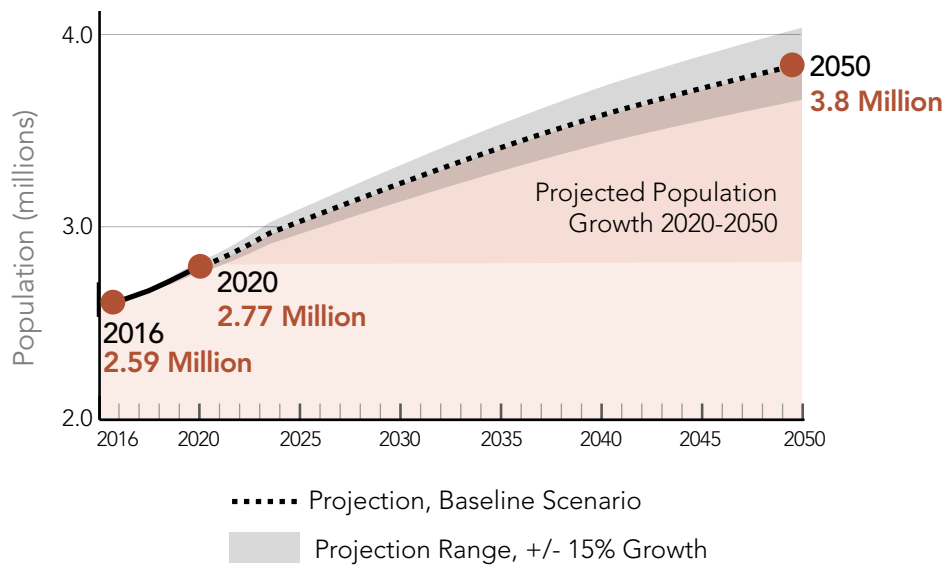
Similar to the majority of Canadian cities, Metro Vancouver's population is aging. While the percentage of seniors (aged 65 and over) comprised 14.7% of the total population in 2016, this is projected to increase to 22% by 2050. The aging population will have a significant impact on the demand for services in the region, from seniors' housing, health care, accessible public transit, and many other aspects.

Strong population growth is an indicator of strong housing growth. To accommodate projected growth, the region will require an additional 500,000 dwelling units. Apartments are projected to make up over 50% of future growth, followed by multi-attached units. Single-detached housing will grow; however, minimally as locations for additional housing are exhausted.

In 2016, the average number of people living in a household in Metro Vancouver was 2.54 persons. Household size has been decreasing over the last two census periods. This trend is projected to continue and is expected to reach 2.38 by 2050 for all housing structure types. This shift will impact the number and type of new housing units required to accommodate the projected population.

Employment growth tends to follow strong population growth, and Metro Vancouver is expected to gain approximately 500,000 additional jobs by the year 2050, for a total of 1.9 million jobs (Table 1), with a population-to-employment ratio of 0.5. Commercial services will continue to grow and will make up about 50% of total future jobs. New jobs in public administration and other employment sectors will each make up approximately a quarter of job growth. The primary resource sector is projected to remain at a very low level for the region.

FIGURE 3. PROJECTED POPULATION TO 2050 FOR METRO VANCOUVER



Sub-Regional Projections

To establish a long-term regional growth management framework, the regional growth strategy provides population, dwelling unit, and employment projections at a sub-regional level (Figure 4) to help frame growth distribution across the region and support the following objectives:

- support Metro Vancouver utility, TransLink and member jurisdiction long-term capital planning and infrastructure investment programs;
- establish a baseline in setting future growth targets for the Urban Centres and Frequent Transit Development Areas within sub-regions;
- provide flexibility for member jurisdictions in preparing and adjusting local projections over time, and to guide long-range policy planning; and
- achieve greater resiliency to changes in residential and employment market demands.

Metro 2050's sub-regions are:

1. **North Shore** (Bowen Island Municipality; City of North Vancouver; Districts of North Vancouver and West Vancouver; Electoral Area A; and Village of Lions Bay);
2. **Burrard Peninsula** (Cities of Burnaby, New Westminister, and Vancouver; UBC; and UEL);
3. **Northeast** (Cities of Coquitlam, Port Coquitlam, and Port Moody; Villages of Anmore and Belcarra);
4. **South of Fraser – West** (Cities of Delta and Richmond; Tsawwassen First Nation);
5. **South of Fraser – East** (Cities of Langley, Surrey, and White Rock; Langley Township; and Barnston Island); and
6. **Ridge Meadows** (Cities of Maple Ridge and Pitt Meadows).

FIGURE 4. METRO VANCOUVER'S SUB-REGIONS FOR THE PURPOSES OF METRO 2050 PROJECTIONS



TABLE 1. REGIONAL AND SUB-REGIONAL PROJECTIONS BY DECADE TO 2050

POPULATION						
SUB-REGIONS		2016	2020	2030	2040	2050
	Metro Vancouver Total	2,593,200	2,767,000	3,206,100	3,564,100	3,836,800
	Burrard Peninsula	1,014,800	1,064,900	1,206,000	1,311,900	1,387,800
	North Shore	199,600	207,600	236,400	254,100	271,000
	Northeast	245,300	263,100	316,100	363,800	396,500
	Ridge Meadows	105,500	110,800	127,200	142,800	155,000
	South of Fraser – East	713,400	782,600	939,300	1,077,400	1,185,300
	South of Fraser – West	314,500	337,900	381,100	414,100	441,300
DWELLING UNITS						
SUB-REGIONS		2016	2020	2030	2040	2050
	Metro Vancouver Total	1,000,500	1,075,500	1,287,700	1,460,500	1,589,400
	Burrard Peninsula	435,900	462,900	533,200	584,600	623,400
	North Shore	79,600	83,500	100,500	111,800	121,900
	Northeast	90,000	96,800	124,800	148,600	165,700
	Ridge Meadows	38,800	42,200	50,000	56,800	61,900
	South of Fraser – East	242,800	267,000	332,400	395,300	441,100
	South of Fraser – West	113,500	123,100	146,700	163,400	175,400
EMPLOYMENT						
SUB-REGIONS		2016	2020	2030	2040	2050
	Metro Vancouver Total	1,342,200	1,420,100	1,621,600	1,775,300	1,883,600
	Burrard Peninsula	643,700	671,700	739,500	786,500	820,000
	North Shore	89,400	94,000	107,200	115,900	123,200
	Northeast	92,000	98,900	120,500	137,500	148,200
	Ridge Meadows	35,800	38,600	45,500	51,200	55,100
	South of Fraser – East	287,100	309,500	372,900	426,600	465,200
	South of Fraser – West	194,100	207,500	236,000	257,700	271,900

To minimize urban sprawl and its negative impacts; support the protection of agricultural, industrial, and ecologically important lands; and support the efficient provision of urban infrastructure, the regional growth strategy sets a target of containing 98% of the region's growth to areas within the Urban Containment Boundary.

To support the development of compact, complete, and transit-oriented communities within the Urban Containment Boundary, the regional growth strategy also includes targets for structuring growth to the network of Urban Centres and Frequent Transit Development Areas. It sets out targets of focusing 40% of the region's dwelling unit growth and 50% of the region's employment growth to areas within Urban Centres, and targets of focusing 28% of the region's dwelling unit growth and 27% of the region's employment growth to Frequent Transit Development Areas (Table 2).

TABLE 2. DWELLING UNIT AND EMPLOYMENT GROWTH TARGETS FOR URBAN CENTRES AND FREQUENT TRANSIT DEVELOPMENT AREAS**

REGIONAL TARGETS FOR RESIDENTIAL GROWTH BY LOCATION	
Location	Percent of Regional Dwelling Unit Growth 2006-2041
All Urban Centre Types	40%
Frequent Transit Development Areas	28%
<i>Urban Centre Type Breakdown</i>	
• Metropolitan Core	5%
• Surrey Metro Core	6%
• Regional City Centres	16%
• Municipal Town Centres*	13%
REGIONAL TARGETS FOR EMPLOYMENT GROWTH BY LOCATION	
Location	Percent of Regional Employment Growth 2006-2041
All Urban Centre Types	50%
Frequent Transit Development Areas	27%
<i>Urban Centre Type Breakdown</i>	
• Metropolitan Core	10%
• Surrey Metro Core	5%
• Regional City Centres	19%
• Municipal Town Centres*	16%

*Includes Municipal Town Centres and High Growth Municipal Town Centres.

**This table provides guidance to assist in regional and local planning. It will be updated to extend the targets out to the year 2050 in an amendment following the adoption of Metro 2050.





E. Goals, Strategies & Actions

GOAL
1

Create a Compact Urban Area



Langley Township

Goal 1: Create a Compact Urban Area

A commitment to a compact urban area within the region reflects the recognition that sprawling urban development consumes the natural landscape, necessitates costly and inefficient urban infrastructure such as sewerage services and transit, contributes to negative health impacts, and adds to the global problem of greenhouse gas emissions thereby worsening climate change. Strategies under this goal delineate between urban and non-urban areas through the use of an Urban Containment Boundary.

To protect Rural, Conservation and Recreation, and Agricultural lands, it is critical to maintain the Urban Containment Boundary and to structure growth within it. This includes creating strong Urban Centres throughout the region that are well served by transit and the road network. These centres collectively make an important contribution to providing locations for employment and convenient access to shops and services close to home. Frequent Transit Development Areas, located in strategic areas within Major Transit Growth Corridors, provide an additional focus for growth, particularly for higher density residential, commercial, transit-oriented, and mixed-use development. Major Transit Growth Corridors represent the priority locations for transit investment and new Frequent Transit Development Areas, helping to bring additional certainty and greater coordination for member jurisdictions, TransLink and Metro Vancouver. Together, the Urban Centres and Frequent Transit Development Areas help shape transportation demand, optimize investments in the region's transportation system, and support the development of a region-wide network of complete communities.

Complete communities are walkable, mixed use, and transit-oriented places where people can live, work, and play, at all ages and stages of their lives. Compact and complete communities enable most people to have close access to a wide range of employment, health, social, cultural, educational, and recreational services and amenities. This is integral to positive mental and physical health and well-being, and helps reduce greenhouse gas emissions and air pollution. These places also help create a strong sense of neighbourhood identity, social connection, and community resilience.

Equitable growth management includes a commitment to advancing equity to enhance sustainability, social cohesion, and overall living conditions for all, while intentionally working to mitigate negative consequences that are unique to each community.

Strategies to achieve this goal are:

- 1.1 Contain urban development within the Urban Containment Boundary
- 1.2 Focus growth in Urban Centres and Frequent Transit Development Areas
- 1.3 Develop resilient, healthy, connected, and complete communities with a range of services and amenities
- 1.4 Protect Rural lands from urban development

Strategy 1.1 Contain urban development within the Urban Containment Boundary

Containing urban development, including job and housing growth, within the Urban Containment Boundary limits urban sprawl and supports the efficient and cost-effective provision of infrastructure (such as water, sewerage, and transit) and services and amenities (such as schools, hospitals, community centres, and child care). The Urban Containment Boundary helps to protect important lands such as Conservation and Recreation, Agricultural, and Rural lands from dispersed development patterns. Containing urban development also supports greenhouse gas emission reductions through trip reduction and trip avoidance, while protecting some of the region's important lands for food production and carbon sequestration and storage.

Metro Vancouver will:

1.1.1 Direct the Greater Vancouver Sewerage and Drainage District (GVS&DD) to not allow connections to regional sewerage services to lands with a Rural, Agricultural, or Conservation and Recreation regional land use designation. Notwithstanding this general rule, in the exceptional circumstances specified below, the Metro Vancouver Regional District (MVRD) Board will advise the GVS&DD Board that it may consider such a connection for existing development or for new development where, in the MVRD Board's opinion, that new development is consistent with the underlying regional land use designation, and where the MVRD Board determines either:

- a) that the connection to regional sewerage services is the only reasonable means of preventing or alleviating a public health or environmental contamination risk; or
- b) that the connection to regional sewerage services would have no significant impact on the goals of containing urban development within the Urban Containment Boundary, and protecting lands with a Rural, Agricultural, or Conservation and Recreation regional land use designation.

1.1.2 Accept Regional Context Statements that accommodate all urban development within the areas defined by the Urban Containment Boundary, and that meet or work towards Action 1.1.9.

1.1.3 In collaboration with member jurisdictions, develop an Implementation Guideline to guide the process by which member jurisdictions are to provide Metro Vancouver's Liquid Waste Services with specific, early, and ongoing information about plans for growth that may impact the regional sewer system, as well as plans to separate combined sewer systems.

1.1.4 Work collaboratively with the Federal Government, the Province, TransLink, BC Transit, and adjacent regional districts to study how interregional transportation connections can be supported and enhanced.

1.1.5 Ensure that sea level rise, flood risk, and other natural hazards have been considered and that a plan to mitigate any identified risks is in place when approving applications submitted by the respective member jurisdiction related to new sewers, drains or alterations, connections, or extensions of sewers or drains.

1.1.6 Work with First Nations to incorporate development plans and population, employment, and housing projections into the regional growth strategy to support potential infrastructure and utility investments.

1.1.7 Advocate to the Federal Government and the Province requesting that they direct urban, commercial, and institutional facilities and investments to areas within the Urban Containment Boundary, and to Urban Centres and Frequent Transit Development Areas.

1.1.8 Advocate to the Province to ensure that any transportation plans, strategies, and infrastructure investments do not encourage the dispersal of housing and employment growth outside the Urban Containment Boundary, consistent with the goals of the regional growth strategy.

Member Jurisdictions will:

1.1.9 Adopt Regional Context Statements that:

- a) Depict the Urban Containment Boundary on a map, generally consistent with the Regional Land Use Designations map (Map 2);
- b) Provide member jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of focusing 98% of residential growth inside the Urban Containment Boundary;

c) Include a commitment to liaise regularly with Metro Vancouver Liquid Waste Services and Metro Vancouver Water Services to keep them apprised of the scale and timeframe of major development plans as well as specific plans to separate combined sewers; and

d) Integrate land use planning policies with local and regional economic development strategies, particularly in the vicinity of the port and airports, to minimize potential exposure of residents to environmental noise and other harmful impacts.

TransLink will:

1.1.10 Continue to support a compact urban form within the Urban Containment Boundary when developing and implementing transportation plans, strategies, and investments.

1.1.11 Discourage the provision of infrastructure that would facilitate the dispersal of housing and employment growth outside the Urban Containment Boundary when preparing and implementing transportation plans, strategies, and investments.



Strategy 1.2 Focus growth in Urban Centres and Frequent Transit Development Areas

Focusing growth into a network of centres and corridors reduces greenhouse gas emissions both by supporting sustainable transportation options and by reducing the distances that people have to travel to make essential trips, all while improving the cost-efficiency of infrastructure investments. In addition, a compact built form is, on average, significantly more land and energy efficient than other forms of development. Focusing growth into centres and corridors fosters the development of walkable, vibrant, and mixed use communities that can support a range of services and amenities.

Identifying Frequent Transit Development Areas in appropriate locations within Major Transit Growth Corridors ensures that growth is being directed to locations with high quality and frequent transit service. This provides greater certainty to residents, TransLink, and member jurisdictions, and ensures greater integration of land use and transportation planning.

Metro Vancouver will:

1.2.1 Through its Regional Planning and Invest Vancouver functions, explore, with member jurisdictions, other governments and agencies, the use of financial and economic development tools and other incentives to support the location of major commercial, office, retail, and institutional development in Urban Centres.

1.2.2 Work with member jurisdictions, TransLink, and other governments and agencies to support the development and delivery of effective regional transportation networks and services that support the growth and development of Urban Centres and Frequent Transit Development Areas.

1.2.3 Maintain a reference map to provide updated information on the location and extent of Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors.

1.2.4 Monitor progress towards the targets set out in Table 2 (Metro Vancouver Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas) for Urban Centres and Frequent Transit Development Areas.

1.2.5 Accept Regional Context Statements that prioritize growth and focus higher density development primarily in Urban Centres, additionally in Frequent Transit Development Areas, and that meet or work towards Action 1.2.24.

1.2.6 In consultation with TransLink, accept the identification of new Frequent Transit Development Areas located within Major Transit Growth Corridors identified on Map 5.

1.2.7 Work with member jurisdictions, TransLink, and other governments and agencies to support the development and delivery of effective regional transportation networks and services that support the growth and development of Urban Centres and Frequent Transit Development Areas.

1.2.8 Consult with TransLink and utilize the required criteria set out in the Urban Centre and Frequent Transit Development Area Type Reclassification Framework (Table 4) when reviewing Regional Context Statements for acceptance or proposed amendments to the regional growth strategy for the reclassification of Frequent Transit Development Areas or Urban Centres.

1.2.9 Only consider a new Urban Centre in the regional growth strategy where, in addition to meeting the criteria listed in Urban Centre and Frequent Transit Development Area Type Reclassification Framework (Table 4), all of the following criteria have been met:

- a) it intersects with a Major Transit Growth Corridor identified on Map 5;
- b) appropriate supporting local or neighbourhood plans have been completed by the respective member jurisdiction, that demonstrate how the future Urban Centre will accommodate the intended regionally-significant levels of employment and residential growth, and identify the adequate provision of park land, public spaces, and amenities to serve the anticipated growth; and
- c) the location is outside known and unmitigated flood and other natural hazard risk areas

1.2.10 Only consider the identification of a new Frequent Transit Development Area that is:

- a) within a Major Transit Growth Corridor; and
- b) outside known and unmitigated flood and other natural hazard risk areas.

1.2.11 Only consider reclassifying an Urban Centre or a Frequent Transit Development Area to a growth-intensive classification if it is located outside of known and unmitigated flood and natural hazard areas.

1.2.12 Develop an Implementation Guideline, in collaboration with member jurisdictions and TransLink, to be used as a resource to support transit-oriented planning throughout the region.

1.2.13 Implement the strategies and actions of the regional growth strategy that contribute to regional targets as shown on Table 2 to:

- a) focus 98% of the region's dwelling unit growth to areas within the Urban Containment Boundary;
- b) focus 40% of the region's dwelling unit growth and 50% of the region's employment growth to Urban Centres; and
- c) focus 28% of the region's dwelling unit growth and 27% of the region's employment growth to Frequent Transit Development Areas.

1.2.14 Monitor the region's total dwelling unit and employment growth that occurs in Major Transit Growth Corridors.

1.2.15 Work with First Nations and other relevant agencies to encourage all major new development and infrastructure investments on First Nations lands to be transit-oriented and resilient to climate change impacts and natural hazards.

1.2.16 Advocate to the Federal Government and the Province requesting that:

- a) they direct major office and institutional development, public service employment locations, and other Major Trip-Generating uses to Urban Centres, Frequent Transit Development Areas, and locations within the Major Transit Growth Corridors, where appropriate. This may include, but is not necessarily limited to hospitals, post-secondary institutions, secondary schools, and public-serving health care service facilities; and
- b) that government-owned or funded affordable or supportive housing developments be located in areas with good transit access.

1.2.17 Advocate to the Federal Government and the Province that their procurement, disposition, and development of land holdings be consistent with the goals of the regional growth strategy.

1.2.18 Advocate to the Province that Metro Vancouver, member jurisdictions, TransLink, First Nations, and other stakeholders be engaged early in the process on any initiatives pertaining to the planning of new or expanded major transit capital investments.

1.2.19 Advocate to the Province that any future or expanded rail-based rapid transit service:

- a) avoid locations that are exposed to unmitigated natural hazards and climate change risk;
- b) improve place-making, safety, access, and amenities for people on foot, on bikes, and for those using mobility aids; and
- c) support the safe and efficient movement of people, goods, and service vehicles, to, from, and within Urban Centres and Frequent Transit Development Areas.

1.2.20 Advocate to the Federal Government and the Province to support the coordination of growth, land use, and transportation planning at the regional scale through updates to legislation, regulations, partnerships, plans, agreements, and funding programs, including coordination between regional districts.

1.2.21 Advocate to the Federal Government and the Province to support the integration of regional land use and transportation by ensuring that all housing and transportation funding programs and initiatives for the region are consistent with the goals of the regional growth strategy.

1.2.22 Advocate to the Federal Government and the Province requesting that they support local community concerns and public health by ensuring that the Port of Vancouver, rail companies, and airport operators continue with efforts to measure, report, and manage traffic, noise, air pollution, and vibration impacts, including cumulative impacts, on adjacent communities.

1.2.23 Advocate to the Province, Health Authorities, and TransLink, requesting continued efforts to develop guidance on community design, appropriate setbacks, and building standards along the Major Roads Network, Major Transit Network, railways, and Federal and Provincial Highways to minimize public exposure to unhealthy levels of noise, vibration, and pollution.

Member Jurisdictions will:

1.2.24 Adopt Regional Context Statements that:

- a) provide dwelling unit and employment projections that indicate the member jurisdiction's share of planned growth and contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2 (Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas);
- b) include policies and actions for Urban Centres and Frequent Transit Development Areas that:
 - i) identify the location, boundaries, and types of Urban Centres and Frequent Transit Development Areas on a map that is consistent with the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and Map 4;
 - ii) focus and manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and demonstrate how that growth will contribute to the Urban Centre and Frequent Transit Development Area targets set out in Table 2 and Action 1.2.13;
 - iii) encourage office development to locate in Urban Centres through policies, economic development programs, or other financial incentives;

- iv) support modal shift by establishing or maintaining reduced residential and commercial parking requirements in Urban Centres and FTDA's and consider the use of parking maximums;
 - v) consider the identification of appropriate measures and neighbourhood plans to accommodate urban densification and infill development in Urban Centres, Frequent Transit Development Areas, and, where appropriate, Major Transit Growth Corridors in a resilient and equitable way (e.g. through community vulnerability assessments, emergency services planning, tenant protection policies, and strategies to enhance community social connectedness and adaptive capacity);
 - vi) consider support for the provision of child care spaces in Urban Centres and Frequent Transit Development Areas;
 - vii) consider the implementation of green infrastructure;
 - viii) focus infrastructure and amenity investments (such as public works and civic and recreation facilities) in Urban Centres and Frequent Transit Development Areas, and at appropriate locations within Major Transit Growth Corridors;
 - ix) support the provision of community services and spaces for non-profit organizations;
 - x) consider, where Urban Centres and Frequent Transit Development Areas overlap with Employment lands, higher density forms and intensification of commercial and light industrial; and
 - xi) take appropriate steps to avoid or mitigate the negative health impacts of busy roadways on new or redeveloped residential areas.
- c) Include policies for General Urban lands that:
 - i) identify General Urban lands and their boundaries on a map generally consistent with Map 2;
 - ii) exclude new non-residential Major Trip-Generating uses, as defined in the Regional Context Statement, from those portions of General Urban lands outside of Urban Centres and Frequent Transit Development Areas and direct new non-residential Major Trip-Generating uses to Urban Centres and Frequent Transit Development Areas;
 - iii) encourage infill and intensification (e.g. row houses, townhouses, mid-rise apartments, laneway houses) in appropriate locations within walking distance of the Frequent Transit Network; and
 - iv) encourage neighbourhood-serving commercial uses.
 - d) with regards to Actions 1.2.16 and 1.2.24 c) ii), include a definition of "non-residential Major Trip-Generating uses" that includes, but is not limited to, the following uses: office or business parks, outlet shopping malls, post-secondary institutions, and large-format entertainment venues;
 - e) consider the identification of new Frequent Transit Development Areas in appropriate locations within Major Transit Growth Corridors, as part of the development of new or amended area or neighbourhood plans, or other community planning initiatives; and
 - f) consider long-term growth and transportation planning coordination with adjacent municipalities, First Nations, TransLink, and Metro Vancouver for transit corridors that run through or along two or more adjacent jurisdictions.

TransLink will:

1.2.25 Develop procurement, disposition, and development plans and actions for land holdings that support the goals of the regional growth strategy and include the provision of affordable rental housing.

1.2.26 Collaborate with member jurisdictions and other stakeholders on the expansion of the Frequent Transit Network, Major Transit Network, and new transit stations, and avoid expansion of permanent transit infrastructure into hazardous areas. Where risk is unavoidable, such as in existing settlements, use risk-mitigation or climate change adaptation strategies in the expansion of transit infrastructure.

1.2.27 Work with member jurisdictions to support the safe and efficient movement of people, goods, and service vehicles, to, from, and within Urban Centres and Frequent Transit Development Areas (e.g. by enhancing the design and operation of the road network), where appropriate.

1.2.28 Continue to develop walking and biking infrastructure programs that prioritize improvements in and between Urban Centres and Frequent Transit Development Areas.



TABLE 3. GUIDELINES FOR URBAN CENTRES AND FREQUENT TRANSIT DEVELOPMENT AREAS

This table provides an overview of the function and location of the different types of Urban Centres and FTDA. It also includes planning guidance about the Urban Centre and FTDA attributes that members are expected to plan for and work towards over time.

CENTRE TYPE	FUNCTION	GENERAL EXPECTATIONS / ATTRIBUTES	LOCATION
Urban Centre - All <i>(applies to Metro Core, Surrey Metro Centre, RCCs, HG-MTCs, and MTCs)</i>	<p><i>Primary hubs of activity.</i></p> <p>Accommodates significant regional residential and employment growth and contributes to targets. Provides a range of amenities and services.</p> <p>Major Road Network access.</p> <p>Primary locations for Major Trip-Generating Uses.</p>	<p>Primary focal points for concentrated growth in the region.</p> <p>Complete communities with a balanced mix of housing, employment, services, and amenities.</p> <p>High intersection densities. High quality, accessible walking, cycling, and rolling environment. Provision of transit priority measures and other transit-supportive road infrastructure and operations. Managed parking supply.</p> <p>Parks, green spaces, and public open spaces. The supply of affordable rental housing is protected and expanded.</p> <p>Industrial uses are maintained.</p>	Locations identified on Map 2
Metro Core - Vancouver	<p><i>The Region's downtown.</i></p> <p>Region-serving uses (central business district).</p> <p>Accommodates significant levels of regional employment and residential growth. Principal centre of business, employment, cultural, and entertainment activity for the region.</p>	<p>Region-serving uses. Institutional, community, cultural, and entertainment uses. Office uses.</p> <p>High degree of cycling connectivity and cycling network completeness. High walkability index score. Provision of transit priority measures and other transit-supportive road infrastructure and operations.</p>	Vancouver
Metro Centre - Surrey	<p><i>Centre of activity South of the Fraser River.</i></p> <p>Region-serving uses.</p> <p>Accommodates significant levels of regional employment and residential growth.</p>	<p>High degree of cycling connectivity and cycling network completeness. High walkability index score. Office uses. Provision of transit priority measures and other transit-supportive road infrastructure and operations. Institutional, community, cultural, and entertainment uses.</p>	Surrey
Regional City Centre	<p><i>Sub-regional hub of activity.</i></p> <p>Accommodates significant levels of sub-regional residential and employment growth.</p>	<p>Sub-region serving uses (hospital, post-secondary). Office uses. Sub-regional-scale employment, services, business and commercial activities. Major institutional, community, cultural and entertainment uses. High and medium density forms of housing (in General Urban only), including affordable housing choices. Existing frequent transit services. Provision of transit priority measures and other transit-supportive road infrastructure and operations.</p> <p>Minimum density of 60-350 Jobs + People/hectare.</p>	Locations on the Major Transit Network.

<p>High Growth Municipal Town Centre</p>	<p><i>Centre of activity for one or more member jurisdictions.</i></p> <p>Accommodates significant levels of municipal employment and residential growth.</p>	<p>Municipally-serving shops, services, uses, and amenities.</p> <p>Higher density commercial uses.</p> <p>Higher density residential uses, (in General Urban only) including affordable and rental options.</p> <p>Minimum density of 60-200 Jobs + People/hectare.</p>	<p>Maximum 1,200 metres from a Major Transit Network station.</p> <p>Not in an area with known and unmitigated natural hazards.</p> <p>Locations with high regional accessibility to jobs.</p>
<p>Municipal Town Centre</p>	<p><i>Centre of activity for one or more member jurisdictions.</i></p> <p>Accommodates municipal residential and employment growth.</p>	<p>Municipal focus for community and cultural activities. Services, shops, uses, amenities, and activities oriented to the local needs of the surrounding communities. Employment, services, business and commercial activities, typically serving the municipal or local area. Institutional, community, cultural, and entertainment uses. Medium to high density forms of residential uses, including affordable options.</p> <p>Minimum density of 20-150 Jobs + People/hectare.</p>	<p>Locations on the Major Transit Network.</p>
<p>Frequent Transit Development Area (FTDA)</p>	<p><i>Location for transit-oriented development and mixed uses in alignment with the Major Transit Growth Corridors.</i></p> <p>Accommodates additional employment and residential growth. Locations for multi-unit housing including affordable and rental housing. Locations for Major Trip-Generating Uses.</p>	<p>Transit-oriented employment and / or housing growth. Supply of affordable and rental housing is protected and expanded. A range of multi-unit housing forms. Development intensity scales to the frequency and capacity of the transit service.</p> <p>Walkable and bike-friendly urban design. Managed parking supply. Transit priority measures.</p> <p>Provides appropriate noise, vibration, and air quality mitigation measures. Parks, green spaces, and public open spaces.</p> <p>Industrial uses are maintained.</p>	<p>Located in appropriate locations within the Major Transit Growth Corridors.</p> <p>The shape of an FTDA is tailored to the stop spacing distance of the transit service.</p> <p>Distance of FTDA boundaries to the transit stops are scaled to the frequency and capacity of the service provided; the greater the service capacity, the greater the radius.</p>
<p>General Guidance on Frequent Transit Development Areas</p>	<p><i>Corridors</i></p> <p>Linear FTDA that support frequent transit corridors that have generally shorter stop spacing.</p> <p>Densities and uses to support bus-based frequent and rapid transit.</p>	<p>Generally linear-shaped geography along a transit corridor.</p> <p>Location for medium density housing forms, especially wood-frame construction. Location for affordable and rental housing and employment growth.</p> <p>Minimum density of 35-80 Jobs + People/hectare.</p>	<p>Located along segments of the MTGC with shorter stop spacing.</p> <p>No more than 1,000 metres from the Major Transit Growth Corridor centreline.</p> <p>Boundary radius scaled to the level of transit service capacity and frequency. 800 metre radius recommended for frequent bus.</p>
	<p><i>Station Areas</i></p> <p>Nodal FTDA that support transit stations. Generally, located where stations are further apart.</p> <p>Accommodates significant residential and employment growth including rental and affordable housing.</p> <p>Densities and uses to support high-capacity rapid and frequent transit.</p>	<p>Generally nodal-shaped around a transit station.</p> <p>May include higher density forms supportive of higher capacity transit service. Office and employment uses.</p> <p>Additional parking management to support transit and active transportation.</p> <p>Minimum density of 60-350 Jobs + People/hectare.</p>	<p>Located along higher capacity and higher frequency transit service with wider stop spacing.</p> <p>No more than 1,000 metres from an existing Major Transit Network Station.</p> <p>Boundary radius scaled to the level of transit service capacity and frequency.</p>

TABLE 4. URBAN CENTRE AND FREQUENT TRANSIT DEVELOPMENT AREAS TYPE RECLASSIFICATION FRAMEWORK

This table lays out the criteria required before a new FTDA, new Urban Centre, or reclassified Urban Centre can be considered.

CENTRE TYPE	REQUIRED CRITERIA FOR A NEW URBAN CENTRE OR FTDA, OR FOR URBAN CENTRE RECLASSIFICATION	METRO 2050 AMENDMENT PROCESS
In order to become...	The area must currently meet the following criteria...	And pursue the following amendment process...
Frequent Transit Development Area (FTDA)	<p>Located within a Major Transit Growth Corridor (as shown on Map 5) and no more than 1,000 metres from the MTGC centreline.</p> <p>FTDA geography should be tailored to transit service level; nodal FTDAs are better suited to corridors with wider transit stop spacing, while linear FTDAs are better suited to corridors with shorter stop spacing.</p> <p>Policies supportive of street, sidewalk, and cycling network connectivity. Policies supportive of managed parking supply. Not in an area with known and unmitigated natural hazards. Official Community Plan (OCP) Land Use Map and policies supportive of infill and intensified residential and/or employment growth.</p>	Type 3 or Regional Context Statement Update
Urban Centre - All <i>(applies to all Urban Centre types)</i>	<p><i>Required for a new Urban Centre, or reclassification to any Urban Centre type:</i></p> <p>Located on the Major Transit Network. Not in a known and unmitigated natural hazard area. OCP Land Use Map and policies supportive of infill and intensified residential and employment growth.</p>	
Municipal Town Centre	<p>Meets the above criteria for Urban Centre, and:</p> <ul style="list-style-type: none"> • Formerly a Frequent Transit Development Area; • Evidence that the area is a primary hub of activity within a member jurisdiction; • Minimum 60 Jobs + People / hectare; and • Minimum area of 40 hectares. 	Type 3
High Growth Municipal Town Centre	<p>Meets the above criteria for Urban Centre, and:</p> <ul style="list-style-type: none"> • Formerly a Municipal Town Centre or FTDA; • Existing rail rapid transit service; • High regional accessibility (i.e. many employment nodes can be accessed by transit within a defined amount of time); • Not in a known and unmitigated natural hazard area; • Minimum 100 Jobs + People / hectare; and • Minimum area of 40 hectares. 	Type 3
Regional City Centre and Metro Centres	<p>Reclassification from any Urban Centre type to or from the "Regional City Centre" or to "Metro Centre" types is not contemplated by the regional growth strategy.</p>	

Strategy 1.3 Develop resilient, healthy, connected, and complete communities with a range of services and amenities

Creating complete communities, especially in the region's Urban Centres, with a mix of uses and affordable services and amenities, allows residents of all ages and abilities to meet most of their daily needs by walking, rolling, or transit without leaving their neighbourhoods. This supports trip reduction, walking, healthier living, climate action, more equitable access to the key amenities that support a high quality of life, and creates resilient places with inclusion and connection.

Metro Vancouver will:

1.3.1 Support member jurisdictions and work with First Nations and other agencies in developing resilient, healthy, connected, and complete communities through regional strategies, research, and best practices that:

- a) promote greater local access to affordable community services and child care, healthy food, and public spaces (including regional parks and greenways);
- b) reduce greenhouse gas emissions, bolster resilience to climate change impacts and natural hazards, and improve social equity, universal accessibility, and inclusive engagement; and
- c) encourage the provision and enhancement of urban green spaces in new and established neighbourhoods.

1.3.2 Provide technical advice, assistance, research, and data to member jurisdictions, First Nations, and other agencies to improve air quality, reduce greenhouse gas emissions, increase access to community services, and to better understand the health and social equity aspects of land use and infrastructure decisions.

1.3.3 Collaborate with health authorities, academic institutions, First Nations, and other researchers to share best practices, research, data, and tools that can advance land use policies to:

- a) ensure neighbourhoods are designed for walking, cycling, rolling and social activities to promote positive mental and physical health;
- b) meet community social needs and priorities;

c) reduce community exposure to climate change and air quality impacts, especially communities that are disproportionately impacted; and

d) increase equitable access and exposure to public spaces through urban green space enhancement and retention opportunities.

1.3.4 Measure and monitor access to community services and amenities, particularly in Urban Centres and Frequent Transit Development Areas.

1.3.5 Advocate to the Federal Government and the Province to ensure that growing communities are served appropriately and in a timely manner with social amenities, health, schools and educational opportunities, to avoid inequities in service levels between communities in the region.

1.3.6 Advocate to the Federal Government and the Province to ensure that community, arts, cultural, recreational, institutional, social services, health and education facilities funded or built by them are located in Urban Centres or areas with good access to transit.

Member Jurisdictions will:

1.3.7 Adopt Regional Context Statements that:

- a) support compact, mixed use, transit, walking, cycling and rolling-oriented communities;
- b) locate and support community, arts, cultural, recreational, institutional, medical/health, social service, education and child care facilities, and local serving retail uses in Urban Centres or areas with good access to transit;

c) provide and encourage public spaces and other place-making amenities and facilities (e.g. community gardens, playgrounds, gathering places, etc.) in new and established neighbourhoods, for all ages, abilities, and seasons, to support social connections and engagement.

d) respond to health and climate change-related risks by providing equitable access to:

- i) recreation facilities;
- ii) green spaces and public spaces (e.g. parks, trails, urban forests, public squares, etc.); and
- iii) safe and inviting walking, cycling, and rolling environments, including resting spaces with tree canopy coverage, for all ages and abilities;

e) support the inclusion of community gardens (at-grade, rooftop, or on balconies), grocery stores and farmers' markets to support food security, and local production, distribution and consumption of healthy food, in particular where they are easily accessible to housing and transit services;

f) consider, when preparing new neighbourhood and area plans, the mitigation of significant negative social and health impacts, such as through the use of formal health and social impact assessment methods in neighbourhood design and major infrastructure investments;

g) provide design guidance for existing and new neighbourhoods to promote social connections, universal accessibility, crime prevention through environmental design, and inclusivity while considering the impacts of these strategies on identified marginalized members of the community; and

h) consider where appropriate, opportunities to incorporate recognition of Indigenous and other cultures into the planning of Urban Centres, FTDA's, and other local centres.

TransLink will:

1.3.8 Provide equitable and accessible levels of transit service to communities and employment areas.

1.3.9 Continue to improve sustainable mobility options for neighbourhoods outside the Urban Centres and Frequent Transit Development Areas within the General Urban land use designation as shown on Map 2.



Strategy 1.4 Protect Rural lands from urban development

Rural designated lands are located outside the Urban Containment Boundary and are not intended for urban forms of development. Containing growth within the Urban Containment Boundary ensures the protection of natural, rural, and agricultural areas, and the efficient and cost-effective provision of sewerage, transit, and other community services. The inherent benefits of urban containment also support reduced greenhouse gas emissions and increases opportunities for natural carbon sinks.

Metro Vancouver will:

1.4.1 Direct the Greater Vancouver Sewerage and Drainage District (GVS&DD) to not allow connections to regional sewerage services to lands with a Rural regional land use designation as identified on Map 2. Notwithstanding this general rule, in the exceptional circumstances specified below, the Metro Vancouver Regional District (MVRD) Board will advise the GVS&DD Board that it may consider such a connection for existing development or for new development where, in the MVRD Board's opinion, that new development is consistent with the Rural regional land use designation and where the MVRD Board determines either:

- a) that the connection to regional sewerage services is the only reasonable means of preventing or alleviating a public health or environmental contamination risk; or
- b) that the connection to regional sewerage services would have no significant impact on the strategy to protect lands with a Rural regional land use designation from urban development.

1.4.2 Accept Regional Context Statements that protect lands with a Rural regional land use designation from urban development and that meet or work towards Action 1.4.3.

Member Jurisdictions will:

1.4.3 Adopt Regional Context Statements that:

- a) identify Rural lands and their boundaries on a map generally consistent with Map 2;
- b) limit development to a scale, form, and density consistent with the intent for the Rural land use designation, and that is compatible with on-site sewer servicing;
- c) specify the allowable density and form, consistent with Action 1.4.1, for land uses within the Rural regional land use designation;
- d) prioritize and support agricultural uses within the Agricultural Land Reserve, and where appropriate, support agricultural uses outside of the Agricultural Land Reserve; and
- e) support the protection, enhancement, restoration, and expansion of ecosystems identified on Map 11 to maintain ecological integrity, enable ecosystem connectivity, increase natural carbon sinks and enable adaptation to the impacts of climate change.



GOAL
2

Support a Sustainable Economy



Goal 2: Support a Sustainable Economy

The regional growth strategy leverages the region's existing economic strengths to provide for a prosperous future by supporting diverse commercial and industrial sectors, employment growth, ensuring well designed regional places with an emphasis on public space and transit, and recognizing the region's role as a key provincial and national gateway. The regional growth strategy supports a sustainable economy through its regional land use designations and economic and transportation strategies and policies.

Urban Centres distributed throughout the region provide opportunities for commercial activities, services, and employment uses to be located close to where people live, and enable economic and transportation efficiencies. The design of these centres supports a strong sense of place, a public realm that promotes a positive civic image, and ensures a high quality of life through the provision of amenities and diversity of housing types. Policies discourage the dispersal of major employment and Major Trip-Generating uses outside of Urban Centres and Frequent Transit Development Areas, to support jobs in close proximity to homes and connected by sustainable forms of transportation.

Increasing demands for land for industrial activities as the population and economy grow, coupled with ongoing market pressure to convert Industrial lands to office, retail, residential, and other uses, has resulted in a critically diminished supply of Industrial land in the region. In addition to the national, provincial, and regional serving industries in Metro Vancouver, many small to medium sized industries provide for the day-to-day needs of the region's population, such as repair and servicing activities, e-commerce, manufacturing, and renovation and construction functions. Additional lands are needed for container storage, freight forwarding, warehouses, and other distribution functions that support the regional economy to provide for a sustainable and resilient supply chain system.

Meeting the needs of both a growing regional economy and an expanding international gateway for trade requires an adequate supply of serviced industrial lands, such as those identified as 'trade-oriented' lands. Preserving the region's industrial lands supports existing businesses by allowing them to expand and supports new businesses to locate in the region, all the while avoiding long transportation distances, business inefficiencies, and higher greenhouse gas emissions. In response to the vulnerability of industrial land, policies are included to protect and intensify the use of the limited supply in the region. Efforts that encourage industrial densification and intensification provide a range of benefits such as: more efficient use of lands and resources; reduced pressures on other lands; improved capacity for businesses to grow to create employment opportunities; increased job opportunities; greater clustering of co-located operations; circular economy; and a more efficient transportation system.

There are some economic activities that are not traditional industrial uses and cannot be easily accommodated or viable in Urban Centres or Frequent Transit Development Areas. The regional growth strategy provides for these activities to be accommodated in Employment areas, which are intended to complement the planned function of Urban Centres, Frequent Transit Development Areas, and Industrial lands.

Major educational and medical institutions in this region also have a vital role in the economy, as they have key linkages with many sectors, provide and support research and innovation, and are incubators for new industries.

Agriculture is an important sector of the region's economy and a critical component of the local food system. The agricultural industry is dependent on the protection and availability of Agricultural land for the production of food and other goods and services and on the regional industrial land supply for storage, processing, and distribution. Effective legislation and an economically viable agricultural sector are important ways to protect Agricultural land for future generations.

Agricultural production is vulnerable to the impacts of climate change. Projected changes in temperature, precipitation, flooding and extreme weather events will profoundly affect agriculture production. Policies focus on increased resilience and the long-term protection of land for sustainable food production, edge planning, new drainage and irrigation infrastructure, and climate change adaptation. This strategy also seeks to protect Agricultural land for local food production and supports the economic viability of the agricultural sector, while recognizing the value of ecosystem services.

Equitable growth management includes a commitment to advancing equitable and sustainable planning and land development practices that support a regional economy that is accessible and designed to benefit all people. It includes a commitment to: employment growth; effective use of industrial lands; an efficient transportation system; sustainable practices that work to enhance and protect natural resources; building resilience through climate-smart agricultural approaches; and mitigating the potential disproportionate impacts on ecosystems, communities, groups, or individuals.

Strategies to achieve this goal are:

- 2.1 Promote land development patterns that support a diverse regional economy and employment opportunities close to where people live
- 2.2 Protect the supply and enhance the efficient use of industrial land
- 2.3 Protect the supply of agricultural land and strengthen agricultural viability



Strategy 2.1 Promote land development patterns that support a diverse regional economy and employment opportunities close to where people live

Economic and employment activities, such as post-secondary and medical institutions, shopping streets, retail centres, business parks, transportation terminals and associated infrastructure, complement employment activities in Urban Centres (Strategy 1.2) and industrial uses on Industrial lands (Strategy 2.2), which have different location requirements and attributes. These businesses support the region's economy and population, and rely on and have implications for the transportation network and the design of neighbourhoods. Locating jobs close to where people live and near the transit network supports the creation of complete communities (Strategy 1.3), reduces social inequities in the region, and helps to reduce energy consumption and greenhouse gas emissions through reduced vehicle travel and increased active transportation.

Metro Vancouver will:

2.1.1 Provide regional utility infrastructure to support the region's economic functions and to support efficient employment and settlement patterns.

2.1.2 Work with the Federal Government, the Province, member jurisdictions, First Nations, and the private sector to advance shared economic prosperity and resilience through Invest Vancouver to attract strategic investment to the region.

2.1.3 Work with the Federal Government, the Province, and member jurisdictions to explore:

- a) fiscal measures to reinforce the attraction of investment and employment opportunities to Urban Centres, Frequent Transit Development Areas, and lands with an Industrial or Employment regional land use designation; such employment opportunities should be consistent with the intention of the underlying regional land use designation; and
- b) fiscal reform to ensure that the property tax system supports sound land use decisions.

2.1.4 Collaborate with the Fraser Valley and Squamish- Lillooet Regional Districts on shared initiatives related to economy, transportation, and other related matters.

2.1.5 Accept Regional Context Statements that support economic activity and an urban form designed to be consistent with its context in: Urban Centres, Frequent Transit Development Areas, Industrial lands, Employment lands, ports and airports, and that meet or work towards Action 2.1.10.

2.1.6 Advocate to the Federal Government, the Province, and TransLink to develop and operate transportation infrastructure that supports and connects the region's economic activities by sustainable modes of transportation in Urban Centres, Frequent Transit Development Areas, Industrial lands, Employment lands, ports and airports.

2.1.7 Advocate that airport authorities:

- a) encourage the use of surplus airport lands for industrial activities, and where appropriate, discourage non-airport related commercial development and any expansion beyond the Industrial and Employment areas specified on Map 7;
- b) expedite the transition to energy efficient, low, and zero emission modes for goods movement; and
- c) develop strategies to adapt to climate change impacts and natural hazard risks.

2.1.8 Advocate that the Port of Vancouver:

- a) encourage the use of surplus port lands for industrial activities, and where appropriate, discourage non-port related commercial development and any expansion beyond the Industrial and Employment lands specified on Map 7;
- b) expedite the transition to energy efficient, low, and zero emission modes for goods movement; and
- c) develop strategies to adapt to climate change impacts and natural hazard risks.

2.1.9 Advocate that the Federal Government and the Province support existing and new industries in the region through such means as investment, procurement strategies, tax incentives, skill development, and small business loan programs.

Member Jurisdictions will:

2.1.10 Adopt Regional Context Statements that:

- a) include policies to support appropriate economic activities, as well as context-appropriate built form for Urban Centres, Frequent Transit Development Areas, Industrial lands, and Employment lands;
- b) support the development and expansion of large-scale office and retail uses in Urban Centres, and lower-scale uses in Frequent Transit Development Areas through policies such as: zoning that reserves land for commercial uses, density bonus provisions to encourage office development, variable development cost charges, and/or other incentives; and
- c) discourage the development and expansion of major commercial uses outside of Urban Centres and Frequent Transit Development Areas and that discourage the development of institutional land uses outside of Urban Centres and Frequent Transit Development Areas.



Strategy 2.2 Protect the supply and enhance the efficient use of industrial land

Industrial lands are critical to supporting a diverse, resilient economy – one that supports businesses and residents by securing land for economic development and jobs within the region, and reducing costs for commuting and the transportation of goods. In response to the vulnerability of industrial land, policies are included to protect and appropriately use the region’s limited supply of Industrial and Employment lands, while also considering the future of industrial activities and work, greenhouse gas emissions, and the impacts of climate change.

Metro Vancouver will:

2.2.1 Monitor the supply, demand, and utilization of Industrial land with the objective of assessing whether there is sufficient capacity to meet the needs of the growing regional economy.

2.2.2 Work with the Province, member jurisdictions, and other agencies to investigate industrial taxation rates and policies that support industrial development, efficient use of Industrial land, and industrial densification.

2.2.3 In collaboration with member jurisdictions, develop an Implementation Guideline covering the following topics: opportunities for Industrial lands to support new growth planning initiatives, new forms of industry and technologies, urban industry and e-commerce, design of industrial forms, guidance on setting criteria for trade-oriented lands, and other policy measures.

2.2.4 Seek input from TransLink, the Port of Vancouver, the Vancouver International Airport Authority, the Ministry of Transportation and Infrastructure, and/or the Agricultural Land Commission on any proposed Regional Context Statement or regional growth strategy amendments for Industrial and Employment lands, as appropriate.

2.2.5 Accept Regional Context Statements that include provisions that protect and support the ongoing economic viability of industrial activities and that meet or work towards the strategies set out in Action 2.2.9.

2.2.6 Advocate to the Federal Government and the Province to coordinate transportation infrastructure and service investments that support the efficient movement of goods and people for industrial and employment operations, and considers the Regional Goods Movement Strategy and the Regional Truck Route Network.

2.2.7 Advocate to the Federal Government and the Province to support initiatives and infrastructure investments that:

- a) introduce more energy efficient, low carbon and zero emissions equipment operations and vehicles;
- b) reduce distances travelled by commercial vehicles;
- c) expedite the transition to energy efficient, low, and zero emission modes for goods movement; and
- d) shift freight activity out of peak congestion periods.

2.2.8 Advocate to the Federal Government, the Province, and relevant agencies to enhance data collection and sharing related to industrial, employment, transportation, and economic matters in support of the efficient use of Industrial lands in the region.

Member jurisdictions will:**2.2.9** Adopt Regional Context Statements that:

a) identify the Industrial and Employment lands and their boundaries on a map generally consistent with Map 7.

b) identify Trade-Oriented lands, if applicable, with a defined set of permitted uses that support inter-regional, provincial, national, and international trade (e.g. logistics, warehouses, distribution centres, transportation and intermodal terminals) and location needs (e.g. large and flat sites, proximity to highway, port, or rail infrastructure) on a map consistent with the goals in the regional growth strategy. Strata and/or small lot subdivisions on these lands should not be permitted;

c) include policies for Industrial lands that:

- i) consistently define, support, and protect industrial uses, as defined in *Metro 2050*, in municipal plans and bylaws, and ensure that non-industrial uses are not permitted;
- ii) support appropriate and related accessory uses, such as limited-scale ancillary commercial spaces, and caretaker units;
- iii) exclude uses that are not consistent with the intent of Industrial lands and not supportive of industrial activities, such as medium and large format retail uses, residential uses, and stand-alone office uses, other than ancillary uses, where deemed necessary;
- iv) encourage improved utilization and increased intensification/densification of Industrial lands for industrial activities, including the removal of any unnecessary municipal policies or regulatory barriers related to development form and density;

v) review and update parking and loading requirements to reflect changes in industrial forms and activities, ensure better integration with the surrounding character, and reflect improvements to transit service, in an effort to avoid the over-supply of parking;

vi) explore municipal industrial strategies or initiatives that support economic growth objectives with linkages to land use planning;

vii) provide infrastructure and services in support of existing and expanding industrial activities;

viii) support the unique locational and infrastructure needs of rail-oriented, waterfront, and trade-oriented industrial uses;

ix) consider the preparation of urban design guidelines for Industrial land edge planning, such as interface designs, buffering standards, or tree planting, to minimize potential land use conflicts between industrial and sensitive land uses, and to improve resilience to the impacts of climate change; and

x) do not permit strata and/or small lot subdivisions on identified Trade-Oriented lands.

d) include policies for Employment lands that:

i) support a mix of industrial, small scale commercial and office, and other related employment uses, while maintaining support for the light industrial capacity of the area, including opportunities for the potential densification/intensification of industrial activities, where appropriate;

ii) allow large and medium format retail, where appropriate, provided that such development will not undermine the broad objectives of the regional growth strategy;

- iii) support the objective of concentrating larger-scale commercial, higher density forms of employment, and other Major Trip-Generating uses in Urban Centres, and local-scale uses in Frequent Transit Development Areas;
- iv) support higher density forms of commercial and light industrial development where Employment lands are located within Urban Centres or Frequent Transit Development Areas, and permit employment and service activities consistent with the intent of Urban Centres or Frequent Transit Development Areas, while low employment density and low transit generating uses, possibly with goods movement needs and impacts, are located elsewhere;
- v) do not permit residential uses, except for:
 - an accessory caretaker unit; or
 - limited residential uses (with an emphasis on affordable, rental units) on lands within 200 metres of a rapid transit station and located within Urban Centres or Frequent Transit Development Areas, provided that the residential uses are located only on the upper floors of buildings with commercial and light industrial uses, where appropriate and subject to the consideration of municipal objectives and local context.
- e) include policies to assist existing and new businesses in reducing their greenhouse gas emissions, maximizing energy efficiency, and mitigating impacts on ecosystems; and
- f) include policies that assist existing and new businesses to adapt to the impacts of climate change and reduce their exposure to natural hazards risks, such as those identified within the regional growth strategy (Table 5).



Strategy 2.3 Protect the supply of agricultural land and strengthen agricultural viability

Protecting land for agricultural production is essential for the viability of the agricultural industry and a resilient region. Collaboration with the Agricultural Land Commission is necessary to address the ongoing challenges from competing residential, industrial, and commercial land use demands. Improved multi-jurisdictional collaboration that recognizes the priority to protect farm land for food production, and the importance of climate change adaptation while restricting other land uses in agricultural lands is critical. Equally important is the need to strengthen the economic viability of agricultural operations by encouraging new markets and expanding the distribution of local foods.

Metro Vancouver will:

2.3.1 Direct the Greater Vancouver Sewerage and Drainage District (GVS&DD) to not allow connections to regional sewerage services for lands with an Agricultural regional land use designation. Notwithstanding this general rule, in the exceptional circumstances specified below, the Metro Vancouver Regional District (MVRD) Board will advise the GVS&DD Board that it may consider such a connection for existing or for new development where, in the MVRD Board's discretion, the use is consistent with the underlying Agricultural regional land use designation and where the MVRD Board determines either:

- a) that the connection to regional sewerage services is the only reasonable means of preventing or alleviating a public health or environmental contamination risk; or
- b) that the connection to regional sewerage services would have no significant impact on the regional growth strategy goal to protect the supply of agricultural land and strengthening agricultural viability.

2.3.2 Monitor the status of agricultural land in the region including local agriculture production and other public benefits such as the provision of ecosystem services in collaboration with the Province and the Agricultural Land Commission.

2.3.3 Identify and pursue strategies and actions to increase actively farmed agricultural land, strengthen the economic viability of agriculture, and minimize conflicts between agriculture and other land uses, within or adjacent to agricultural land, in collaboration with member jurisdictions, the Province, and the Agricultural Land Commission.

2.3.4 Work with the Agricultural Land Commission (ALC) to protect the region's agricultural land base and not consider amending the Agricultural or Rural regional land use designation of a site if it is still part of the Agricultural Land Reserve (ALR). However, where the ALC has provided conditional approval to exclude land from the ALR, the Metro Vancouver Board may also provide conditional approval of a regional land use designation amendment for the exclusion site, subject to the ALC exclusion conditions being met.

2.3.5 Undertake agricultural awareness activities that promote the importance of the agricultural industry, the protection of agricultural land, and the value of local agricultural products and experiences, in partnership with other agencies and organizations.

2.3.6 Accept Regional Context Statements that protect the region's supply of Agricultural land and strengthen agricultural viability that meet or work towards the provisions set out in Action 2.3.12.

2.3.7 Advocate to all levels of government the necessity of agriculture impact assessments and mitigation requirements when transportation, utility, and recreational infrastructure is being planned, developed, or operated on agricultural lands.

2.3.8 Advocate to the Province for farm property tax reform that encourages more actively farmed land and enables secure land tenure for new and established farmers.

2.3.9 Advocate to the Province to increase agricultural producers' knowledge and adoption of innovative practices for advancing agriculture economic development, and resilience to climate change and natural hazard impacts, such as those identified in the regional growth strategy (Table 5).

2.3.10 Advocate to the Province to provide incentives to encourage land management practices that reduce greenhouse gas emissions, improve soil health, protect natural assets, and maintain ecosystem services from agricultural land.

2.3.11 Advocate to the Province for changes to the *Local Government Act* to require that Official Community Plans prioritize the need for agricultural land, similar to how long-term needs are considered for residential, commercial, and industrial lands.

Member Jurisdictions will:

2.3.12 Adopt Regional Context Statements that:

- a) specify the Agricultural lands within their jurisdiction, denoting those within the Agricultural Land Reserve, on a map generally consistent with Map 8;
- b) consider policies and programs that increase markets and the distribution of local food in urban areas to strengthen the viability of agriculture and increase availability of local food for all residents;
- c) include policies that protect the supply of agricultural land and strengthen agriculture viability including those that:

- i) assign appropriate land use designations to protect agricultural land for future generations and discourage land uses on Agricultural lands that do not directly support and strengthen agricultural viability;
- ii) encourage the consolidation of small parcels and discourage the subdivision and fragmentation of agricultural land;
- iii) support climate change adaptation including:
 - monitoring storm water, flooding, and sea level rise impacts on agricultural land,
 - implementing flood construction requirements for residential uses, and
 - maintaining and improving drainage and irrigation infrastructure that support agricultural production, where appropriate and in collaboration with other governments and agencies;
- iv) protect the integrity of agricultural land by requiring edge planning along the Urban Containment Boundary and adjacent to agricultural operations through activities such as screening, physical buffers, roads, or Development Permit area requirements;
- v) demonstrate support for economic development opportunities for agricultural operations that are farm related uses, benefit from close proximity to farms, and enhance primary agricultural production as defined by the *Agricultural Land Commission Act*; and
- vi) align policies and regulations, where applicable, with the Minister's Bylaw Standards and Agricultural Land Commission legislation and regulations.

2.3.13 In partnership with other agencies and organizations, support agricultural awareness and promote the importance of the agricultural industry, the importance of protecting agricultural land, and the value of local agricultural products and experiences.

GOAL
3

Protect the Environment,
Address Climate Change, and
Respond to Natural Hazards



Langley Township

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

Metro Vancouver has a spectacular natural environment. Many of Metro Vancouver's ecosystems have global significance, such as the Fraser River estuary, which provides both internationally-important fish habitat and key feeding and resting points for migratory birds along the Pacific Flyway. The region's forests, fields, coastal and intertidal areas, wetlands, and watercourses together are integral pieces of a habitat network for birds, fish, and other wildlife.

The diverse mountain, coastal, and river areas provide the region's residents with essential ecosystem services such as fresh water, clean air, pollination, traditional Indigenous food and medicines, fertile soil, flood control, cooling, carbon storage, and opportunities for tourism, recreation, cultural and spiritual enrichment, health and well-being (Figure 5). Climate change, land development, invasive species, and other human-induced pressures are causing ecosystem change and loss in many areas, which reduces nature's capacity to provide these life-sustaining services. If planned, designed, and built in harmony with nature, communities will be healthier and more resilient over the long-term.

The tenets of the regional growth strategy (such as the ongoing focus on urban containment and land use patterns that support sustainable transportation options and carbon storage opportunities in natural areas) are critical for the region to address climate change. This section contains a strategy and associated policies that support Metro Vancouver's commitment to reaching a carbon neutral region by the year 2050. Climate change is expected to continue to cause warmer temperatures, a reduced snowpack, increasing sea levels, and more intense and frequent drought and rainfall events in the region. An additional strategy aims to improve resilience to these climate change impacts, as well as natural hazards. Many of the region's natural hazards are, and will continue to be, worsened by a changing climate.

Addressing both greenhouse gas emissions and the impacts of climate change and natural hazards simultaneously is critical, as the challenges and solutions associated with these issues are often interlinked. Given the dynamic and rapidly changing impacts of climate change on the Metro Vancouver region, and in response to best practices research and climate science, progress towards the *Metro 2050* targets and performance measures will be regularly monitored with an aim to proposing improvements to the policies and actions in the plan.

A commitment to improving social equity includes advancing equitable climate change strategies and actions that will: intentionally consider the suite of concerns that increase community vulnerability, and acknowledge current financial, health, and social disparities that may be exacerbated by low carbon solutions and the impacts of climate change.

For thousands of years Indigenous people have lived on and stewarded their respective and shared territories developing deep and special relationships with the land and waters. Indigenous knowledge systems that have been developed over many years have the potential to inform and complement regional planning policy and practice.

Strategies to achieve this goal are:

- 3.1 Protect and enhance Conservation and Recreation lands
- 3.2 Protect, enhance, restore, and connect ecosystems
- 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
- 3.4 Advance land use, infrastructure, and human settlement patterns that improve resilience to climate change impacts and natural hazards



FIGURE 5. ECOSYSTEM SERVICES PROVIDED BY HEALTHY ECOSYSTEMS

Strategy 3.1 Protect and enhance Conservation and Recreation lands

The Conservation and Recreation regional land use designation is intended to help protect significant ecological and recreation assets throughout the region. Protection and management of these assets will ensure they remain productive, resilient, and adaptable, providing vital ecosystem services that support both humans and wildlife, while also safeguarding communities from climate change and natural hazard impacts.

Metro Vancouver will:

3.1.1 Direct the Greater Vancouver Sewerage and Drainage District (GVS&DD) to not allow connections to regional sewerage services to lands with a Conservation and Recreation regional land use designation. Notwithstanding this general rule, in the exceptional circumstances specified below, the Metro Vancouver Regional District (MVRD) Board will advise the GVS&DD Board that it may consider such a connection for existing development or for new development where, in the MVRD Board's opinion, that new development is consistent with the underlying Conservation and Recreation regional land use designation and where the MVRD Board determines either:

- a) that the connection to regional sewerage services is the only reasonable means of preventing or alleviating a public health or environmental contamination risk; or
- b) that the connection to regional sewerage services would have no significant impact on the strategy to protect lands with a Conservation and Recreation regional land use designation.

3.1.2 Implement the *Metro Vancouver Regional Parks Plan*, the *Regional Parks Land Acquisition 2050 Strategy*, and *Regional Greenways 2050*, and work collaboratively with member jurisdictions to identify, secure and enhance habitat and park lands, and buffer park and conservation areas from activities in adjacent areas.

3.1.3 For the Greater Vancouver Water District and the Greater Vancouver Sewerage and Drainage District, avoid ecosystem loss and fragmentation on lands with a Conservation and Recreation regional land use designation when developing and operating infrastructure, but where unavoidable, mitigate the impacts, including ecosystem restoration and striving for no net ecosystem loss.

3.1.4 Monitor ecosystem gains and losses on lands with a Conservation and Recreation regional land use designation and the Natural Resource Areas therein, as identified on Map 9.

3.1.5 Accept Regional Context Statements that protect lands with a Conservation and Recreation regional land use designation, and that meet or work towards Action 3.1.9.

3.1.6 Advocate to the Federal Government, the Province, utility companies, and TransLink to avoid ecosystem loss and fragmentation on lands within a Conservation and Recreation regional land use designation when developing and operating utility and transportation infrastructure, but where unavoidable, to mitigate the impacts, including ecosystem restoration and striving for no net ecosystem loss.

3.1.7 Advocate to the Province and its agencies to actively manage provincially-owned land within a Conservation and Recreation regional land use designation, and work with adjacent land owners to effectively buffer these lands, with the intent of minimizing negative impacts and enhancing ecosystem integrity and providing public recreational opportunities.

3.1.8 Advocate to the Federal Government and the Province to:

- a) recognize the Conservation and Recreation regional land use designation and ensure that their activities within or adjacent to these lands are consistent with the long-term intent of the land use designation; and
- b) consult and collaborate with all levels of government, including First Nations, and other stakeholders in the planning and management of lands with a Conservation and Recreation regional land use designation, including during the review of future natural resource extraction projects.

Member jurisdictions will:

3.1.9 Adopt Regional Context Statements that:

- a) identify Conservation and Recreation lands and their boundaries on a map generally consistent with Map 2;
- b) include policies that support the protection and enhancement of lands with a Conservation and Recreation land use designation, which may include the following uses:
 - i) drinking water supply areas;
 - ii) environmental conservation areas;
 - iii) wildlife management areas and ecological reserves;
 - iv) forests;
 - v) wetlands (e.g. freshwater lakes, ponds, bogs, fens, estuarine, marine, freshwater, and intertidal ecosystems);
 - vi) riparian areas (i.e. the areas and vegetation surrounding wetlands, lakes, streams, and rivers);
 - vii) ecosystems not covered above that may be vulnerable to climate change and natural hazard impacts, or that provide buffers to climate change impacts or natural hazard impacts for communities; and



viii) uses within those lands that are appropriately located, scaled, and consistent with the intent of the designation, including:

- major parks and outdoor recreation areas;
- education, research and training facilities, and associated uses that serve conservation and/or recreation users;
- commercial uses, tourism activities, and public, cultural, or community amenities;
- limited agricultural use, primarily soil-based; and
- land management activities needed to minimize vulnerability / risk to climate change impacts.

c) include policies that:

- i) protect the integrity of lands with a Conservation and Recreation regional land use designation from activities in adjacent areas by considering wildland interface planning, and introducing measures such as physical buffers or development permit requirements; and
- ii) encourage the consolidation of small parcels, and discourage subdivision and fragmentation of lands with a Conservation and Recreation regional land use designation.



Strategy 3.2 Protect, enhance, restore, and connect ecosystems

This strategy establishes a collective vision for ecosystems across the region, recognizing the scientific evidence that ‘nature needs half’ of the land base to continue functioning for the benefit of all life and support human well-being. The vision can be realized in this region by working together to protect, enhance, and restore ecosystems, strategically linking green spaces, both in and between urban and rural areas, into a region-wide network that sustains ecosystem services and movement of wildlife across the landscape. Actions to enhance tree canopy cover in urban areas will also improve community resilience by intercepting rainwater, moderating the urban heat island effect, and improving health outcomes.

Metro Vancouver will:

3.2.1 Implement the strategies and actions of the regional growth strategy that contribute to regional targets to:

- a) increase the area of lands protected for nature from 40% to 50% of the region’s land base by the year 2050; and
- b) increase the total regional tree canopy cover within the Urban Containment Boundary from 32% to 40% by the year 2050.

3.2.2 Implement the Metro Vancouver *Ecological Health Framework*, including relevant actions to:

- a) collect and maintain data, including the Sensitive Ecosystem Inventory, tree canopy cover, imperviousness, and carbon storage datasets; report on gains and losses and climate change impacts on ecosystems; and share these datasets with member jurisdictions; and
- b) incorporate natural assets and ecosystem services into Metro Vancouver’s corporate planning, asset management systems and investments, and provide regionally appropriate guidance on methodologies, tools and decision-making frameworks.

3.2.3 Manage Metro Vancouver assets and collaborate with member jurisdictions, First Nations, and other agencies to:

- a) protect, enhance, and restore ecosystems as identified on Map 11 or more detailed local ecological and cultural datasets;
- b) identify ecosystems that may be vulnerable to climate change and natural hazard impacts as part of regional multi-hazard mapping in Action 3.4.2 a);
- c) identify a regional green infrastructure network that connects ecosystems and builds on existing local networks, while maximizing resilience, biodiversity, and human health benefits; and
- d) prepare Implementation Guidelines to support a regional green infrastructure network and to assist with the protection, enhancement, and restoration of ecosystems.

3.2.4 Work with local First Nations to:

- a) increase understanding of Indigenous ecological knowledge, and share information about environmental research, policy development, and planning best practices;
- b) find joint stewardship and restoration opportunities on Metro Vancouver sites, and expand access to sustainably cultivate and harvest plants for cultural purposes; and
- c) seek other Indigenous stewardship, research, and co-management opportunities.

3.2.5 Accept Regional Context Statements that advance the protection, enhancement, restoration, and connection of ecosystems in a regional green infrastructure network, and that meet or work towards Action 3.2.7.

3.2.6 Advocate to the Federal Government and the Province to:

- a) strengthen species-at-risk and ecosystem protection legislation to better protect critical habitat, and support restoration and biodiversity, in addition to convening a local government support network;
- b) support the uptake of nature-based climate change solutions, including those that protect or restore foreshore ecosystems;
- c) update and consolidate provincial invasive species legislation to better support the management of high-risk invasive species; and
- d) undertake a regional impact assessment of the Fraser River Estuary to support the management of cumulative effects from development.

Member jurisdictions will:**3.2.7** Adopt Regional Context Statements that:

- a) identify local ecosystem protection and tree canopy cover targets, and demonstrate how these targets will contribute to the regional targets in Action 3.2.1;
- b) refer to Map 11 or more detailed local ecological and cultural datasets and include policies that:
 - i) support the protection, enhancement, and restoration of ecosystems through measures such as land acquisition, density bonusing, development permit requirements, subdivision design, conservation covenants, land trusts, and tax exemptions;
 - ii) seek to acquire, restore, enhance, and protect lands, in collaboration with adjacent member jurisdictions and other partners, that will enable ecosystem connectivity in a regional green infrastructure network;
 - iii) discourage or minimize the fragmentation of ecosystems through low impact development practices that enable ecosystem connectivity; and
 - iv) indicate how the interface between ecosystems and other land uses will be managed to maintain ecological integrity using edge planning, and measures such as physical buffers, or development permit requirements.



Maple Ridge

c) include policies that:

- i) support the consideration of natural assets and ecosystem services in land use decision-making and land management practices;
- ii) enable the retention and expansion of urban forests using various tools, such as local tree canopy cover targets, urban forest management strategies, tree regulations, development permit requirements, land acquisition, street tree planting, and reforestation or restoration policies, with consideration of resilience;
- iii) reduce the spread of invasive species by employing best practices, such as the implementation of soil removal and deposit bylaws, development permit requirements, and invasive species management plans;
- v) increase green infrastructure along the Regional Greenway Network, the Major Transit Network, community greenways, and other locations, where appropriate, and in collaboration with Metro Vancouver, TransLink, and other partners; and
- iv) support watershed and ecosystem planning, the development and implementation of Integrated Stormwater Management Plans, and water conservation objectives.

Strategy 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

The tenets of the regional growth strategy are crucial for meeting the region's commitment to reduce greenhouse gas emissions and to reach carbon neutrality by the year 2050. As described in other strategies in the regional growth strategy, this can be achieved in three key ways: by supporting growth and development patterns that enable sustainable transportation options; by encouraging higher-density built forms and multi-unit developments which are typically more energy efficient than lower-density alternatives; and by reducing development pressures in areas that naturally store and sequester carbon (such as conservation and agricultural lands). To supplement these important policy actions from other goal areas in the regional growth strategy, Strategy 3.3 contains the region's greenhouse gas emissions reduction targets and associated policies.

Metro Vancouver will:

3.3.1 Implement the:

- a) strategies and actions of the regional growth strategy that contribute to regional targets to reduce greenhouse gas emissions by 45% below 2010 levels by the year 2030 and to achieve a carbon neutral region by the year 2050; and
- b) *Metro Vancouver Clean Air Plan, Climate 2050*, and other associated actions to help achieve the regional greenhouse gas emissions reduction targets in Action 3.3.1 a).

3.3.2 Work with the Federal Government, the Province, TransLink, member jurisdictions, First Nations, non-governmental organizations, energy utilities, the private sector, and other stakeholders, as appropriate, to:

- a) monitor energy consumption, greenhouse gas emissions, and air quality related to land use, buildings, industry, agriculture, waste, transportation, and other emission sources, and consider lifecycle energy and emissions;
- b) monitor and pursue opportunities to increase carbon storage in natural areas; and

c) promote best practices and develop guidelines to support local government actions that reduce energy consumption and greenhouse gas emissions, support a transition to clean, renewable energy (including electricity), create carbon storage opportunities, and improve air quality.

3.3.3 Work with TransLink, member jurisdictions, and health authorities to advocate that health impact assessments be conducted for major transportation projects and significant development projects with an aim to minimizing public exposure to traffic-related air contaminants.

3.3.4 Work with the Federal Government, the Province, and other stakeholders when conducting environmental assessments to reduce the environmental and health impacts related to regional air quality and greenhouse gas emissions.

3.3.5 Accept Regional Context Statements that advance land use, infrastructure, and settlement patterns that reduce energy consumption and greenhouse gas emissions, improve air quality, create carbon storage opportunities, and that meet or work towards Action 3.3.7.

3.3.6 Advocate to the Federal Government and the Province to establish and support legislative and fiscal actions, that help the public and private sector maximize reductions in energy consumption and greenhouse gas emissions, and improve air quality, such as:

- a) in the building sector,
 - i) accelerating the transition of energy efficiency requirements in the *BC Building Code* to net zero energy ready levels by 2032;
 - ii) setting greenhouse gas and energy performance requirements for new and existing buildings;
 - iii) increasing incentives and financing tools for new low-carbon, zero-emissions, and resilient buildings;
 - iv) supporting large-scale building electrification;
 - v) requiring benchmarking and energy labels for new and existing buildings;
 - vi) supporting reductions in embodied emissions of buildings, and the increased use of low-carbon circular building products and processes;
 - vii) supporting programs, services and incentives for low-carbon upgrade options in rental buildings that benefit building owners and tenants;
 - viii) incenting equitable transit-oriented development through policy and funding programs; and
 - ix) supporting, where feasible and appropriate, energy recovery, renewable energy generation and zero-carbon district energy systems, and related transmission needs.
- b) in the transportation sector,
 - i) revising enabling legislation to allow regional road usage charging for the purposes of managing congestion and greenhouse gas emissions;
 - ii) supporting electric vehicle charging in new and existing buildings through requirements and programs;

- iii) continuing to increase the amount of reliable and sustainable funding available for sustainable transportation infrastructure and low emission travel modes, such as active transportation and public transit; and
- iv) continuing to advance stringent standards for on-road vehicle emissions and fuel carbon content.

Member jurisdictions will:

3.3.7 Adopt Regional Context Statements that:

- a) identify how local land use and transportation policies will contribute to meeting the regional greenhouse gas emission reduction target of 45% below 2010 levels by the year 2030 and achieving a carbon neutral region by the year 2050;
- b) identify policies, actions, incentives, and / or strategies that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality from land use, infrastructure, and settlement patterns, such as:
 - i) existing building retrofits and construction of new buildings to meet energy and greenhouse gas performance guidelines or standards (e.g. BC Energy Step Code, passive design), the electrification of building heating systems, green demolition requirements, embodied emissions policies, zero-carbon district energy systems, and energy recovery and renewable energy generation technologies, such as solar panels and geexchange systems, and zero emission vehicle charging infrastructure; and
 - ii) community design, infrastructure, and programs that encourage transit, cycling, rolling and walking; and
- c) focus infrastructure and amenity investments in Urban Centres and Frequent Transit Development Areas, and at appropriate locations along Major Transit Growth Corridors.

TransLink will:

3.3.8 Support regional air quality objectives and greenhouse gas emission reduction targets by advancing policy and infrastructure to support the aggressive transition of the ground-based vehicle fleet to zero-emissions, and by transitioning the entire transit fleet to one that utilizes low-carbon fuels.

3.3.9 In collaboration with Metro Vancouver and member jurisdictions, establish a definition of major development proposals, which are referenced in the *South Coast British Columbia Transportation Authority Act*, to support the objective of concentrating Major Trip-Generating uses in areas well served by transit.



Strategy 3.4 Advance land use, infrastructure, and human settlement patterns that improve resilience to climate change impacts and natural hazards

Climate change is expected to continue to impact Metro Vancouver through warmer temperatures, decreased snowpack, sea level rise, longer summer drought periods, and increased precipitation in the fall, winter, and spring. The region is also exposed to multiple natural hazards, many of which are worsened by climate change. Where and how the region accommodates growth determines the degree to which communities and infrastructure are exposed to these risks. While efforts need to be made to ensure that all populations are well-equipped to address these challenges, proactive and collaborative planning can minimize risks by encouraging growth and development in more resilient areas, where feasible, and taking measures to ensure existing communities and infrastructure are resilient to current and future risks.

TABLE 5. MAJOR NATURAL HAZARDS AND CLIMATE CHANGE IMPACTS AFFECTING METRO VANCOUVER

NATURAL HAZARDS	RELATED CLIMATE CHANGE IMPACTS
Earthquakes	
Tsunamis	Sea level rise
Landslides	More precipitation (fall, winter, and spring)
Floods (pluvial, coastal, riverine)	More precipitation (fall, winter, and spring) Sea level rise Decrease in snowpack
Wildfires	Longer drought periods (summer) Warmer temperatures and extreme heat events Reduced air quality
Erosion	Sea level rise More precipitation (fall, winter, and spring)
Subsidence	Sea level rise
Windstorms and other extreme weather events	Sea level rise More precipitation (fall, winter, and spring)

Metro Vancouver will:

3.4.1 Incorporate climate change and natural hazard risk assessments into the planning and location of existing and future Metro Vancouver utilities, assets, operations, and other critical infrastructure.

3.4.2 Work with the Integrated Partnership for Regional Emergency Management, the Federal Government, the Province, First Nations, TransLink, member jurisdictions, adjacent regional districts, and other stakeholders, as appropriate, to:

- a) collaboratively develop and share information and data related to hazards, risks, and vulnerabilities in the Metro Vancouver region, which may include preparing a regional multi-hazard map, and identifying and coordinating priority actions, implementation strategies, and funding mechanisms;
- b) plan for climate change impacts and natural hazard risks when extending utilities and transportation infrastructure that support development;
- c) support the integration of emergency management, utility planning, and climate change adaptation principles in land use plans, transportation plans, and growth management policies;
- d) research and promote best practices and develop guidelines to support resilience to the impacts of climate change and natural hazards as it relates to planning and development;
- e) support regional flood management approaches, such as the implementation of the Lower Mainland Flood Management Strategy; and
- f) research and share information related to the impacts of climate change and natural hazards on vulnerable populations, and focus resilience actions on equitable outcomes.

3.4.3 Accept Regional Context Statements that advance land use, settlement patterns, transportation and utility infrastructure which improve the ability to withstand climate change impacts and minimize natural hazard risks, and that meet or work towards Actions 3.4.5, 3.4.6, 3.4.7, and 3.4.8.

3.4.4 Advocate to the Federal Government and the Province that they:

- a) review and improve existing provincial legislation and guidelines regarding flood hazard management at the local level, encourage the adoption of local flood hazard policies and bylaws, and implement appropriate preparatory actions to address the long-term implications of sea level rise on infrastructure planning, construction, and operations;
- b) incorporate resilience considerations into building codes and standards;
- c) modernize the provincial *Emergency Program Act* and associated regulations with requirements for land use planning, and consider land use implications in the development of climate change adaptation strategies; and
- d) provide guidelines, programs, funding, and timely data and information to support regional and local planning for climate change impacts and natural hazards.

Member jurisdictions will:

3.4.5 Adopt Regional Context Statements that:

- a) include policies that minimize risks associated with climate change and natural hazards in existing communities through tools such as heat and air quality response plans, seismic retrofit policies, and flood-proofing policies; and
- b) include policies that discourage new development in current and future hazardous areas to the extent possible through tools such as land use plans, hazard-specific Development Permit Areas, and managed retreat policies, and where development in hazardous areas is unavoidable, mitigate risks.

3.4.6 Incorporate climate change and natural hazard risk assessments into planning and location decisions for new municipal utilities, assets, operations, and community services.

3.4.7 Integrate emergency management, utility planning, and climate change adaptation principles when preparing land use plans, transportation plans, and growth management policies.

3.4.8 Adopt appropriate planning standards, guidelines, and best practices related to climate change and natural hazards, such as flood hazard management guidelines and wildland urban interface fire risk reduction principles.





GOAL
4

Provide Diverse and Affordable Housing Choices



Maple Ridge

Goal 4: Provide Diverse and Affordable Housing Choices

A diverse and affordable housing stock is critical to accommodating growth and supporting the region's population. Communities across Metro Vancouver are experiencing significant housing pressures paired with accelerating housing costs in the rental and ownership markets. Strong demand for rental housing is causing low rental vacancy rates and rising rental costs, and at the same time, existing affordable rental housing stock is aging and in need of maintenance and renewal.

High land and construction costs make the delivery of new rental units that are affordable to low and moderate income households challenging, particularly in proximity to transit. Lower income households earning less than 80% of the Regional Median Household Income, who make up the majority of renters in the region, are being forced to look further afield for housing that is affordable and meets their needs. Additionally, there is a shortage of permanent, affordable, and supportive housing units to meet the acute housing needs of vulnerable populations including those experiencing or at risk of homelessness.

In response to these challenges, a diverse mix of housing types and tenures that respond to an aging population, changing family and household characteristics, and a range of household incomes across the region is needed. Having housing choices means that all residents can find adequate and suitable housing that is affordable based on their household income, and that meets their unique needs and preferences. For the purpose of implementing *Metro 2050's* policies, "affordable housing" is defined as housing that is affordable to households earning up to 120% of the Regional Median Household Income. Goal 4 encourages diverse and affordable housing choices as a means to provide opportunities for residents to live in their desired community or neighbourhood, close to employment, transit, schools, parks, amenities and important social connections.

The first strategy identifies actions to promote an adequate supply of housing to meet existing and future housing needs across the housing continuum. Supporting housing policy efforts across the region through housing strategies or action plans that work towards achieving the number and type of housing units required to meet the needs identified in local housing needs reports or assessments is critical to this strategy.

The second strategy encourages policies and actions that expand rental housing supply, mitigate or limit the net loss of existing purpose-built rental and non-market housing stock, and protect renter households. The strategy also advocates for measures and incentives to stimulate the supply of below-market and market rental housing, particularly in proximity to transit.

The third strategy advocates for capital and operating funding to support the non-profit housing sector and the overall provision of permanent, affordable, and supportive housing. The strategy also requests ongoing housing and income benefits to supplement the high cost of rent in the private market. It recognizes that housing strategies and action plans must be aligned with plans to address homelessness. All levels of government have a role to play in creating opportunities for diverse housing options, and senior government funding is essential to meeting the housing needs of these populations.

A commitment to social equity prioritizes planning and decision-making processes that ensure the housing needs of the region's residents and populations that are housing insecure are met, so that everyone can access safe, quality, affordable, and climate resilient housing. Furthermore, it means intentionally seeking to prevent economic, health or access disparities in the housing market that are primarily experienced by lower income populations, renter households, and individuals experiencing or at risk of homelessness. Essential to this commitment is examining and modifying any systemic and institutional practices and policies that may limit the quality, affordability, accessibility, and equitable distribution of housing that is necessary to create a livable and resilient region for current and future generations.

Strategies to achieve this goal are:

- 4.1 Expand the supply and diversity of housing to meet a variety of needs
- 4.2 Protect tenants and expand, retain, and renew rental housing supply
- 4.3 Meet the housing needs of lower income households and populations experiencing or at risk of homelessness



Strategy 4.1 Expand the supply and diversity of housing to meet a variety of needs

Housing diversity refers to the range of housing types and tenures required to meet the needs of households of all sizes, incomes, ages, and abilities. Expanding the supply and diversity of housing that meets a variety of needs across the housing continuum increases affordability, social equity, and resilience in the region.

Metro Vancouver will:

- 4.1.1** Assist member jurisdictions in developing housing strategies or action plans by providing analysis on regional demographics, household characteristics, and market conditions, and work with member jurisdictions to review and refine local housing priorities, policies, and housing needs reports or assessments in the context of this analysis.
- 4.1.2** Monitor and report on the progress of member jurisdiction housing strategies or action plans in achieving the number and type of housing units required to meet current and anticipated housing needs, as determined in the member jurisdiction's housing needs report or assessment.
- 4.1.3** Support member jurisdictions in the development and delivery of housing policies and actions by compiling, analyzing, and communicating data, preparing implementation guidelines and best practices research, and convening discussions on issues of common interest.
- 4.1.4** Accept Regional Context Statements that describe how local plans, strategies, and policies will achieve diverse and affordable housing options, expand the supply and diversity of housing to meet a variety of needs along the housing continuum, and meet or work towards Actions 4.1.8 and 4.1.9.
- 4.1.5** Advocate to the Province to create new enabling legislation that provides the ability for local governments to mandate affordable housing through inclusionary zoning powers.
- 4.1.6** Advocate to the Province to provide funding to support member jurisdictions in the development and update of housing strategies or action plans that are aligned with housing needs reports or assessments.
- 4.1.7** Advocate to the Province for expanded funding maximums and eligibility that support Treaty and other First Nations in developing housing needs reports or assessments to ensure a complete regional and provincial understanding of housing needs, and to help inform local plans, policies, and development decisions.



Member jurisdictions will:**4.1.8** Adopt Regional Context Statements that:

- a) indicate how they will work towards meeting estimated future housing needs and demand, as determined in their housing needs report or assessment;
- b) articulate how local plans and policies will meet the need for diverse (in tenure, size, and type) and affordable housing options;
- c) identify policies and actions that contribute to the following outcomes:
 - i) increased supply of adequate, suitable, and affordable housing to meet a variety of needs along the housing continuum;
 - ii) increased supply of family-friendly, age-friendly, and accessible housing;
 - iii) increased diversity of housing tenure options, such as attainable homeownership, rental, co-op housing, rent-to-own models, and cohousing;
 - iv) increased density and supply of diverse ground-oriented and infill housing forms in low-density neighbourhoods, such as duplex, four-plex, townhouse, laneway/coach houses, and apartments, particularly in proximity to transit;
 - v) integration of land use and transportation planning such that households can reduce their combined housing and transportation costs;

- vi) increased social connectedness in multi-unit housing;
- vii) integrated housing within neighbourhood contexts and high quality urban design; and
- viii) existing and future housing stock that is low carbon and resilient to climate change impacts and natural hazards.

4.1.9 Prepare and implement housing strategies or action plans that:

- a) are aligned with housing needs reports or assessments, and reviewed or updated every 5-10 years to ensure that housing strategies or action plans are based on recent evidence and responsive to current and future housing needs;
- b) are based on an assessment of local housing market conditions, by tenure, including assessing housing supply, demand, and affordability;
- c) identify housing priorities, based on the assessment of local housing market conditions, household incomes, changing population and household demographics, climate change and natural hazards resilience, and key categories of local housing need, including specific statements about special needs housing and the housing needs of equity-seeking groups; and
- d) identify implementation measures within their jurisdiction and financial capabilities, including actions set out in Action 4.1.8.

Strategy 4.2 Protect tenants and expand, retain, and renew rental housing supply

Purpose-built rental housing is a critical component of the housing continuum, offering security of tenure to the many residents who cannot or choose not to purchase a home. The private rental market also forms a large part of the region's overall rental housing stock, and provides additional rental housing options such as secondary suites, laneway/coach houses, and rented condominiums. Increasing the rental housing supply, retaining existing rental housing, and renewing aging rental housing while minimizing the impacts of redevelopment and renovation on existing tenants preserves affordability and increases opportunities for everyone in the region to access an energy efficient home they can afford.

Metro Vancouver will:

4.2.1 Monitor the purpose-built rental housing stock in the region, and report on rental housing supply gaps by income level and number of bedrooms.

4.2.2 Implement the *Metro Vancouver Housing 10-Year Plan (2019)* and seek opportunities for Metro Vancouver Housing to partner with member jurisdictions and others to expand affordable rental housing across the region.

4.2.3 Set a regional target that at least 15% of newly completed housing units built within all Urban Centres and Frequent Transit Development Areas combined, by the year 2050, be affordable rental housing units. Metro Vancouver will monitor progress towards the target and review the target periodically.

4.2.4 Accept Regional Context Statements that describe how local plans, strategies, and policies will increase rental housing supply while protecting tenants, and that meet or work towards Actions 4.2.7 and 4.2.8.

4.2.5 Advocate to the Federal Government and the Province to provide measures and incentives to stimulate private sector investment in rental housing to help achieve the current and anticipated need for rental housing units, as determined by housing needs reports or assessments.

4.2.6 Advocate to the Province for expanded measures to address housing speculation and vacant homes as a means of increasing long-term rental options, and bringing unoccupied housing into the secondary rental market.



Member jurisdictions will:

4.2.7 Adopt Regional Context Statements that:

- a) indicate how they will, within their local context, contribute toward the regional target of having at least 15% of newly completed housing units built within all Urban Centres and Frequent Transit Development Areas combined, to the year 2050, be affordable rental housing units (recognizing that developing affordable rental housing units in transit-oriented locations throughout the urban area is supported);
- b) articulate how local plans and policies will mitigate impacts on renter households, particularly during redevelopment or densification of Urban Centres and Frequent Transit Development Areas;
- c) identify the use of regulatory tools that protect and preserve rental housing;
- d) identify policies and actions that contribute to the following outcomes:
 - i) increased supply of affordable rental housing in proximity to transit and on publicly-owned land;
 - ii) increased supply of market and below-market rental housing through the renewal of aging purpose-built rental housing and prevention of

net rental unit loss;

- iii) protection and renewal of existing non-market rental housing;
- iv) mitigated impacts on renter households due to renovation or redevelopment, and strengthened protections for tenants; and
- v) reduced energy use and greenhouse gas emissions from existing and future rental housing stock, while considering impacts on tenants and affordability.

4.2.8 Prepare and implement housing strategies or action plans that:

- a) encourage the supply of new rental housing and mitigate or limit the loss of existing rental housing stock;
- b) encourage tenant protections and assistance for renter households impacted by renovation or redevelopment of existing purpose-built rental housing; and
- c) cooperate with and facilitate the activities of Metro Vancouver Housing under Action 4.2.2.



Strategy 4.3 Meet the housing needs of lower income households and populations experiencing or at risk of homelessness

Lower income households and populations experiencing or at risk of homelessness have the most acute housing needs in the region. Through collaboration with the Federal Government and the Province, efforts to support the provision of non-market housing can ensure equitable access to housing for all. Meeting the housing needs of the most vulnerable in our communities also provides a number of co-benefits including positive health outcomes and improved social cohesion.

Metro Vancouver will:

4.3.1 Accept Regional Context Statements that describe how local plans, strategies, and policies will meet the specific housing needs of lower income households, including the existing housing needs of populations experiencing or at risk of homelessness, and that meet or work towards Actions 4.3.7 and 4.3.8.

4.3.2 Collaborate with member jurisdictions, non-profit housing and homelessness services providers, and the Federal Government and the Province on coordinated actions to address regional homelessness.

4.3.3 Advocate to the Federal Government and the Province for measures and incentives to stimulate non-market rental supply and capital and operating funding to support the construction of permanent, affordable, and supportive housing across the region.

4.3.4 Advocate to the Federal Government and the Province to provide capital and operating funding to meet the current and anticipated housing needs of lower income households and populations experiencing or at risk of homelessness, as determined by housing needs reports or assessments.

4.3.5 Advocate to the Federal Government and the Province for portfolio-based, long-term funding sources for non-profit housing providers that shift away from short-term, project-based funding models as a means of ensuring the sustainability of the non-profit housing sector.

4.3.6 Advocate to the Federal Government and the Province to provide and expand ongoing rent supplements and housing benefits in a way that takes into account geographic and cost of living

considerations, and to increase the shelter portion of income assistance to ensure that lower income households and populations experiencing or at risk of homelessness can afford suitable and adequate housing.

Member jurisdictions will:

4.3.7 Adopt Regional Context Statements that:

a) indicate how they will collaborate with the Federal Government, the Province, and other partners, to assist in increasing the supply of permanent, affordable, and supportive housing units; and

b) identify policies and actions to partner with other levels of government and non-profit organizations in order to create pathways out of homelessness and contribute to meeting the housing and support needs of populations experiencing or at risk of homelessness.

4.3.8 Prepare and implement housing strategies or action plans that:

a) identify opportunities to participate in programs with other levels of government to secure additional housing units to meet the housing needs of lower income households;

b) identify strategies to increase community acceptance and communicate the benefits of affordable and supportive housing development; and

c) are aligned with or integrate plans to address homelessness, and identify strategies to reduce the total number of households that are in core housing need and populations experiencing or at risk of homelessness.

GOAL
5

Support Sustainable Transportation Choices



North Vancouver City

Goal 5: Support Sustainable Transportation Choices

Land uses influence travel patterns and transportation systems, in turn, affect land use and development. Achieving the goals of *Metro 2050* requires the alignment of land use and transportation strategies. Accessible and sustainable transportation choices are supported by strategies for a compact urban area, with transit-oriented development patterns that focus growth in Urban Centres, Major Transit Growth Corridors and Frequent Transit Development Areas. This transit-oriented pattern of growth helps reduce vehicle use, traffic congestion, energy consumption and greenhouse gas emissions from on-road sources while fostering transit ridership and active transportation. It provides the region's residents with resilient mobility options, a cleaner environment, and opportunities to reduce household transportation costs.

The first strategy identifies actions to increase the proportion of trips by transit, cycling, walking, and other alternatives to single occupancy vehicles. *Transport 2050's* Major Transit Network will be critical in reinforcing *Metro 2050's* network of Urban Centres and Frequent Transit Development Areas. *Metro 2050* aligns these locations for growth with planned transit connections to provide clearer expectations about future growth and investment. Aligning land use and transportation in this way enables a diversity of transit oriented affordable housing, shorter trips and greater access to opportunity. Careful and coordinated planning efforts will ensure that new mobility options, including micro-mobility and automated vehicles, are integrated into the region's transportation system in an equitable way that promotes reductions in both greenhouse gas emissions and traffic congestion.

The second strategy recognizes the fundamental role that the Major Road Network, Regional Truck Route Network, provincial highways, and federal transportation facilities play in shaping regional growth, moving people and goods within the region, and connecting the region with intra-provincial, national and international destinations. The strategy advocates for active management of the existing and planned capacity of the road network and the demands put upon it to minimize the need for capital-intensive roadway expansion in the future.

Further, rail and marine transportation have the potential to play a larger role in the future for goods movement, so protecting rail rights-of-way and access points to waterways today is critical to preserving transportation options in the future. This strategy also anticipates the changing nature of industry and digitalization of commerce.

Metro Vancouver works in partnership with member jurisdictions, TransLink, the Port of Vancouver, airport authorities, the Federal Government, and the Province to coordinate decision-making in support of the regional growth strategy. TransLink prepares and implements strategic transportation plans for roads, transit, active transportation, and goods movement, among other regional transportation programs. TransLink is the region's lead agency for coordinating micro-mobility, automated vehicles, and other new mobility options. TransLink is also responsible for the region's long-term transportation strategy, *Transport 2050*. *Metro 2050* and *Transport 2050* comprise the region's long-term vision for the land use and



Burnaby

transportation system. The Province prepares provincial highway and transit plans which help to guide the development of regional transportation plans. Both the Federal Government and the Province play significant roles in funding regional transit and goods movement infrastructure. Metro Vancouver advocates for reductions in transportation-related greenhouse gas emissions and common air contaminants.

A commitment to equity includes creating a more equitable land use and transportation system across the region that will enhance social cohesions and connectedness to benefit all communities; mitigate the environmental, economic, and social risks associated with goods and service movement; and ultimately, provide affordable and accessible transportation that creates quality jobs, promotes safe and inclusive communities, and focuses on results that benefit all.

Strategies to achieve this goal are:

- 5.1 Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking
- 5.2 Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods, and services

Strategy 5.1 Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking

The coordination of land use and transportation supports positive region building by ensuring communities are connected to sustainable transportation networks while investing in transportation improvements for existing neighbourhoods. Over time, this creates a regional growth pattern where destinations are closer together and more accessible for all, with less need to drive. The benefits of this transit-oriented growth pattern include: reduced greenhouse gas emissions; formation of complete, compact communities; more physical activity and improved health; lower transportation costs; and a more resilient economy with better access to job opportunities, diverse and affordable housing, and community amenities.

Metro Vancouver will:

5.1.1 Provide advice and input into TransLink's regional transportation system, planning, and demand management strategies through the provision of land use, growth management and air quality information and forecasts, and the evaluation of land use and vehicle emissions impacts.

5.1.2 Establish the following objectives for the regional transportation system:

- a) support the regional land use framework and strategy, as set out in Strategy 1.2;
- b) reduce energy consumption and greenhouse gas emissions while improving air quality, as set out in Strategy 3.3; and
- c) ensure the safe and efficient movement of vehicles for passengers, goods, and services, as set out in Strategy 5.2.

5.1.3 Encourage TransLink and member jurisdictions, in support of Action 5.1.2 (a), to increase transit services between Urban Centres, according to the following priorities:

- Priority 1: Major Transit Network
- Priority 2: Frequent Transit Network
- Priority 3: Local Transit Networks

5.1.4 Collaborate with TransLink, in support of Action 5.1.2 (b), on the achievement of regional priorities to increase the share of trips made by transit, shared mobility options, cycling, walking, and rolling; and to reduce energy consumption and air emissions from on-road transportation sources. Metro Vancouver will support the development of strategic transportation plans to achieve this objective, within TransLink's mandate to plan and manage the regional transportation system.

5.1.5 In collaboration with other levels of government, implement the Regional Greenway Network, as shown in Map 10.

5.1.6 Collaborate with member jurisdictions and TransLink to jointly develop a regional parking strategy that:

- a) provides guidance to inform municipal parking requirements;
- b) considers local needs through customized guidance for different land use and transportation contexts; and
- c) seeks to right-size the supply of parking in the region, reduce the number of vehicles, make more efficient use of the limited land supply, and improve housing and transportation affordability.

5.1.7 Accept Regional Context Statements that identify policies and actions that coordinate land use and transportation planning to support transit, shared mobility options, cycling, walking, and rolling; that support the transition to zero-emission vehicles; and that meet or work towards Action 5.1.14.

5.1.8 Advocate to the Federal Government and the Province, in collaboration with TransLink and member jurisdictions, to evaluate and develop measures to mitigate the potential negative impacts on the region's Industrial, Agricultural, and Conservation and Recreation lands when planning transportation infrastructure, including roadways, railways and rapid transit systems.

5.1.9 Advocate for the Province to work with TransLink, adjacent regional districts, and Metro Vancouver in coordinating transportation planning and infrastructure projects in the Lower Mainland.

5.1.10 Advocate to the Federal Government and the Province to provide increased and permanent funding for expanding, upgrading, and operating:

- a) the regional transit system;
- b) the Regional Cycling Network (i.e. the Major Bikeway Network for utility cycling trips and Regional Greenway Network for recreational travel); and
- c) municipal pedestrian infrastructure.

5.1.11 Advocate to railway companies, when developing their plans and strategies for rail corridors and facilities in the region, that they coordinate and consult with member jurisdictions, TransLink, Port of Vancouver, and Metro Vancouver to ensure that they are compatible with and support the regional transportation and land use planning goals of the regional growth strategy.

5.1.12 Advocate to member jurisdictions to engage with impacted municipalities and First Nations when developing plans, policies, and programs related to new mobility, shared mobility, and inter-jurisdictional connectivity.

5.1.13 Advocate to the Province and TransLink to co-locate active transportation and micro-mobility facilities with rapid transit infrastructure and include delivery of such facilities within the scope of rapid transit projects.

Member jurisdictions will:

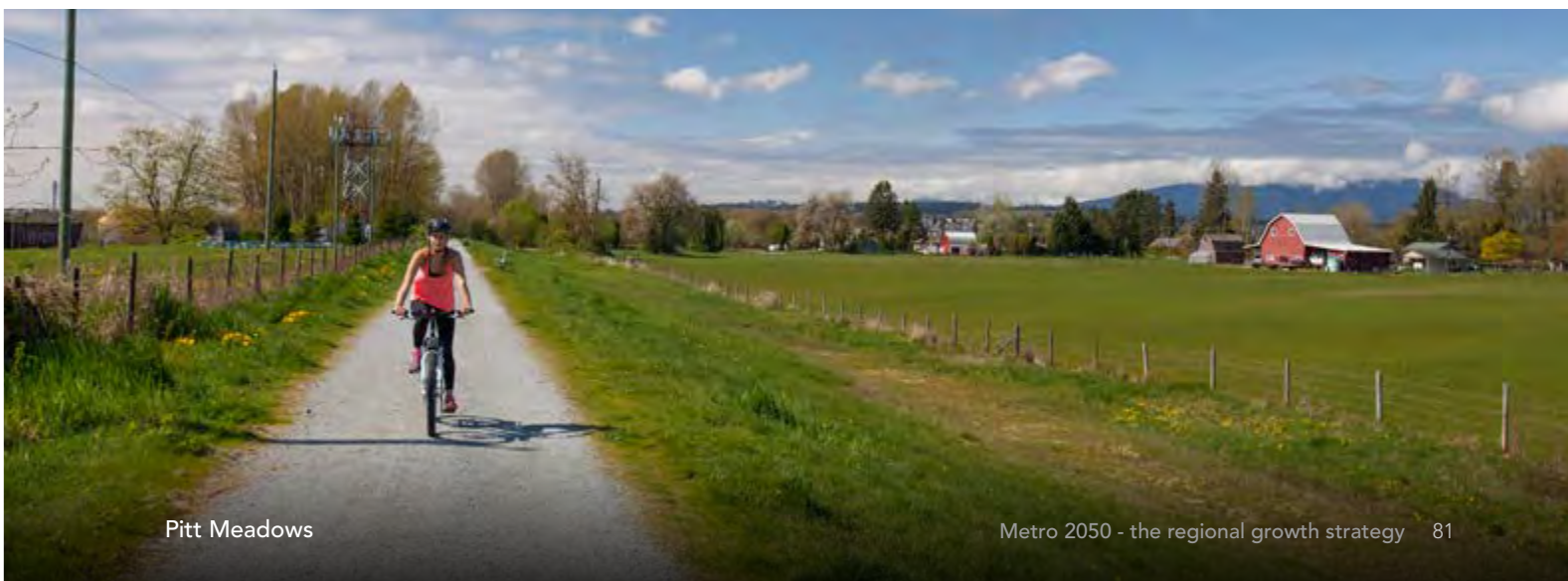
5.1.14 Adopt Regional Context Statements that:

- a) identify land use and transportation policies and actions to encourage a greater share of trips made by transit, shared mobility options, cycling, walking, and rolling;
- b) support the development and implementation of transportation demand management strategies, such as: parking pricing and supply measures, transit priority measures, end-of-trip facilities for active transportation and micro-mobility, and shared mobility services;
- c) manage and enhance municipal infrastructure in support of transit, multiple-occupancy vehicles, cycling, walking, and rolling;
- d) support the transition to zero-emission vehicles;
- e) support implementation of the Regional Greenway Network and Major Bikeway Network, as identified in Map 10; and
- f) support implementation of local active transportation and micro-mobility facilities that provide direct, comfortable, all ages and abilities connections to the Regional Greenway Network, Major Bikeway Network, transit services, and everyday destinations.

TransLink will:

5.1.15 In support of coordinated land use and transportation to encourage transit, multiple occupancy vehicles, cycling, walking, and rolling:

- a) prepare and implement strategic transportation plans that support focused growth in Urban Centres and Frequent Transit Development Areas, while avoiding known unmitigated flood and other natural hazard risk areas;
- b) provide Metro Vancouver with adequate opportunity to provide input into TransLink's strategic planning and decision-making processes that would affect the achievement of the objectives and priorities set out in Action 5.1.2;
- c) establish and monitor performance measures and / or targets that support: an increased share of trips made by transit, shared mobility, zero-emission vehicles, cycling, walking, and rolling; and the associated reductions in air emissions from on-road transportation sources;
- d) prepare and implement regional transportation system and demand management strategies, such as: ridesharing programs, transportation user-based pricing, and regulation for ride-hailing services and other emerging mobility technologies;
- e) support the development of safe and comfortable cycling networks, including both the Regional Cycling Network and local infrastructure, serving Urban Centres, Frequent Transit Development Areas, and other areas of high potential for utility and/or recreational cycling;
- f) work with the Province, the Integrated Partnership for Regional Emergency Management, and member jurisdictions to evaluate the potential impacts of climate change and known unmitigated natural hazards on rapid transit alignments, station locations, and associated transportation infrastructure;
- g) explore methods to support affordable housing through existing and future revenue sources, such as: continuing the reduction or waiver of the TransLink Development Cost Charge on certain types of not-for-profit rental housing; seeking partnership opportunities with the Province and others to support delivering affordable housing; seeking commitments on the development of affordable housing policies and targets in partnership agreements required for major transportation projects; and considering the impacts of proposed projects on affordable housing when evaluating future rapid transit investments;
- h) continue developing active transportation, micro-mobility, and transit networks as a means to create redundancy in low-cost, low-emission travel options;
- i) work with the Province, member jurisdictions, and others to implement both the Regional Greenway Network and the Major Bikeway Network, as identified in Map 10; and
- j) continue to identify viable new opportunities to create and improve transit, active transportation, and micro-mobility linkages to and within First Nations communities.



Strategy 5.2 Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods, and services

Roadways, truck routes, provincial and federal highways, port terminals, rail corridors, navigable waterways, airports, transit routes, and active transportation and micro-mobility facilities play a vital role in supporting the regional economy, shaping regional growth, and connecting Metro Vancouver to other regions. Making the most of the goods movement system requires protecting industrial lands and transportation rights-of-way, minimizing community impacts, reducing greenhouse gas emissions, and seeking demand-management alternatives to roadway expansion.

Metro Vancouver will:

5.2.1 Support implementation of the Regional Goods Movement Strategy and continue to participate in the Greater Vancouver Urban Freight Council.

5.2.2 Accept Regional Context Statements that identify coordinated land use and transportation policies and actions in support of the safe and efficient movement of vehicles for passengers, goods, and services; and that meet or work towards Action 5.2.6.

5.2.3 Support the ongoing efforts of the Federal Government, the Province, and the Port of Vancouver to reduce truck traffic on local roads by exploring: the more effective use of the existing multi-modal transportation network on a 24-hour basis; expanding short-sea shipping; moving more containers by rail directly from marine container terminals to transload facilities; and enhancing co-location of import and export transload facilities.

5.2.4 Advocate to the Province, TransLink, and neighbouring regional districts that the following elements be considered when contemplating expansion of private vehicle capacity on major roads, highways, and crossings:

- a) transportation demand management, active transportation, and micro-mobility strategies as alternatives to, or as integral with, such capacity expansion;
- b) the negative impacts on the achievement of regional greenhouse gas emission reduction targets and air quality objectives;
- c) the negative impacts on the implementation of the regional land use framework and strategy as set out in Strategy 1.2;
- d) the long-term effects of induced demand, ongoing maintenance requirements, life-cycle costs, and opportunity costs;
- e) the negative impacts on ecosystems, as identified in Map 11; and
- f) the ability of the transportation system to withstand known and unmitigated climate change impacts and natural hazards.

5.2.5 Advocate to the Federal Government and the Province to support the safe, reliable, and efficient movement of vehicles for passengers, goods, and services through:

- a) policies and regulations to protect rail rights-of-way, truck routes, transit routes, and access points to navigable waterways;
- b) policies and regulations to protect communities and habitats by mitigating air quality impacts;
- c) local government funding programs for applied research into transportation system and demand management-related technologies, policies, and regulations to optimize the low-carbon movement of vehicles for passengers, goods, and services - in particular, to and from airports, ports, intermodal goods handling facilities, last mile delivery, and distribution centres for e-commerce;
- d) local government funding programs for survey instruments to obtain timely and comprehensive data on the travel patterns of residents, workers, and goods and service vehicles travelling inter- and intra-regionally; and
- e) local government funding programs and regulations to encourage the transition to zero-emissions options for medium- and heavy-duty vehicles.

Member jurisdictions will:

5.2.6 Adopt Regional Context Statements that:

- a) identify routes on a map for the safe and efficient movement of goods and service vehicles to, from, and within Urban Centres; Frequent Transit Development Areas; Major Transit Growth Corridors; Industrial, Employment, and Agricultural lands; ports; airports; and international border crossings;
- b) identify land use and related policies and actions that support the optimization and safety of goods movement via roads, highways, railways, aviation, short sea shipping, and active transportation;
- c) support the development of local and regional transportation system management strategies, such as the provision of information to operators of goods and service vehicles for efficient travel decisions, management of traffic flow using transit priority measures, coordinated traffic signalization, and lane management;
- d) identify policies and actions that support the protection of rail rights-of-way, truck routes, and access points to navigable waterways in order to reserve the potential for goods movement;
- e) identify policies and actions to mitigate public exposure to unhealthy levels of noise, vibration, and air pollution associated with the Major Road Network, Major Transit Network, railways, truck routes, and Federal / Provincial Highways; and





Vancouver

f) identify policies and actions that anticipate the land and infrastructure requirements for goods movement and drayage, such as truck parking, zero-emission vehicle charging infrastructure, and e-commerce distribution centres, and mitigate any negative impacts of these uses on neighbourhoods.

TransLink will:

5.2.7 Support the safe and efficient movement of vehicles for passengers, goods, and services in consideration of the regional land use framework and strategy, as set out in Strategy 1.2, by:

- a) managing and maintaining the Major Road Network and Regional Truck Route Network;
- b) implementing the Regional Goods Movement Strategy;
- c) preparing and implementing regional transportation system and demand management strategies; and
- d) continuing to identify viable new opportunities to create and improve active transportation, micro-mobility, and transit linkages between the region's Industrial and Employment lands and the regional labour force.

5.2.8 Support the protection of rail rights-of-way, truck routes, and access points to navigable waterways to preserve the potential for goods movement, in consideration of the potential impacts on air quality, habitat, and communities.

5.2.9 Seek to minimize negative impacts from within-and-through passenger, goods, and service vehicle movement on the environment and public health within the Lower Fraser Valley Airshed.

F. Implementation

6.1 Regional Growth Strategy Implementation Framework

6.1.1 Metro Vancouver and affected local governments will implement the regional growth strategy within a collaborative decision-making framework. This framework is based on provisions set out in the *Local Government Act* and in recognition by Metro Vancouver and affected local governments that collaborative decision-making is necessary in order to achieve the vision and goals laid out in the regional growth strategy.

The regional growth strategy has been designed so that the more regionally significant an issue, the higher the degree of regional federation involvement in decision-making, and conversely, the less regionally significant an issue, the less Metro Vancouver involvement there is. This approach is intended to provide appropriate consideration of land use planning decisions made within Metro Vancouver and member jurisdictions.

This collaborative decision-making process applies to:

- acceptance by affected local governments of the initial regional growth strategy and subsequent amendments;
- acceptance by Metro Vancouver of municipal Regional Context Statements and subsequent amendments;
- ongoing regional growth strategy and Regional Context Statement administration and procedures; and
- implementation guidelines.



Lions Bay

TABLE 6. REGIONAL GROWTH STRATEGY IMPLEMENTATION FRAMEWORK*

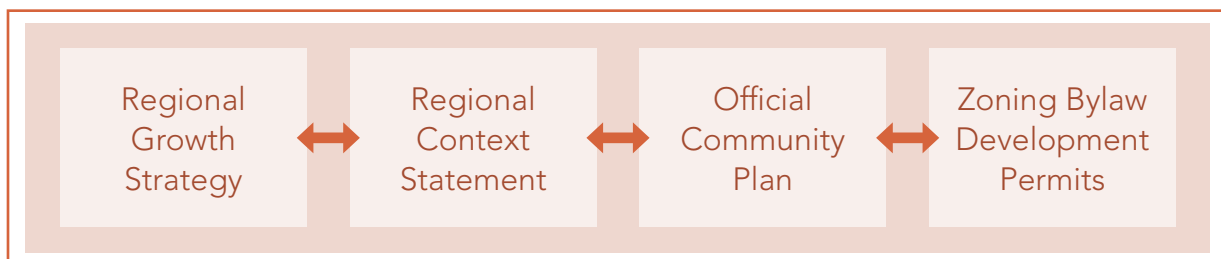
PRINCIPLES	EXAMPLES	PROCEDURES
Fundamental change to core goals or strategies	Amend the goals or strategies; delete an entire goal; change the amendment process	Type 1: 50% + 1 MVRD Board weighted vote and acceptance by all affected local governments
Region-wide significance for non-urban designations	Change Urban Containment Boundary or Agricultural designation	Type 2: 2/3 MVRD Board weighted vote
Region-wide significance for urban designations	Large scale Industrial area designation change	Type 3: 50% + 1 MVRD Board weighted vote
Small scale urban designation changes	Small scale Industrial land use designation change	As described under 6.2.7, Official Community Plan amendment and notification of Metro Vancouver in writing within 30 days after OCP adoption
Local planning matter with no regional significance	Rezoning consistent with Official Community Plan	Official Community Plan matters, no Regional Context Statement reference required

*Table 6 for reference only

6.2 Regional Context Statements

6.2.1 Within two years of the Metro Vancouver Board’s adoption of a regional growth strategy, each member jurisdiction must prepare or update a regional context statement as part of its Official Community Plan and submit it to the MVRD Board for acceptance. A member jurisdiction will submit its Regional Context Statement to the MVRD Board for acceptance after the member jurisdiction holds its public hearing and subsequent reading relating to its Official Community Plan bylaw amendment.

FIGURE 6. RELATIONSHIP BETWEEN THE REGIONAL GROWTH STRATEGY AND OFFICIAL COMMUNITY PLANS



Each member jurisdiction prepares an updated Official Community Plan (OCP) and Regional Context Statement (RCS) within two years of the adoption of a new regional growth strategy or a Type 1 Amendment. The RCS sets out the relationship between the regional growth strategy and the member jurisdiction’s OCP, and identifies how local actions will contribute to achieving regional growth strategy goals. Member jurisdictions must submit their RCS to the Metro Vancouver Regional District Board for acceptance.

Contents of Regional Context Statement

6.2.2 The Regional Context Statement must identify the relationship between an Official Community Plan and the goals, strategies, and actions identified in the regional growth strategy. If applicable, the Regional Context Statement will identify how the Official Community Plan will be made consistent with the regional growth strategy over time. Regional Context Statements that propose to add or delete Frequent Transit Development Areas must be accompanied by written comments from TransLink.

Regional Context Statement Process

6.2.3 If a member jurisdiction proposes an amendment to a Regional Context Statement, it must submit to Metro Vancouver a council resolution, including an accompanying report, that sets out the member jurisdiction's proposed amendment(s).

6.2.4 If a member jurisdiction anticipates that its proposed Regional Context Statement, or amendment to its Regional Context Statement, will not be accepted by the Metro Vancouver Board because it is not generally consistent with the regional growth strategy, the member jurisdiction should submit a proposed amendment to the regional growth strategy. The procedure for amendments to the regional growth strategy is set out in section 6.4.

6.2.5 The Metro Vancouver Board will respond within one-hundred-and-twenty (120) days of receiving a Regional Context Statement from a member jurisdiction by Council resolution, indicating whether it accepts the Regional Context Statement. If the Board does not accept a Regional Context Statement, the Board will indicate the provisions to which it objects and the reasons for its objections.

Consistency with Regional Growth Strategy

6.2.6 In considering acceptance of Regional Context Statements, the Metro Vancouver Board's expectation is that acceptable Regional Context Statements are generally consistent with the regional growth strategy's goals, strategies, actions and the regional land use designations depicted on Map 2. Regional Context Statements should respond to all applicable policies in the regional growth strategy, and indicate how the Official Community Plan is generally consistent (including projections, maps, and specific policy language) or how it will be made consistent over time.

Providing for Appropriate Municipal Flexibility

6.2.7 A member jurisdiction may include language in its Regional Context Statement that permits amendments to the municipality's Official Community Plan to adjust the boundaries of regional land use designations within the Urban Containment Boundary, as follows:

a) the member jurisdiction may re-designate land from one (1) regional land use designation to another regional land use designation, only if the aggregate area of all proximate sites so re-designated does not exceed one (1) hectare;

b) notwithstanding section 6.2.7 (a), for sites that are greater than one (1) hectare and less than three (3) hectares in area, the member jurisdiction may redesignate land:

- from Industrial to General Urban regional land use designation, if the site is contiguous with an Industrial site and the developable portion of the site will be predominantly within 150 metres of an existing or approved rail rapid transit station; or

- from Industrial to Employment regional land use designation if the developable portion of the site will be predominantly within 250 metres of an existing or approved rail rapid transit station,

provided that:

- the re-designation does not impede rail, waterway, road, or highway access for industrial uses; and
- the aggregate area of all proximate sites so re-designated does not exceed three (3) hectares;

c) the aggregate area of land affected by all re-designations under section 6.2.7 (a) and (b) together cannot exceed two (2) percent of the member jurisdiction's total lands within each applicable regional land use designation as of July 29, 2011.

6.2.8 A member jurisdiction may include language in its Regional Context Statement that permits amendments to its Official Community Plan to adjust the boundaries of Urban Centres and Frequent Transit Development Areas, provided such boundary adjustments meet the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) of the regional growth strategy.

6.2.9 Member jurisdictions will notify Metro Vancouver, in writing, of any and all adjustments, as permitted by sections 6.2.7 and 6.2.8, within thirty (30) days after the member jurisdiction has adopted its Official Community Plan amendment bylaw.

6.2.10 If a member jurisdiction includes language in its Regional Context Statement that permits amendments to its Official Community Plan to adjust the boundaries of regional land use designations within the Urban Containment Boundary or the boundaries of Urban Centres and Frequent Transit Development Areas, as permitted by sections 6.2.7 and 6.2.8 respectively, the prescribed adjustments do not require a new Regional Context Statement or consideration by the Metro Vancouver Regional District (MVRD) Board. All other adjustments to regional land use designation boundaries require an amendment to the member jurisdiction's Regional Context Statement, which must be submitted to the MVRD Board for acceptance in accordance with the requirements of the *Local Government Act*.

6.3 Categories of Regional Growth Strategy Amendments

Type 1 Amendments to the Regional Growth Strategy

6.3.1 The following Type 1 amendments to the regional growth strategy require an affirmative 50%+1 weighted vote of the Metro Vancouver Regional District Board and acceptance by all affected local governments in accordance with section 436 of the *Local Government Act*:

a) the addition or deletion of regional growth strategy goals or strategies;

b) an amendment to the process for making minor amendments to the regional growth strategy, which is specified in sections 6.3.3 and 6.3.4; and

c) the matters specified in section 437 (4) of the *Local Government Act*.

6.3.2 All amendments to the regional growth strategy other than the amendments specified in section 6.3.1 are minor amendments (Type 2 and Type 3) for the purposes of section 437 (2) of the *Local Government Act*.

Type 2 Amendments to the Regional Growth Strategy

6.3.3 The following Type 2 amendments require an affirmative two-thirds weighted vote of the Metro Vancouver Regional District Board:

a) amendment to the Urban Containment Boundary;

b) amendment of Agricultural or Conservation and Recreation regional land use designations, except as set out in section 6.3.4 (e), (f) and (g);

c) amendment from Rural to Industrial, Employment, or General Urban regional land use designations;

d) amendment of sites located outside the Urban Containment Boundary from Employment to a General Urban regional land use designation;

e) the addition or deletion of an Urban Centre; and

f) the addition or deletion of, or amendment to, the descriptions of the regional land use designations or actions listed under each strategy.

Type 3 Amendments to the Regional Growth Strategy

6.3.4 The following Type 3 amendments require an affirmative 50% + 1 weighted vote of the Metro Vancouver Regional District Board:

- a) the addition or deletion of a Frequent Transit Development Area;
- b) for sites within the Urban Containment Boundary, amendments from Industrial, Employment, or General Urban to any other such regional land use designation(s);
- c) amendment from Industrial, Employment, or General Urban to Rural, Agricultural, or Conservation and Recreation regional land use designations;
- d) amendment from Rural to Agricultural or Conservation and Recreation regional land use designation;
- e) amendment from Conservation and Recreation to Agricultural regional land use designation;
- f) for sites that are contiguous with, or within, the Urban Containment Boundary, and are not within the Agricultural Land Reserve and are not subject to the Agricultural Land Commission Act, amendment from Agricultural or Rural to Industrial regional land use designation, and associated Urban Containment Boundary adjustments;
- g) for sites that are identified as Special Study Areas on Map 12, an amendment to another regional land use designation and associated Urban Containment Boundary adjustments;
- h) removal of the Trade-Oriented Lands overlay from parcels with an Industrial regional land use designation;
- i) housekeeping amendments to figures, tables or maps, performance measures or other items related to document structure that do not alter the intent of the regional growth strategy;
- j) amendments to mapping to incorporate maps included in accepted Regional Context Statements;
- k) the reclassification of a Frequent Transit Development Area to an Urban Centre, or reclassification of an Urban Centre type to another Urban Centre type;
- l) an amendment to the Major Transit Growth Corridors; and
- m) all other amendments not identified in sections 6.3.1 or 6.3.3.



6.4 Procedures for Regional Growth Strategy Amendments

Who Can Apply for an Amendment

6.4.1 The process to initiate amendments to the regional growth strategy is by resolution of the Metro Vancouver Regional District (MVRD) Board. Member jurisdictions may, by resolution, request amendments. The MVRD Board will not give first reading to an amendment bylaw which proposes to change a regional land use designation or the Urban Containment Boundary unless or until the member jurisdiction or jurisdictions in which the subject site is located have requested that amendment or have been given the opportunity to formally comment on the proposed amendment.

Notification and Request for Comments

6.4.2 For all proposed amendments to the regional growth strategy the Metro Vancouver Regional District (MVRD) Board will:

- a) provide written notice of the proposed amendment to all affected local governments;
- b) provide a minimum of forty-five (45) days from the date of the notice for affected local governments, and the appropriate agencies, to respond to the proposed amendment;
- c) post notification of the proposed amendment on the Metro Vancouver website, for a minimum of forty-five (45) days from the date of the notice;
- d) if the proposed amendment is to change a site from Industrial or Employment to General Urban regional land use designation, provide written notice and a minimum of forty-five (45) days from the date of the notice for the Port of Vancouver, the Vancouver International Airport Authority, the Ministry of Transportation and Infrastructure and/or the Agricultural Land Commission, as appropriate, to respond to the proposed amendment.

Procedures for Type 1 Amendments

6.4.3 For Type 1 amendments to the regional growth strategy set out in section 6.3.1, the procedures set out in section 436 of the *Local Government Act* apply.

Procedures for Type 2 Amendments

6.4.4 For Type 2 amendments to the regional growth strategy set out in section 6.3.3, the Metro Vancouver Regional District (MVRD) Board will:

- a) consider first, second, and third reading of the amendment bylaw;
- b) provided the amendment bylaw receives an affirmative two-thirds weighted vote of the MVRD Board at first, second, and third readings, refer for comment the proposed amendment to the regional growth strategy to all affected local governments, in accordance with the requirements set out in section 6.4.2;
- c) provide public engagement opportunities that may include:
 - notification of the proposed amendments on the Metro Vancouver website;
 - requesting written comments by way of a comment form on the Metro Vancouver website;
 - opportunities for the public to appear 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).

d) receive the comments from the notification and referral for comments process set out in section 6.4.2, and consider final reading and adoption of the amendment bylaw, which must receive at least a two-thirds weighted vote of the MVRD Board.

Procedures for Type 3 Amendments

6.4.5 For Type 3 amendments to the regional growth strategy set out in section 6.3.4, the Metro Vancouver Regional District (MVRD) Board will:

a) consider first, second, and third reading of the amendment bylaw;

b) provided the amendment bylaw receives an affirmative majority weighted vote of the MVRD Board at each of the first, second, and third readings, notify and refer for comment the proposed amendment to the regional growth strategy to all affected local governments, in accordance with the requirements set out in section 6.4.2;

c) provide public engagement opportunities that may include those listed under 6.4.4 c); and

d) consider final adoption of the amendment bylaw and, provided the amendment bylaw receives an affirmative simple majority weighted vote of the MVRD Board, adopt the amendment bylaw.

6.5 Coordination with First Nations

6.5.1 Metro Vancouver will work with First Nations to facilitate the compatibility of the regional growth strategy and First Nations' planning and development initiatives.

6.5.2 A land use plan prepared by Tsawwassen First Nation will include a statement equivalent to a Regional Context Statement as defined in the *Local Government Act*, identifying how Tsawwassen First Nation's land use plan is consistent with the regional growth strategy.

6.6 Coordination with TransLink

6.6.1 Metro Vancouver will work with TransLink with the objective that the regional growth strategy and TransLink's regional transportation plans are compatible and complementary. Metro Vancouver will refer to TransLink for written comments on proposed Regional Context Statements that would impact the regional transportation system or significantly affect the demand for regional transportation services.

6.6.2 As an affected local government, TransLink is required to consider acceptance of the regional growth strategy and any proposed Type 1 amendments, as set out in section 6.3.1.

6.6.3 TransLink is mandated to provide a regional transportation system that is consistent and supportive of the regional growth strategy, and its associated goals, objectives, land use designations, overlays, and policies. *The South Coast British Columbia Transportation Authority Act* also requires TransLink to: review the regional growth strategy and any amendments to it and advise Metro Vancouver of the implications for the Regional Transportation Strategy, and prepare regional transportation investment plans that set out the relationships between major actions and the regional growth strategy.

6.7 Coordination with Other Governments and Agencies

6.7.1 Metro Vancouver will work with the Fraser Valley Regional District, the Squamish-Lillooet Regional District, and the Islands Trust (regarding Bowen, Bowyer, and Passage Islands) to facilitate the compatibility of regional planning and growth management initiatives in Metro Vancouver and these neighbouring jurisdictions.

6.7.2 Metro Vancouver will collaborate with the Federal Government and the Province on major investments in the regional transportation system, expansion of diverse and affordable housing options, and the location of public facilities that support the goals and strategies specified in the regional growth strategy. Metro Vancouver will seek formal Implementation Agreements with these agencies to give effect to that intent.



6.8 Coordination with Metro Vancouver / Greater Vancouver Boards

6.8.1 All bylaws adopted and all works and services undertaken by Metro Vancouver Regional District, the Greater Vancouver Water District, or the Greater Vancouver Sewerage and Drainage District must be consistent with the regional growth strategy.

The Greater Vancouver Sewerage and Drainage District and the Greater Vancouver Water District will not directly or indirectly supply, agree to supply, or authorize connections that enable the supply of services to a site that is developed or proposed to be developed after the date of adoption of the regional growth strategy where the nature of that development is, in the sole judgment of the Metro Vancouver Regional District Board, inconsistent with the provisions of the regional growth strategy.

6.8.2 For further clarity, sites within the Urban Containment Boundary that are designated General Urban, Industrial, or Employment, would be eligible for sewerage services, subject to normal Greater Vancouver Sewerage and Drainage District technical considerations, provided that the proposed development complies with the applicable policies under those designations and any such Urban Centre and Frequent Transit Development Area overlays that might apply.

6.8.3 For lands with a Rural, Agricultural, or Conservation and Recreation regional land use designation, sections 1.1.1, 1.4.1, 2.3.1, and 3.1.1 apply regardless of whether the area is within one of the Greater Vancouver Sewerage and Drainage District's sewerage areas.

With reference to sections 1.1.1, 1.4.1, 2.3.1, and 3.1.1, in determining whether, in the circumstances, connection to regional sewerage services is the only reasonable means of preventing or alleviating a public health or environmental contamination risk, the Metro Vancouver Regional District (MVRD) Board will consider the opinion of a professional, as such term is defined in the Sewerage System Regulation pursuant to the *Public Health Act* (British Columbia), or if appropriate a qualified professional, as such term is defined in Municipal Wastewater Regulation 87/2012 pursuant to the *Environmental Management Act* (British Columbia), submitted by the member jurisdiction as to the technical and economic feasibility of installing and maintaining a private on-site sewage treatment system in accordance with all laws and regulations applicable in British Columbia. The MVRD Board may also obtain its own opinion from a professional and consider such opinion.

6.9 Sewerage Area Extensions

6.9.1 Notwithstanding any other provision in the regional growth strategy, within the areas identified on Map 12 in the Township of Langley as "Rural within the Sewerage Area", which includes part of the Salmon River Uplands that is contained within the Greater Vancouver Sewerage and Drainage District's Fraser Sewerage Area, and within the area identified as "Sewerage Extension Areas", known as North Salmon River Uplands and South Fernridge, regional sewer servicing will be permitted subject only to the land uses being consistent with the applicable regional land use designation and normal Greater Vancouver Sewerage and Drainage District technical considerations.

6.9.2 All connections to regional sewerage services approved by the Greater Vancouver Sewerage and Drainage District (GVS&DD) Board as per sections 1.1.1, 1.4.1, 2.3.1, and 3.1.1 will be contained within a sewerage area footprint boundary as determined by the Metro Vancouver Regional District (MVRD) and GVS&DD Boards. Any sewerage service connection outside of that boundary will require MVRD Board and GVS&DD Board approval.

6.10 Special Study Areas

6.10.1 Special Study Areas as depicted on Map 12 identify locations where, prior to the adoption of *Metro Vancouver 2040, Shaping our Future*, a member jurisdiction had expressed an intention to alter the existing land use, and is anticipating a future regional land use designation amendment. Pending Metro Vancouver Regional District Board approval of a regional land use designation amendment, the current regional land use designation(s) applies within the Special Study Area. Amending a regional land use designation within a Special Study Area is considered a Type 3 amendment under section 6.3.4 of the regional growth strategy. This includes any

associated adjustment(s) to the Urban Containment Boundary for a Special Study Area. As part of any amendment establishing a change in regional land use designation, the Special Study Area boundaries for those amended lands will be removed from the regional growth strategy.

6.10.2 If the Special Study Area involves lands within the Agricultural Land Reserve, the member jurisdiction is required to consult with the Agricultural Land Commission during the preparation of the planning studies prior to initiating an application to exclude the lands from the Agricultural Land Reserve.

6.11 Jurisdiction

6.11.1 The regional growth strategy applies to all lands within the boundaries and jurisdiction of the Metro Vancouver Regional District.

6.11.2 In accordance with the *Agricultural Land Commission Act*, in the event that there is an inconsistency between the regional land use designations or policies set out in the regional growth strategy and the requirements of the *Agricultural Land Commission Act* or regulations and orders made pursuant thereto, the Agricultural Land Commission requirements will prevail.



6.12 Regional Growth Strategy Maps

6.12.1 The maps contained in the regional growth strategy are small scale depictions of the official regional land use designation maps and have been included for convenience purposes only. The official regional land use designation maps, the Sensitive Ecosystems Inventory map, and the Major Transit Growth Corridor map are maintained by Metro Vancouver and available for viewing on the Metro Vancouver website, and will be updated to incorporate changes to designation boundaries that result from adopted regional growth strategy amendment bylaws. TransLink owns and maintains the official Major Transit Network map on its website.

6.12.2 Where a regional land use designation boundary does not align with a property or parcel legal boundary, the Agricultural Land Reserve boundary, a member jurisdiction Official Community Plan or zoning boundary, or a distinct geographic or natural feature, the regional land use designation boundary will be considered approximate, and the boundary depicted in the respective accepted Regional Context Statement will prevail.

6.12.3 The boundaries of Urban Centres, Frequent Transit Development Areas, and Trade-Oriented Lands are to be defined by member jurisdictions in Official Community Plans, Neighbourhood or Area Plans, or equivalent, and shown in Regional Context Statements. Where member jurisdictions amend the boundaries of Urban Centres, Frequent Transit Development Areas, or Trade-Oriented Lands, and, in accordance with section 6.2.8, have not changed their Regional Context Statement, member jurisdictions will notify Metro Vancouver, in writing, within thirty (30) days.

6.12.4 The boundaries for Special Study Areas depicted on Map 12 are not to be expanded nor are new areas to be created. A Type 3 amendment to Map 12 is only permitted to delete Special Study Areas and may occur after the regional growth strategy has been amended to change the regional land use designation of the Special Study Area or when a member jurisdiction decides to eliminate a Special Study Area.

6.13 Tables, Figures and Performance Measures

6.13.1 Tables 1 and 2 showing growth projections and dwelling unit and employment growth targets for Metro Vancouver and member jurisdictions are included in the strategy as guidelines only. These tables are included in the regional growth strategy as a reference for use when preparing Regional Context Statements and regional planning initiatives. Metro Vancouver, in collaboration with member jurisdictions, will maintain projections to monitor growth and will propose updates to tables in accordance with the amendment process set out in section 6.3.4 following Metro Vancouver Regional District Board acceptance of Regional Context Statements or a significant change in the growth projections assumptions.

6.13.2 The following figures and maps in the regional growth strategy are included as reference only: Tables 5 and 6; Figures 1, 2, 3, 4, 5, and 6; and Maps 1, 10, and 11.

6.13.3 Pursuant to the *Local Government Act*, Metro Vancouver will prepare an annual report on progress in meeting the goals of the regional growth strategy through the monitoring of the performance measures identified in the Performance Measures section and in meeting other targets set out in the regional growth strategy.

6.14 Interpretation

6.14.1 All terms used in the regional growth strategy that are defined in the *Local Government Act* have the meanings given to such terms in the *Local Government Act*.

6.14.2 For terms not addressed in 6.14.1, a Glossary of Terms is provided and will be used to define terms used in *Metro 2050*.

6.14.3 In the case of the Electoral Area A, a Regional Context Statement is not required, but the policy actions listed for member jurisdictions should be addressed in the Electoral Area A Official Community Plan, as applicable.

6.15 Implementation Guidelines

6.15.1 Metro Vancouver may periodically prepare Implementation Guidelines to assist in the implementation of the regional growth strategy, to be prepared in collaboration with member jurisdictions. These guidelines should be read in conjunction with the regional growth strategy, and do not replace or supersede the content and requirements of the regional growth strategy.



G. Performance Monitoring

Performance monitoring allows for the informed review and update of the regional growth strategy as required. Metro Vancouver will produce annual reports on implementation of the regional growth strategy and progress towards its goals using the following performance measures.

Regional land use designations

- Total and cumulative change in hectares of land in each of the six regional land use designations

Goal 1: Create a Compact Urban Area

Urban Containment

- Total and cumulative change in hectares of land in the Urban Containment Boundary
- Percent of regional dwelling unit growth located within the Urban Containment Boundary
- Number and status of new regional sewerage service connection applications made for areas outside of the Urban Containment Boundary to lands with an Agricultural, Rural, or Conservation and Recreation regional land use designation
- Change in hectares of greenfield lands within the Urban Containment Boundary that have a General Urban regional land use designation

Growth in Priority Areas

- Percent of regional dwelling unit growth located in Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors
- Change in "Activity Density" (as measured by people + jobs per hectare) in Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors

Complete Communities and Health

- A walkability index composed of: land use mix, commercial floor area ratio, intersection density, residential density, and sidewalk completeness
- Total and change in number of community services and amenities in Urban Centres and Frequent Transit Development Areas, including, but not limited to child care and green space

Goal 2: Support a Sustainable Economy

Employment in Priority Areas

- Percent of regional employment growth located in Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors
- Total and change in employment by sector in Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors
- Change in office floor area within Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors

Agricultural Lands

- Percent of land in the Agricultural Land Reserve that is actively farmed

Employment Accessibility

- Average number of kilometres travelled for commute (region-wide)
- Average number of minutes travelled for commute (region-wide)
- Average trip length by transportation mode (region-wide)

Industrial and Employment Lands

- Total and cumulative change in hectares of land designated Industrial and Employment that is developed and vacant

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

Ecosystem Health

- Change in hectares of land protected for nature across the region
- Change in the percentage of regional total tree canopy cover within the Urban Containment Boundary
- Change in hectares of land identified as a Sensitive or Modified Ecosystem
- Change in hectares of identified Sensitive and Modified Ecosystems rated high quality

Greenhouse Gas Emission Reduction

- Total and change in tonnes of regional greenhouse gas emissions related to land use, buildings, industry, agriculture, waste, transportation, and other emission sources in support of the regional target to reduce greenhouse gas emissions by 45% below 2010 levels by the year 2030 and to achieve a carbon neutral region by the year 2050
- Tonnes of carbon storage in natural areas including lands with Rural, Conservation and Recreation, and Agricultural regional land use designations

Goal 4: Provide Diverse and Affordable Housing Choices

- Percentage of newly completed housing units built within Urban Centres and Frequent Transit Development Areas that are affordable rental housing units
- Percentage of household income spent on housing and transportation expenses across the region and by tenure and income level

Goal 5: Support Sustainable Transportation Choices

Travel Mode Choices

- Total and change in trips by transportation mode
- Percent of residents within walking distance of the Major Transit Network
- Total and per-capita change in the number of actively insured vehicles

Road and Vehicle Use

- Total and per-capita change in annual vehicle kilometres travelled by transportation mode



H. Glossary of Terms

The following terms used in the regional growth strategy are defined as follows:

Affected Local Governments - Metro Vancouver Regional District member jurisdictions (excluding Bowen Island Municipality), Squamish-Lillooet Regional District, Fraser Valley Regional District, and the South Coast British Columbia Transportation Authority (also known as TransLink).

Affordable Housing - For the purpose of *Metro 2050*, “Affordable Housing” is housing that is affordable to households earning up to 120% of the Regional Median Household Income. In Canada, a general measure of housing affordability is the shelter-cost-to-income ratio, where no more than 30% of a household’s gross income is spent on housing (including all housing-related costs like utilities).

Air Contaminant - Any substance that is introduced into the air that: injures or is capable of injuring the health or safety of a person; injures or is capable of injuring property or any life form; interferes or is capable of interfering with visibility; interferes or is capable of interfering with the normal conduct of business; causes or is capable of causing material physical discomfort to a person; or damages or is capable of damaging the environment.

Carbon Neutral Region - A region that generates no net greenhouse gas emissions. This is achieved by any greenhouse gas emissions across all economic sectors being balanced out by the removal of carbon dioxide from the atmosphere by the plants, trees, and soil of the region, or through technological means.

Carbon Storage - The total amount of carbon stored in ecosystems such as forests, wetlands and intertidal areas, which often takes thousands of years to accumulate. A conservative estimate of the total carbon stored in the vegetation and soils of the region’s ecosystems is 65 million tonnes. This estimate is derived from Metro Vancouver’s regional carbon storage dataset and applies to the full extents of the watersheds that supply the Metro Vancouver region’s drinking water, along with estuarine and intertidal areas.

Climate Change Impacts - The consequences of realized climate change risks on ecosystems, economies, infrastructure, and communities.

Dwelling Unit - For the purposes of *Metro 2050*, the term “Dwelling Unit” is used as a short-form for “private dwelling that is occupied by usual residents” and is measured using Census household data.

Ecosystem Connectivity - The physical and functional links between ecosystems that support biodiversity by allowing the movement of species within and between ecosystems. Ecosystem connectivity is achieved by conserving and maintaining a connected network of natural and urban ecosystems.

Ecosystem Fragmentation - The process of ecosystems being divided into smaller and isolated patches of land thereby reducing ecosystem integrity.

Ecosystem Integrity - The ability of an ecosystem to support diverse communities of organisms and maintain ecological processes (e.g. water, carbon, and nutrient cycling).

Ecosystem Services - The benefits people obtain from ecosystems. These services can be grouped into four main types: supporting, provisioning, cultural, and regulating (see Figure 5).

Embodied Emissions - The greenhouse gas emissions associated with the construction of goods and products, including the raw materials, manufacture, and the transport of the good or product to where it is sold.

Green Infrastructure - The natural, enhanced, and engineered assets that collectively provide society with ecosystem services. Natural assets (e.g. forests, wetlands, and soil), enhanced assets (e.g. urban trees, and bioswales), and engineered systems (e.g. green roofs and permeable pavement) improve resilience and mitigate negative environmental impacts from urban development, benefiting both people and ecosystems.

Low Impact Development - Development that works with nature to: manage stormwater quantity and quality by preserving trees and other natural features where possible; support ecosystem connectivity; minimizes impervious surfaces; and create dispersed multi-functional landscapes that minimize pollutant runoff, the need for stormwater infrastructure, and extreme flooding and heat events.

Lower Income Households - Households earning less than 80% of the Regional Median Household Income.

Member Jurisdictions - Metro Vancouver Regional District member municipalities, Tsawwassen First Nation, and Electoral Area A.

Natural Hazards - Naturally occurring phenomena that may cause loss of life, injury or other health impacts, property damage, social, and economic disruption or environmental degradation. Examples of natural hazards affecting the Metro Vancouver region include earthquakes, landslides, floods, and wildfires. Many natural hazards are worsened by climate change.

Official Community Plan - As defined by the British Columbia *Local Government Act*, or land use plan equivalent in the case of the City of Vancouver, Tsawwassen First Nation, and Electoral Area A.

Province - The Government of British Columbia, including its ministries and agencies.

Regional Context Statement - As described by the British Columbia *Local Government Act*, the linking document that demonstrates the relationship between an Official Community Plan and the regional growth strategy and, if applicable, how the Official Community Plan is to be made consistent with the regional growth strategy over time. A Regional Context Statement and the rest of the Official Community Plan must be consistent or must demonstrate how they will be made consistent over time.

Regional Median Household Income - The median total household income of all households living in the Metro Vancouver region based on Census data. As defined by Statistics Canada, the median divides the region's households into two equal groups: half having an income above that amount, and half having an income below that amount. It differs from the mean (or average) income.

Resilience - The capacity to prepare for, avoid, absorb, recover, and adapt to the effects of shocks and stresses in an efficient manner through the preservation, restoration, and adaptation of essential services and functions.

Risk - A combined function of the probability of a hazard occurring and the magnitude or severity of its potential consequences (i.e. injury, damage, loss of habitat etc.).

Sensitive Ecosystem Inventory - An inventory of the region's most ecologically important areas mapped using provincial methodology. It does not include small, young, significantly disturbed, farmed or landscaped vegetation (e.g. young forests <5 hectares, crop or fallow land, enhanced or engineered assets, backyards and street trees). The inventory includes sensitive ecosystems and modified ecosystems, as follows:

- **Sensitive Ecosystems** - are ecologically fragile, rare or at-risk ecosystems such as wetlands, forests, and riparian areas.
- **Modified Ecosystems** - include young forests (30-80 years old) and freshwater reservoirs, that have experienced some human alteration, but still provide ecosystem services and remain important for biodiversity. In many cases, modified ecosystems are essential to maintaining ecosystem connectivity in highly fragmented landscapes where sensitive ecosystems have been lost.

Social Equity - The promotion of fairness and the removal of systemic barriers that may cause or aggravate disparities experienced by different groups of people. This can include the many dimensions of identity, such as socioeconomic status, ethnicity, race, sex, age, disability, gender, sexuality, religion, indigeneity, class, and other equity related issues.

Transit-Oriented - Areas located in close proximity to transit (generally within 800 metres). Distances over 800 metres from rapid transit stations may also be considered within the context of the area.

Transportation Demand Management - Measures that seek to reduce the overall amount of driving, particularly for single-occupant vehicle trips, through strategies aimed at deterring driving (e.g. priced parking) or promoting alternative modes of transportation (e.g. providing free bike parking).

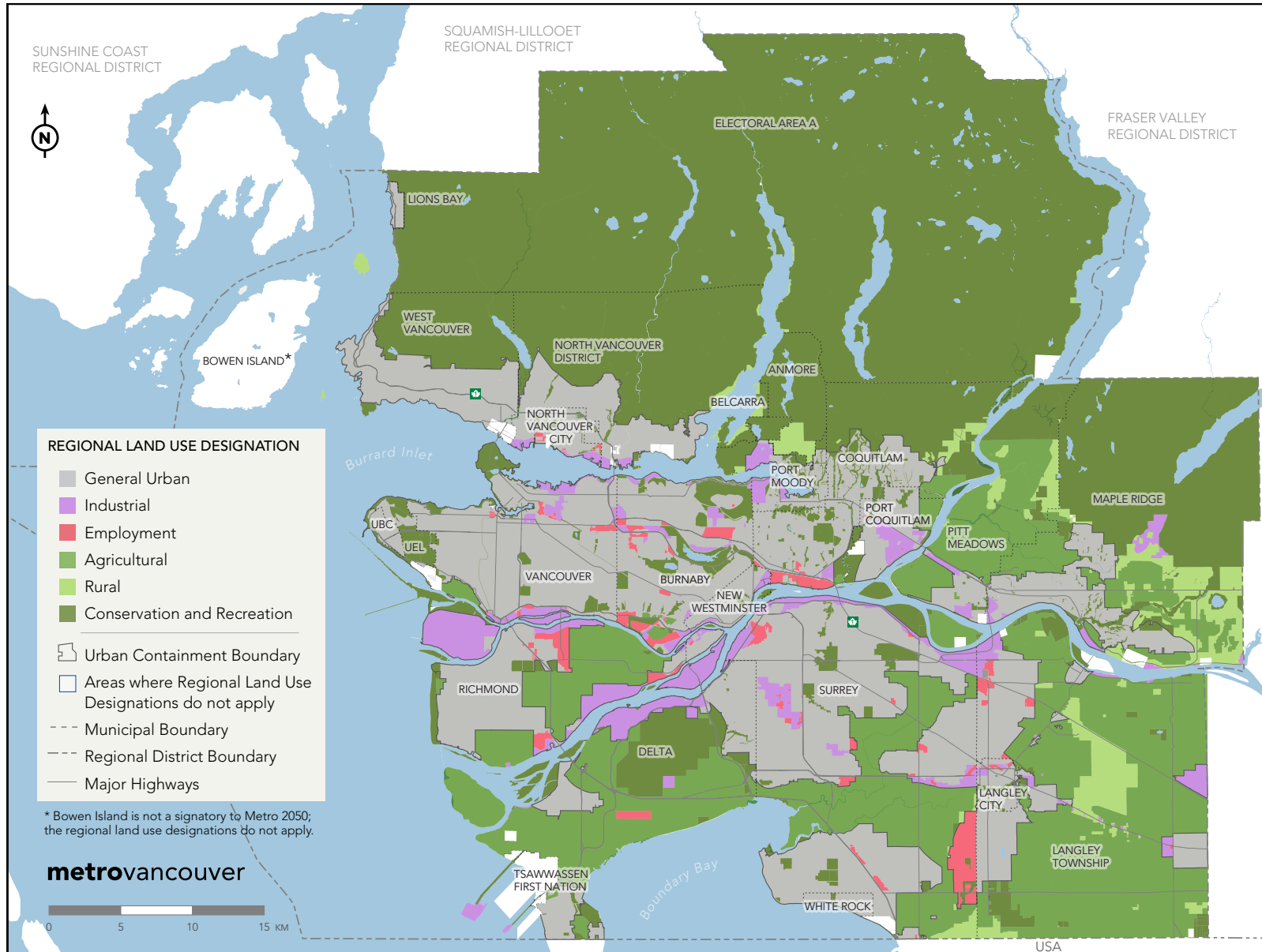
MAP 1 Metro Vancouver Region

I. Maps



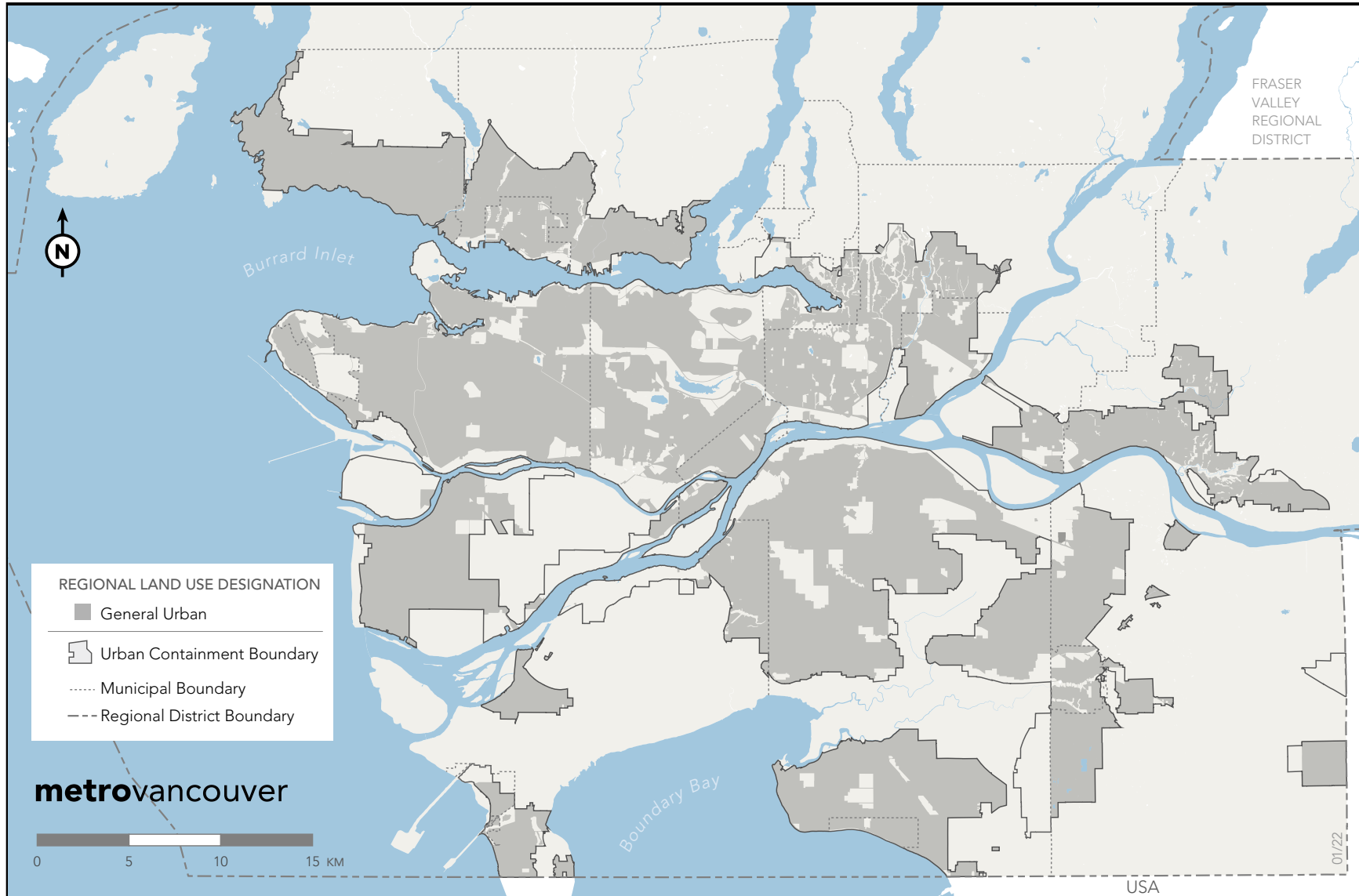
Map for reference only.

MAP 2 Regional Land Use Designations

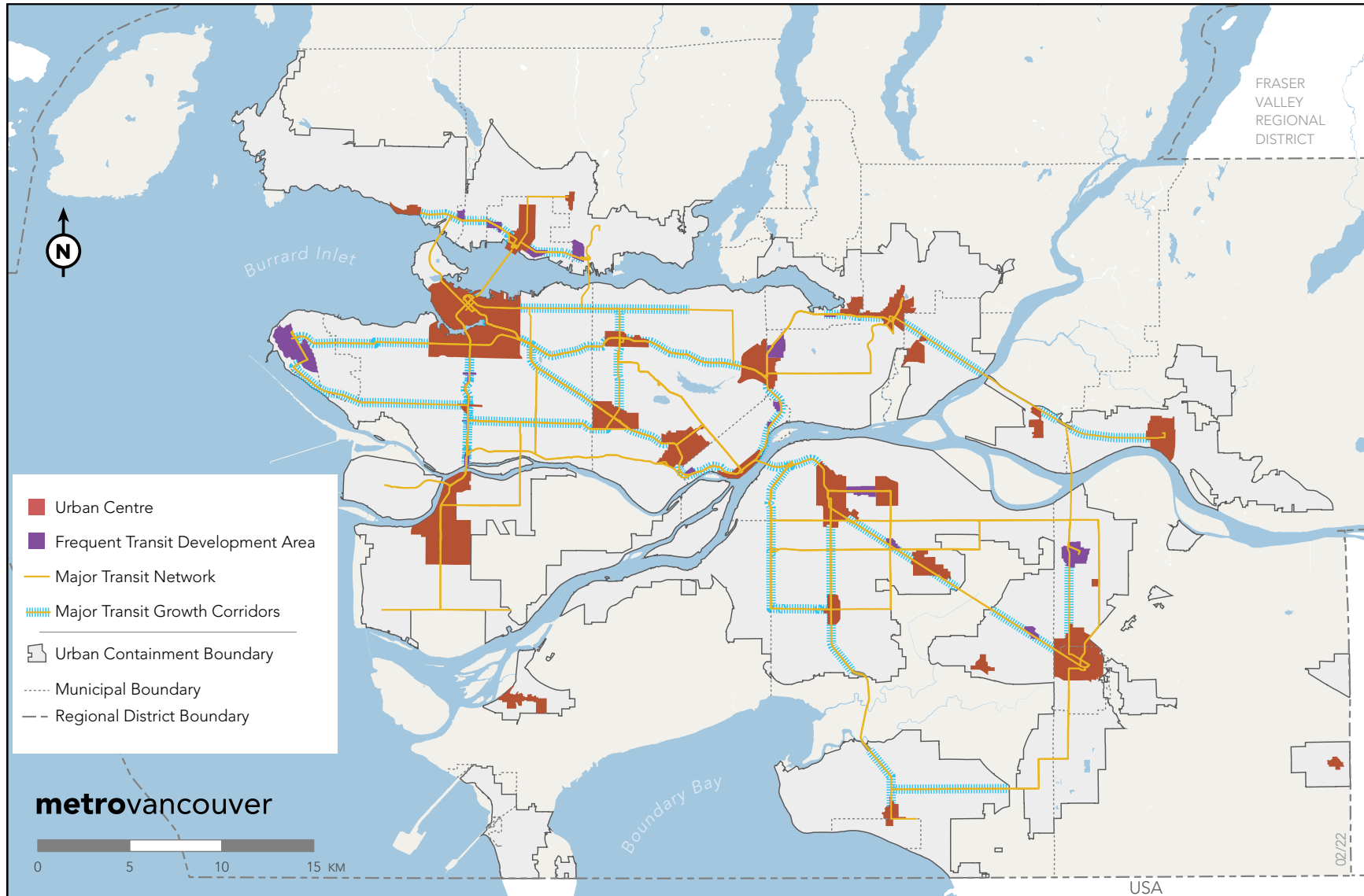


This map is a small scale representation of the Regional Land Use Designation Map that Metro Vancouver maintains as the basis for defining land-use designation boundaries. The official Regional Land Use Designation Map can be found at metrovancover.org

MAP 3 Urban Containment Boundary and General Urban Lands

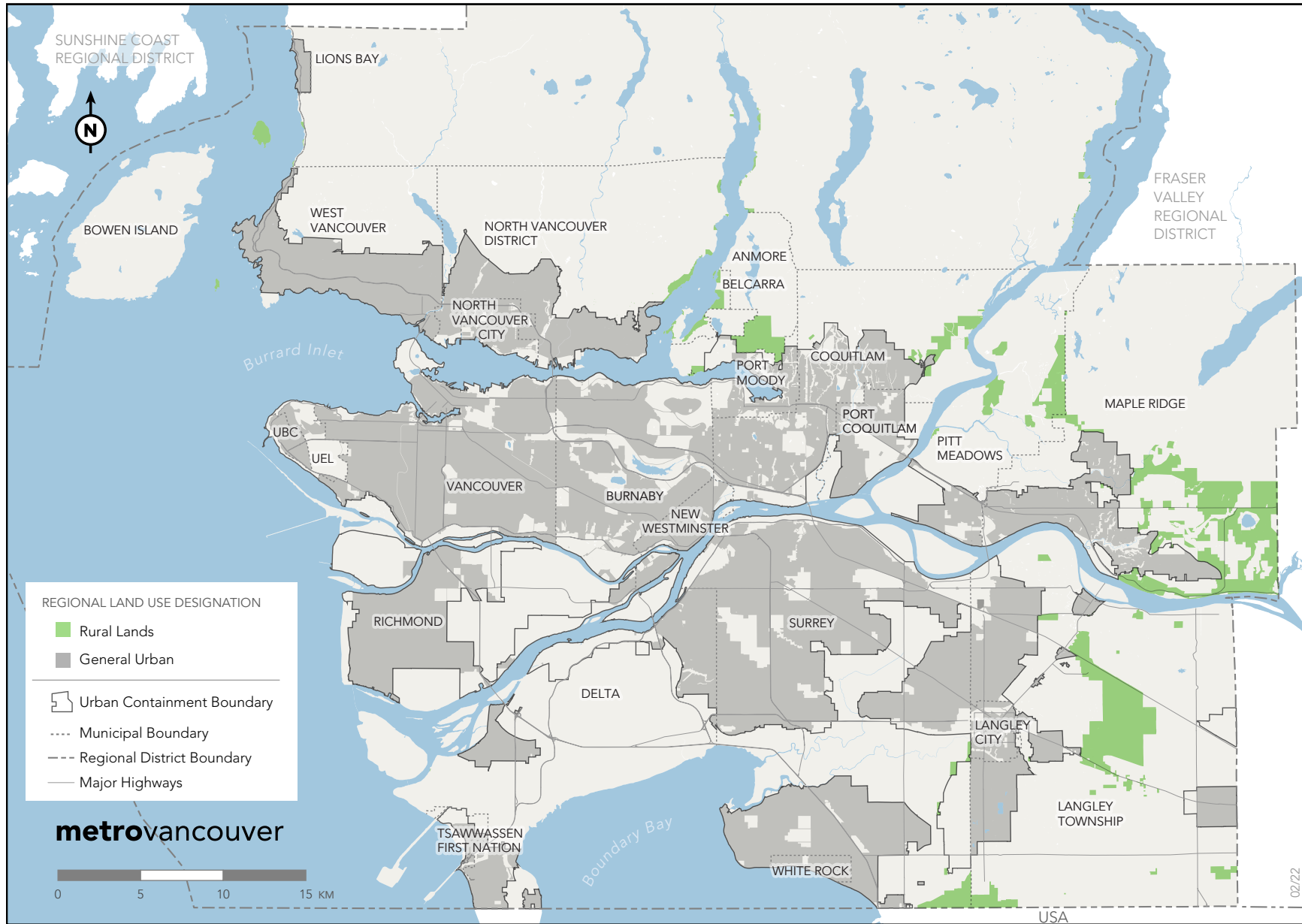


MAP 5 Major Transit Growth Corridors and Major Transit Network

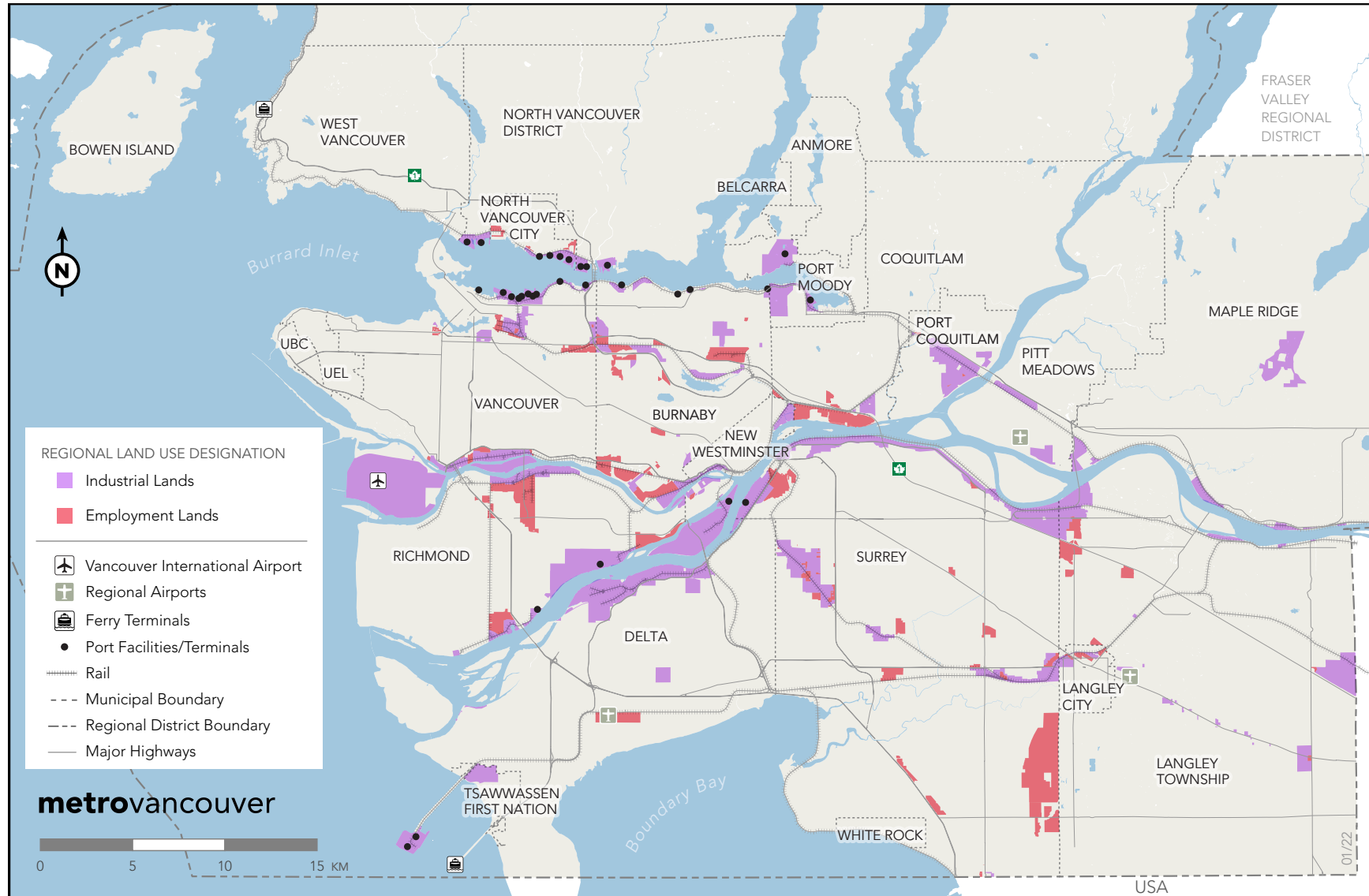


The Major Transit Growth Corridors include a buffer area of approximately 1km on either side of select segments of the Major Transit Network. Not all areas within MTGCs are appropriate for growth. The Major Transit Network is defined in Transport 2050 and is subject to periodic updates; it is shown for illustrative purposes only.

MAP 6 Rural Lands

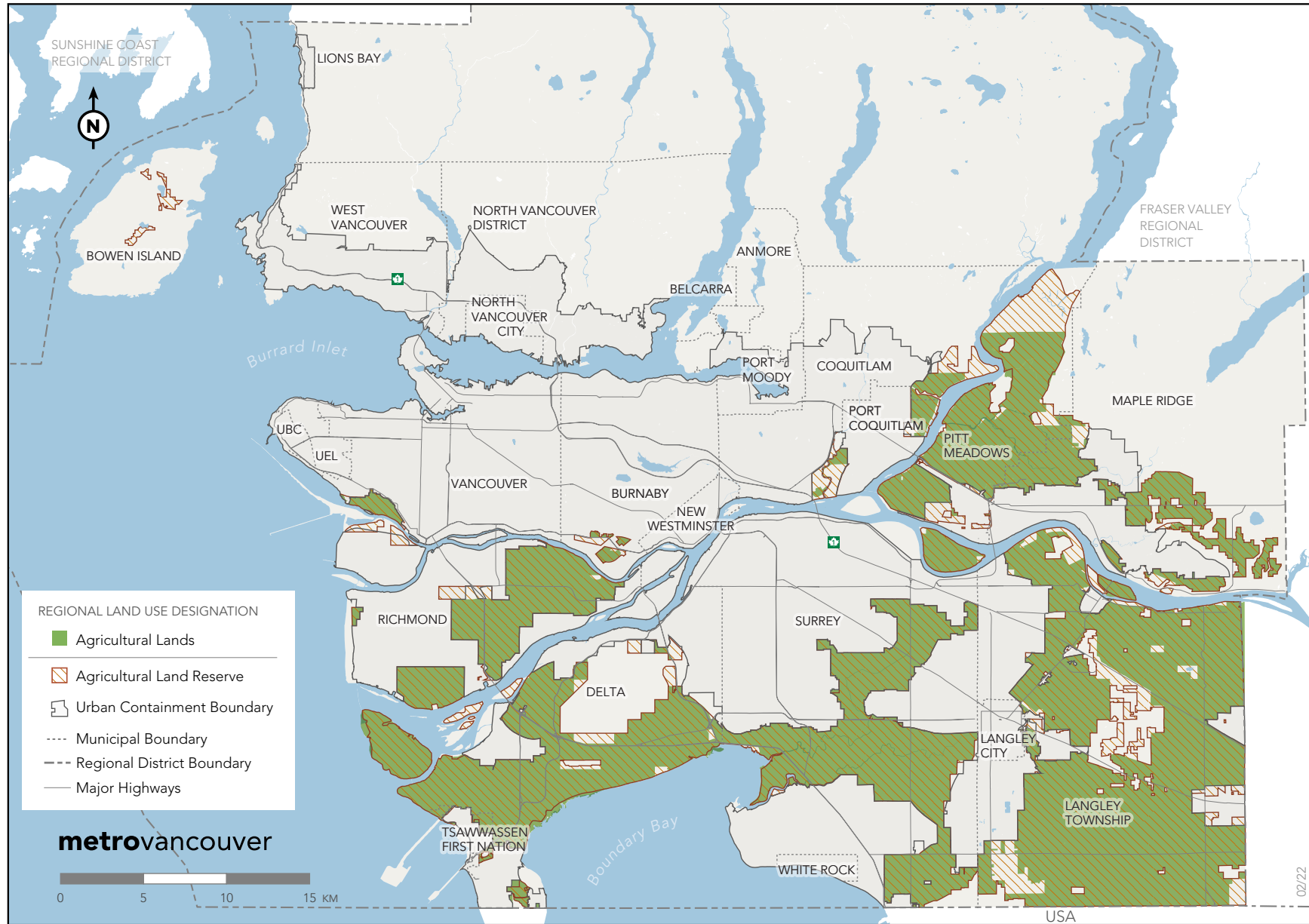


MAP 7 Industrial and Employment Lands



The depicted highway network, rail lines, and port/airport transportation facilities are shown for reference only.

MAP 8 Agricultural Lands

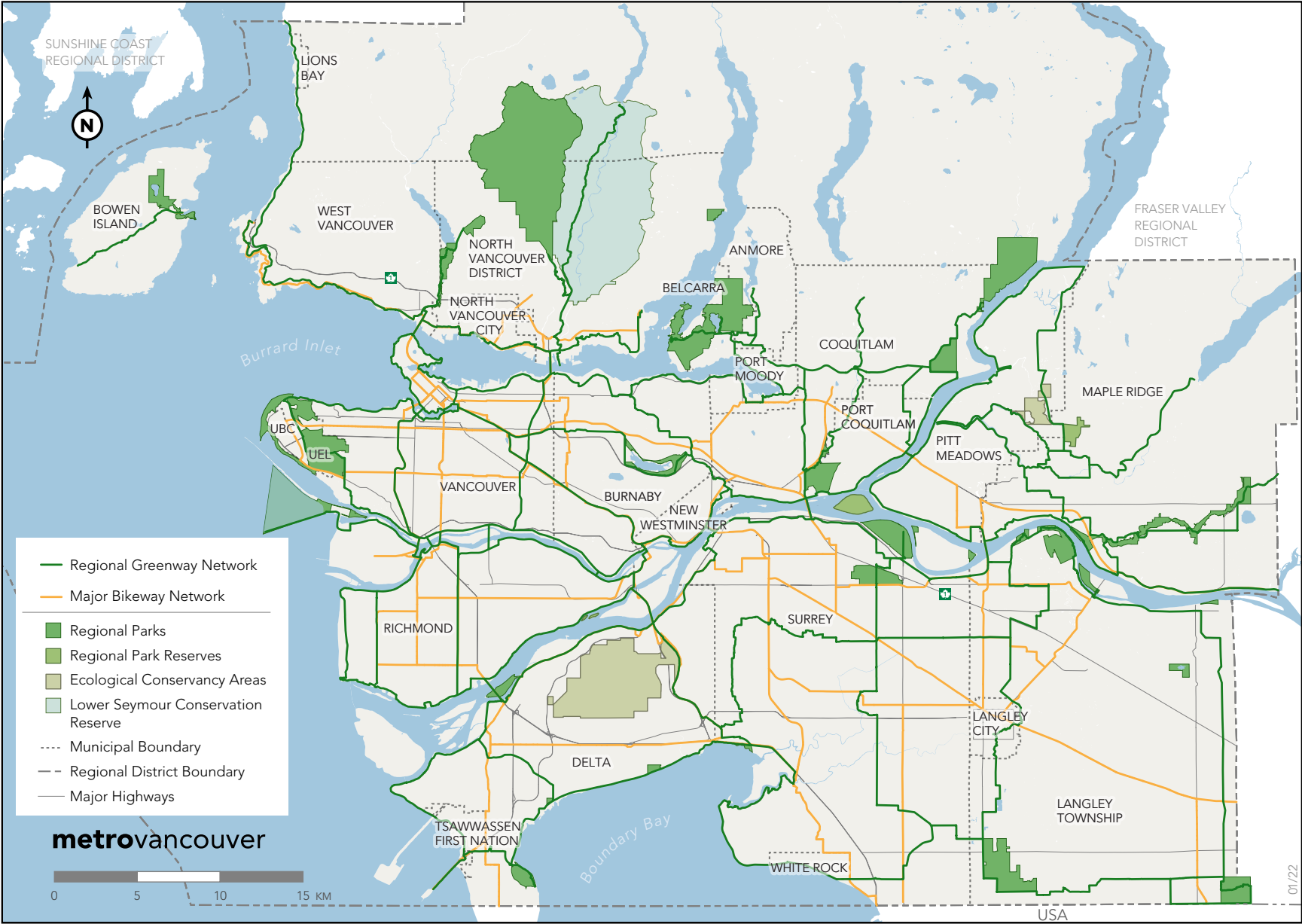


MAP 9 Conservation and Recreation Lands



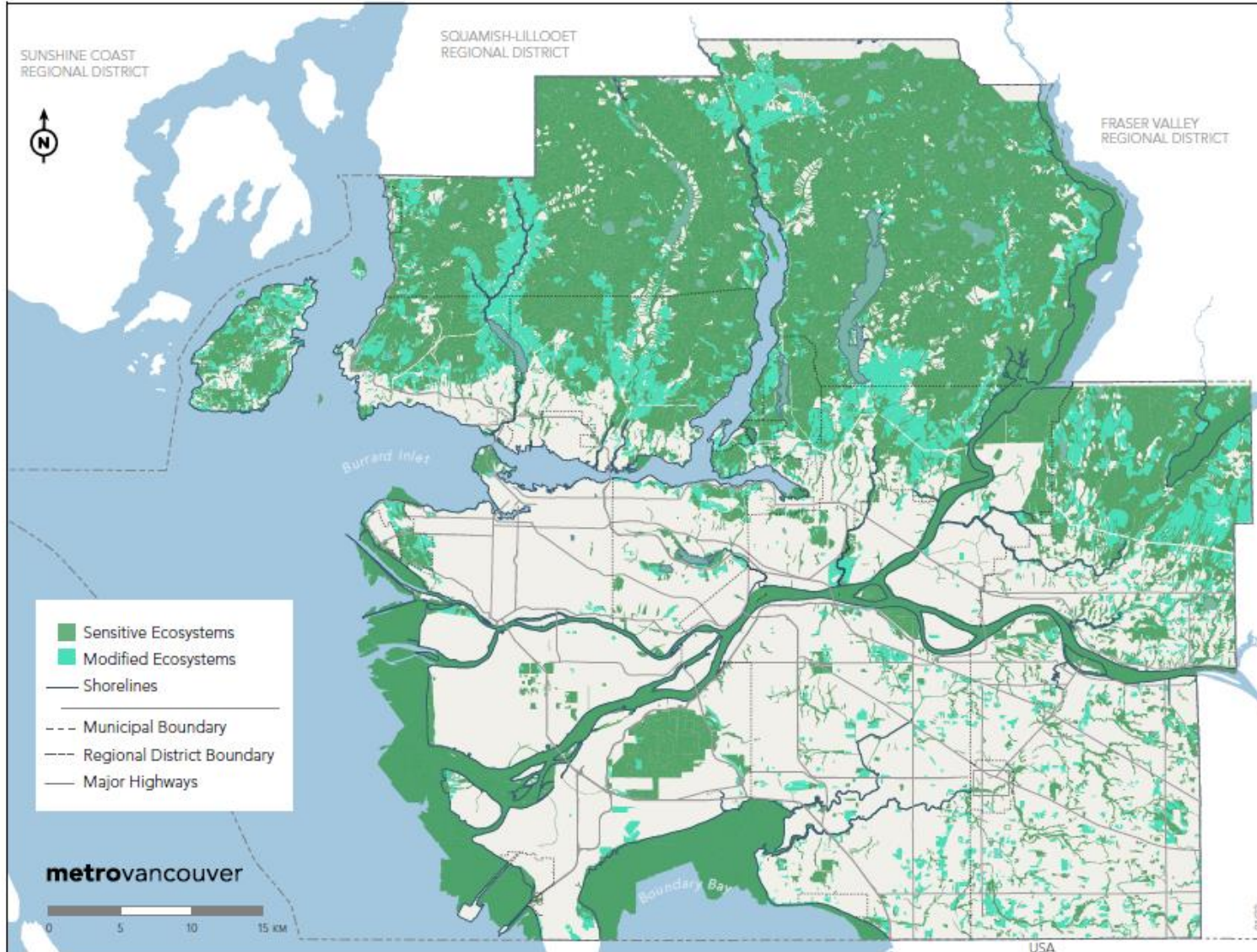
The Natural Resource Areas Overlay was collated by Metro Vancouver from several data sources including: Active managed forest tenure licenses, relevant OCPs, GVS&DD, and GWWD.

MAP 10 Regional Greenway Network and Major Bikeway Network



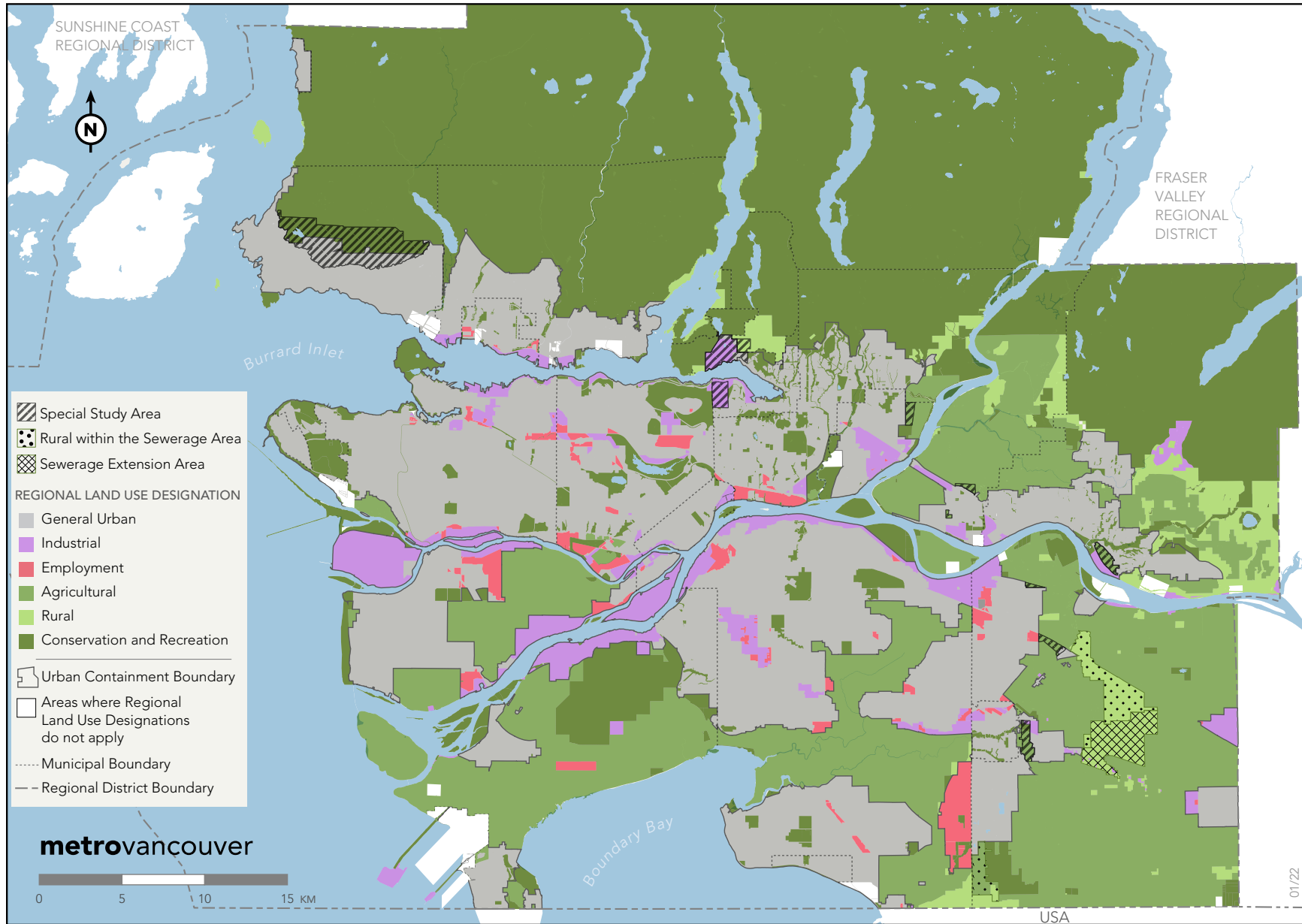
The Regional Greenway Network and Major Bikeway Network (MBN) are concepts illustrating existing and planned active transportation corridors of regional significance. The MBN is being developed through TransLink's Transport 2050 process and will be updated following the identification of a preferred MBN concept.

MAP 11 Sensitive Ecosystem Inventory



Map for reference only and does not reflect Regional Land Use Designations. An online SEI Tool is available at gis.metrovancouver.org/mvmaps/SEI and downloadable from metrovancouver.org/data. The SEI data set is from 2014. Local ecological datasets may be more current and detailed.

MAP 12 Special Study Areas and Sewerage Extension Areas



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CORPORATE REPORT

NO: R231

COUNCIL DATE: November 22, 2021

REGULAR COUNCIL

TO: Mayor & Council DATE: November 18, 2021

FROM: Acting General Manager, Planning & Development FILE: 0450-01
General Manager, Engineering
General Manager, Parks, Recreation & Culture

SUBJECT: Comments on Metro Vancouver's Draft Regional Growth Strategy -
Metro 2050

RECOMMENDATION

The Planning & Development, Engineering and Parks, Recreation & Culture Departments recommend that Council:

1. Receive this report for information;
2. Endorse staff's comments on Metro Vancouver's Draft Regional Growth Strategy – Metro 2050; and
3. Instruct the City Clerk to forward a copy of this report and the related Council resolution to Metro Vancouver before November 26, 2021.

INTENT

The purpose of this report is to provide information to Council on Metro Vancouver's Draft Regional Growth Strategy - Metro 2050 ("Metro 2050") attached as Appendix "I", and to provide staff comments on the draft for submission to Metro Vancouver within the consultation period ending November 26, 2021.

POLICY CONSIDERATIONS

Under the provisions of the *Local Government Act*, regional districts are required to prepare a regional scale land use plan, called a Regional Growth Strategy ("RGS"). The RGS must cover a period of at least 20 years and include a comprehensive statement on the future of the region, including social, economic, and environmental objectives, population and employment projections, and proposed actions regarding housing, transportation, regional services, parks and natural areas, and economic development.

Once a RGS has been adopted by a majority vote of the regional board, the *Local Government Act* requires that each municipality within the regional district prepare and adopt a Regional Context Statement (“RCS”) as a part of its Official Community Plan (“OCP”). The RCS must explain the relationship between the OCP and the RGS, and how the OCP will be made consistent with the RGS.

The current RGS, *Metro Vancouver 2040: Shaping our Future* (“Metro 2040”) was adopted by the Metro Vancouver Board and ratified by member municipalities in 2011. The proposed update to the RGS would replace the 2011 document. Within two years of the adoption of the revised RGS, all municipalities within Metro Vancouver will be required to update their RCS to work toward achieving the strategies in the RGS. The current draft of the RGS specifies approximately 40 areas where municipalities will be required to include specific policies and maps in its OCP consistent with the direction of the RGS.

BACKGROUND

On April 26, 2019, the Metro Vancouver Regional District Board (the “MVRD Board”) passed a resolution to initiate an update to Metro 2040. As part of that process, Metro Vancouver staff implemented an Engagement Plan, including eleven themed policy reviews to identify opportunities to enhance policies and identify and address policy gaps.

Between January and May of 2021, Metro Vancouver staff worked with staff from member jurisdictions, First Nations, and other regional stakeholders through the Metro 2050 Intergovernmental Advisory Committee (“IAC”). Drafts of each of the goal areas were presented to the Metro Vancouver Regional Planning Committee (“RPC”) and the MVRD Board between March and May 2021.

The complete draft of Metro 2050 was provided to the RPC and the MVRD Board in June 2021 with a recommendation to commence a comment period for member jurisdictions, First Nations, other regional stakeholders. The public was also invited to review and provide comment on the draft through the Metro 2050 webpage of the Metro Vancouver website and were able to submit comments by email or through an online comment form. Videos providing an overview of Metro 2050 were released and promoted over social media, and Metro Vancouver staff also hosted a public webinar in the Fall of 2021.

During the Summer and early Fall of 2021, Metro Vancouver staff convened a series of working group sessions for Metro 2050 IAC members focused on specific topic areas of Metro 2050. The objective of the sessions were to provide information and discuss concerns to support the preparation of formal comments. The working group topics included: Major Transit Growth Corridors; affordable housing targets; updated Urban Centre framework and permitting residential within employment areas near rapid transit stations. Surrey staff participated in these working groups and provided feedback.

The formal comment period will end on November 26, 2021. This scheduling allows for the relevant bylaws to be finalized and prepared for initial consideration by the MVRD Board in January 2022. The comment period will also provide an opportunity to assess general support for the overall direction outlined in Metro 2050, and, if necessary, to consider amending the timeline to allow for additional engagement.

DISCUSSION

The proposed RGS update extends the strategy to the year 2050 and builds on the existing framework. It provides a greater focus on climate adaptation and includes the addition of an equity lens. Policy actions for Metro Vancouver and municipalities have also been updated to reflect plans that have been completed since Metro 2040’s adoption, with a greater focus on affordable housing in transit locations and enhanced integration of land use and transportation planning.

Metro 2050 Adjusted Goal Framework

Metro 2050, reinforces and enhances existing policy directions and responds to new and emerging policy issues with new content in the following areas:

- Actions to reduce GHG emissions have been integrated across the five goal areas;
- Support for affordable housing to respond to the ongoing housing affordability crisis in the Metro Vancouver region;
- Social equity outcomes integrated throughout and noted as an objective of the strategy;
- Major Transit Growth Corridors Overlay – these corridors will serve as the organizing framework for transit-oriented growth in the region, working together and in support of Urban Centres and TransLink’s Major Transit Network;
- Trade-Oriented Overlay - this new overlay would identify industrial lands that are intended to support goods movement in, out and through the Metro Vancouver region;
- Allowance of residential uses in the Mixed Employment Designation within 200 metres of rapid transit stations; and
- Sub-regional Growth Projections - a new “sub-regional” approach to growth projections has been introduced; the region has been divided into six subregions.

The Metro 2050 Goals Framework has been adjusted to allow a greater focus on diverse and affordable housing policies. In Metro 2040, these housing policies were discussed under “Goal 4 Develop Complete Communities”. In Metro 2050, the housing policies are now a stand-alone goal: “Goal 4 Provide Diverse and Affordable Housing Choices”. The remaining policies related to complete communities under Metro 2040 Goal 4 have moved into “Goal 1 Create a Compact Urban Area”. The table below provides a comparison of the Metro 2050 and Metro 2040 Goals.

Metro 2040 Goals Framework		Metro 2050 Goals Framework	
Goal 1	Create a Compact Urban Area	Goal 1	Create a Compact Urban Area
Goal 2	Support a Sustainable Economy	Goal 2	Support a Sustainable Economy
Goal 3	Protect the Environment and Respond to Climate Change Impacts	Goal 3	Protect the Environment and Respond to Climate Change and Natural Hazards
Goal 4	Develop Complete Communities	Goal 4	Provide Diverse and Affordable Housing Choices
Goal 5	Support Sustainable Transportation Choices	Goal 5	Support Sustainable Transportation Choices

New Themes and Content in Metro 2050

Metro 2050 reinforces and enhances existing policy directions and responds to new and emerging policy issues in the following areas:

Climate Action Through Reduction of Greenhouse Gas Emissions

Actions to reduce greenhouse gas (“GHG”) emissions have been integrated across the five goal areas. Goal 1 includes supportive policies to limit development outside the Urban Containment Boundary and outside Urban Centres and Major Transit Growth Corridors. Goal 3 includes new GHG monitoring actions for Metro Vancouver and for member jurisdictions to demonstrate how they will contribute to the regional target of carbon neutrality by 2050.

These Metro 2050 policies are complementary to the City’s work on the update to the Climate Change Action Strategy (the “CCAS”). The CCAS similarly seeks to embed the work of climate action in plans, policies and programs across the City. These updates will strengthen the connections between Metro 2050 and the recently adopted climate action targets and will provide additional regional-level information that can support the ongoing update to the CCAS.

Climate Change and Natural Hazard Resiliency

In recognition of the multiple natural hazards and climate change impacts the region is exposed to, Metro 2050 contains a greater emphasis on adaptation actions such as encouraging the adoption of local flood hazard policies, discouraging new development in areas with known and unmitigated hazards, and an action for Metro Vancouver to lead the preparation of a multi-hazard risk assessment and map.

Surrey has identified and mapped specific Development Permit (“DP”) Areas in the OCP as Hazard Lands. These DP areas address development in steep slopes, as well as flood prone lands to protect people, property, and natural environment from natural hazards due to development in unsafe areas.

Ecosystem and Tree Canopy Cover Targets

Goal 3 contains two new regional targets for all members to work toward while respecting the context of their local community. First, a target to protect 50% of the region’s land base for nature (40% is protected now), and second, to expand the region’s Tree Canopy Cover (“TCC”) within the Urban Containment Boundary from 32% to 40%. Metro Vancouver’s current definition of ‘protected’ is limited to Federal, Provincial Parks, terrestrial-based Wildlife Management Areas, Ecological Reserves, Regional Parks, Watersheds, Lower Seymour Conservation Reserve, Municipal Parks, Buntzen Lake, UBC Malcolm Knapp, and BCIT sites. Other local protection measures (e.g., Development Permit Areas, covenants, etc.) are not represented in the Metro Vancouver map but will be updated over time.

The City is supportive of the targets, as the regional goal is accompanied by policy that allows municipalities to establish local targets which will ultimately contribute toward achieving the regional target. This allows flexibility to allow the City to consider its own context and establish an appropriate target for Surrey. The City is undertaking an Urban Forest Management Strategy to determine what TCC percent is appropriate for Surrey. The Strategy will also consider various zoning types and the kind of coverage that is typical for various types of development.

Surrey also has identified and mapped Sensitive Ecosystem Development Permit Areas in the OCP. These identify streamside areas and guidelines to ensure development activity does not encroach on aquatic habitat and riparian areas. As well, these Development Permit guidelines are intended to maintain and enhance ecosystems and critical habitat for at-risk species.

Surrey has a significant portion of land identified as the Green Infrastructure Network (“GIN”) as defined in Surrey’s Biodiversity Conservation Strategy (“BCS”). This land contributes substantial land area toward the regional goal. Surrey will continue to acquire lands identified in the GIN through the Secondary Land Use Plan process, and direct acquisition using the City-wide Development Cost Charge fund. The future acquisition of BCS lands and protection of land through the Development Permit Areas will further contribute to the regional ecosystem land base target.

Promoting and Supporting Affordable Housing

Metro 2050 contains a Goal and three new strategies dedicated to housing policies to respond to the ongoing housing affordability crisis in the region. These policy actions emphasize: the need to expand the supply of transit-oriented, affordable rental housing; the expansion of housing supply to meet a variety of needs; protecting renters; and providing options for people experiencing or at risk of homelessness and people with very low incomes. There are also multiple new advocacy actions calling on senior levels of government to fund and legislate new measures enabling local governments to take stronger action on housing.

The third strategy, to expand and retain rental housing supply, includes a regional target of achieving 15% affordable rental housing in Urban Centres and Frequent Transit Development Areas. Municipalities will be required to indicate how, within their local context, they will work towards the regional target.

Policy work in Surrey aligns with the Metro 2050 focus on affordable housing. The City completed its Affordable Strategy in 2018, which focused on purpose-built market and non-market rental housing in Surrey. The strategies specifically are to:

- Prevent the loss of purpose-built rental housing;
- Strengthen protection for tenants;
- Encourage the development of new purpose-built rental housing; and
- Increase the supply of housing affordable to renter households with low to moderate incomes,

As well, the City has recently completed a Housing Needs Report to help establish need for various housing and unit types across the City. A report under separate cover at the November 22, 2021 Council Meeting will detail the Housing Needs Report. The Housing Needs Report will help to better understand current and future housing needs and inform future planning work. The Housing Needs Report focuses on key issues and populations including:

- Affordable housing;
- Rental housing;
- Special needs housing;
- Housing for seniors;
- Housing for families;

- Shelters for people experiencing homelessness and housing for people at risk of homelessness;
- Affordable housing along the Fraser Highway Skytrain Corridor Planning Area; and
- Urban Indigenous housing.

Mixed Employment Designation and Residential Uses at Transit Stations

Metro 2050 proposes changes to the Mixed Employment Designation to include a provision for added flexibility for areas near rapid rail transit stations. The current Regional Mixed Employment Designation in Metro 2040 does not permit residential uses. The proposal in Metro 2050 is to allow residential uses on upper floors of higher density buildings within 200 metres of SkyTrain stations within areas designated as Mixed Employment. Commercial and light industrial uses are to be located on the ground or lower floors. Residential uses are intended to support other regional growth strategy objectives regarding the provision of affordable rental housing near transit.

In Surrey, Mixed Employment Designations exist within 200 metres of proposed stations along the future Fraser Highway SkyTrain line. Rental residential would be considered important in such locations. If this change is supported, it would for example allow residential uses in the form of mixed-use development at sites located at the 166 Street Skytrain Station that are currently being used for large format commercial. The Fortis BC office already has employment uses, and expansion would likely include intensification of these uses, but the option for including residential is supportable.

Major Transit Growth Corridors Overlay

A new Major Transit Growth Corridor (“MTGC”) Overlay has been introduced in Metro 2050. This layer identifies locations where regionally significant growth is anticipated that aligns with some of the major transit investments that are planned. This supports member jurisdictions in determining where, how, and when growth and development density are distributed, including improved transit-oriented housing choices, while also supporting the regional need for greater coordination of growth and services. This approach supports the work to further integrate Metro 2050 and Transport 2050 planning.

The draft MTGC’s and draft Major Transit Network (“MTN”) are still subject to review and confirmation. The preliminary concept is shown on Map 5 of Appendix “I”. The draft MTN concept has been developed as part of TransLink’s Transport 2050 process and will be confirmed with the finalization of that work. An important consideration is that not all MTN corridors will have an associated MTGC. The MTGC is simply focused areas of transit related growth and the remaining MTN’s will have an associated growth that may not necessarily be as regionally significant.

The draft MTGC’s for Surrey have been identified along:

- Fraser Highway – to align with the Surrey Langley SkyTrain;
- King George Boulevard Corridor- between City Centre and South Surrey – to align with the existing R1 King George Rapid Bus and future Rapid Transit;
- Scott Road - between Scott Road Station and 72 Avenue – to align with the planned R6 Scott Road Rapid and future Rapid Transit; and

- 24 Avenue - between 152 Street and 176 Street – to align with proposed service improvements ultimately leading to potential rapid transit.

Trade-Oriented Land Overlay

The new Trade-Oriented Land overlay has been introduced to protect industrial lands that are intended to support goods movement in, out and through the Metro Vancouver region, and keep British Columbia and Canada connected to the global supply chain. These lands are occupied by such uses as: terminal facilities, distribution centres, warehouses, container storage, and freight forwarding activities that serve a national trade function and contribute to the provincial and regional economies. These operations generally require large sites and are located near major transportation infrastructure corridors and terminals. Industrial lands with a Trade-Oriented Land Overlay are not intended for stratification tenure or small lot subdivision.

City staff would need to assess if adding sites to the Trade-Oriented Overlay would be suitable. Metro Vancouver staff have confirmed that the addition of sites to this overlay are within the control of each municipality. As part of the upcoming OCP review process staff will assess sites to ensure that this overlay would make sense in Surrey. Staff concerns are two-fold: first, most of trade-oriented lands are not employment intensive (i.e., container storage). Second, the potential loss of flexibility for property owners due to the proposed reduction in ability for stratification tenure.

Given the importance of these types of trade-enabling lands, City staff support the introduction of the Trade-Oriented Overlay, as long as the decision to use or not to use the overlay remains with each municipality and their respected elected officials.

Regional Growth Projections

The Metro 2050 projections are proposed at the regional and sub-regional scale, rather than by member jurisdiction (as is done in Metro 2040). This enables better alignment between planned infrastructure investments being undertaken by Metro Vancouver Utilities and TransLink, while mitigating the static nature of the regional growth strategy and needed flexibility for member jurisdictions. The updated population, dwelling unit and employment projections to 2050 are based on improved methodology that is scenario-based with a range built in to address short terms shocks and uncertainties such as the one presented by COVID-19.

This subregional approach has the advantage of being less sensitive to the short-term oscillations and corrections that tend to happen within individual municipalities and changes in the housing market and economy. A principal benefit will be that the data behind the projections will be more accurate, and Metro 2050 will not need to be frequently amended to keep the projections current.

Specifically, the region has been divided into six subregions and the 30-year projections for growth are presented at the sub-regional level.

The Metro 2050 Sub-regions are:

- *North Shore:*
City of North Vancouver, Districts of North Vancouver and West Vancouver, Electoral Area A, and Lions Bay

- *Burrard Peninsula:*
Cities of Burnaby, New Westminster and Vancouver, UEL, and UBC
- *Tri-Cities:*
Cities of Coquitlam, Port Coquitlam, and Port Moody, Villages of Anmore and Belcarra
- *South of Fraser - West:*
Cities of Delta and Richmond, Tsawwassen First Nation
- *South of Fraser - East:*
Cities of Langley, Surrey, White Rock, and Langley Township
- *North East:*
Cities of Maple Ridge and Pitt Meadows

The sub-regional projections are shown in Table 1 of Appendix “I”. There was significant engagement with member jurisdictions, including Surrey, in the development of the projections. Surrey is part of the South of Fraser-East sub-region. By 2050, the for the South of Fraser East the population is projected to be 1,185,100, with 441,000 dwelling units and 465,200 jobs.

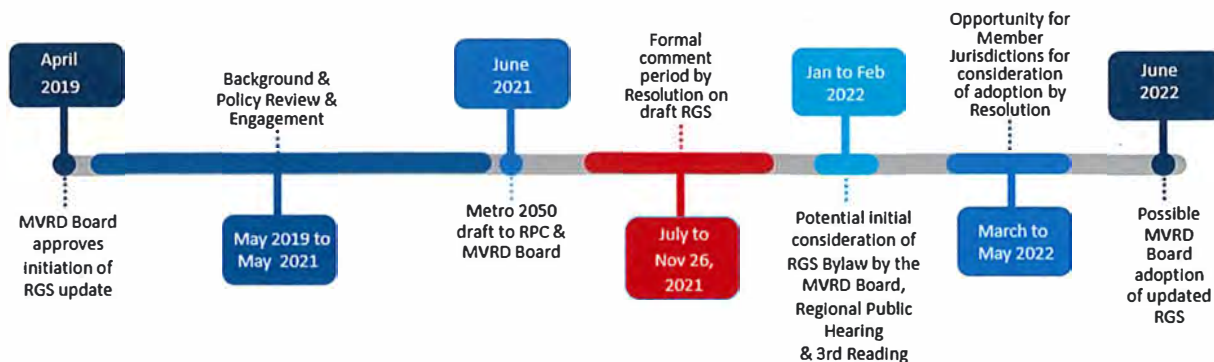
Individual member jurisdiction projections will still be prepared and will be reported out annually, independent of the RGS. Once the RGS is approved, along with the sub-regional projections, the individual municipal growth projections will be published as data on the Metro Vancouver website.

It is expected that over 70% of the sub-regional growth is projected to be in Surrey. Similarly, 67% of projected housing growth of sub-regional dwelling units is allocated to Surrey and 75% of the new sub-regional jobs (2016-2050) have been allocated to Surrey. These individual member projections will be updated annually.

Next Steps

Figure 1 below illustrates the process and draft timeline. Staff are currently in the formal comment period, shown in red.

Figure 1. RGS Update Process - Draft Timeline



The Metro 2050 comment period will close on November 26, 2021. If additional engagement is not requested by member jurisdictions, Metro Vancouver staff will produce a final draft RGS to present to the Regional Planning Committee and Metro Vancouver Board. As indicated in the discussion above, staff have found that Metro 2050 is complementary and/or consistent with actions the City has taken or plans that in development, and as such, staff have no concerns with Metro 2050 as it has been developed to date. Given the above, staff are not seeking an additional engagement opportunity with Metro Vancouver staff.

It is anticipated that the RGS will be forwarded for initial consideration by the MVRD Board in January 2022 in accordance with the Board approved timeline. A RGS Bylaw will be considered for First and Second reading by the RPC and MVRD Board, and a regional public hearing held, and third reading considered in February of 2022.

The period between March and May of 2022 will be the opportunity for member jurisdiction councils, and the Boards of the Fraser Valley and Squamish-Lillooet Regional Districts and TransLink, to consider acceptance of Metro 2050 by resolution. If a local government refuses to accept the RGS, it must indicate the provisions to which it objects and the reasons for its objection. If no response is provided to Metro Vancouver within the 60-day period, the local government is deemed to have accepted the RGS.

In June of 2022, at the end of the acceptance period, the Metro 2050 Bylaw will be presented to the MVRD Board for consideration of adoption. If one or more affected local governments refuse to accept, then the MVRD Board must notify the Minister, who will then set in motion the settlement process which will focus on and resolve the issues raised by the non-accepting municipalities. All affected local governments are entitled to participate in any non-binding resolution processes used to resolve an objection or anticipated objection by an affected local government.

Following the adoption of Metro 2050, the City will have two years (to July 2024) to submit a new RCS that demonstrates how Surrey's OCP is generally consistent, or will work towards consistency, with Metro 2050.

SUSTAINABILITY CONSIDERATIONS

This work supports the objectives of the City's Sustainability Charter 2.0. In particular, it relates to the Sustainability Charter 2.0 themes of Built Environment and Neighbourhoods, Ecosystems and Infrastructure. Specifically, they support the following Strategic Directions ("SD") and Desired Outcomes ("DO"):

- Neighbourhoods and Urban Design DO6: Land is used efficiently and sensitively, and development minimizes the impacts on the natural environment, viewsapes, agricultural land and urban wildlife;
- Neighbourhoods and Urban Design DO8: The built environment enhances quality of life, happiness and well-being;
- Buildings and Sites DO15: All new buildings, public places and outdoor spaces are welcoming, safe and universally accessible;
- Buildings and Sites SD15: Provide greater multi-family housing choice and options for affordability and accessibility;
- Neighbourhoods and Urban Design SD6: Provide a range of community amenities including culture, recreation, health, and educational facilities in each Town Centre;

- Natural Areas, Biodiversity and Urban Forest DO1: Parks, natural areas, urban forests and habitat corridors are interconnected throughout Surrey and the region, creating healthy places for people and wildlife;
- Green Infrastructure DO12: Surrey protects ecosystem services and manages natural assets in order to create resiliency to adapt and thrive in a changing climate; and
- All Infrastructure DO4: Ecosystems and natural assets are an essential part of the community's infrastructure system.

CONCLUSION

On April 26, 2019, the MVRD Board passed a resolution to initiate an update to Metro 2040. The current RGS, Metro 2040, was adopted by the Metro Vancouver Board and ratified by member municipalities in 2011. The proposed update to the RGS would replace the 2011 document.

The proposed RGS update (Metro 2050) extends the strategy to the year 2050 and builds on the existing Metro 2040 framework. It provides a greater focus on climate adaptation and includes the addition of an equity lens. Policy actions for Metro Vancouver and municipalities have also been updated to reflect plans that have been completed since Metro 2040's adoption, with a greater focus on affordable housing in transit locations and enhanced integration of land use and transportation planning.



Ron Gill
Acting General Manager,
Planning & Development



Scott Neuman, P.Eng.
General Manager,
Engineering



Laurie Cavan
General Manager,
Parks, Recreation & Culture

PH/cc

Appendix "I" - Draft Metro Vancouver Regional Growth Strategy- Metro 2050

***Appendix Available Upon Request**

NO: R119

COUNCIL DATE: June 13, 2022

REGULAR COUNCIL

TO: Mayor & Council

DATE: June 9, 2022

FROM: Acting General Manager, Planning &
Development

FILE: 0450-30 (Metro
2050)

SUBJECT: Response to Metro Vancouver Regional Growth Strategy Bylaw No. 1339, 2022

RECOMMENDATION

The Planning & Development Department recommends that Council:

1. Receive this report for information;
2. In accordance with Section 436 of the *Local Government Act*, not accept "Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022" (Metro 2050), on the basis of the reason outlined in the attached Appendix "I";
3. As required in Section 436 of the *Local Government Act*, advise Metro Vancouver that the City of Surrey is not willing to accept inclusion of the provisions to which it objects, as outlined in Appendix "I", into the Regional Growth Strategy, unless the provision to which it objects will not apply to Surrey;
4. If Metro Vancouver does not approve Council's request to remove the applicability of the above-noted provision to the City of Surrey then Council approves a request for a facilitator be appointed by the Province as provided for in Section 435 of the *Local Government Act*, to monitor and support discussions between Metro Vancouver and the City of Surrey to address the City of Surrey's objections to the proposed Regional Growth Strategy; and
5. Direct the City Clerk to forward a copy this report, along with the related Council resolution, to Metro Vancouver.

INTENT

The purpose of this report is to respond to the statutory request by Metro Vancouver to member local governments for acceptance of the Regional Growth Strategy ("RGS") and to outline provisions within Metro 2050 that the City of Surrey (the "City") objects to and the rationale for the objection.

BACKGROUND

On April 26, 2019, the Metro Vancouver Regional District Board (the “MVRD Board”) passed a resolution to initiate an update to the RGS, Metro Vancouver Shaping Our Future (“Metro 2040”). This update (“Metro 2050”) would replace Metro 2040 and extend the RGS to the year 2050.

Between January and May of 2021, Metro Vancouver staff worked with staff from member jurisdictions, First Nations, and other regional stakeholders through the Metro 2050 Intergovernmental Advisory Committee. Drafts of each of the goal areas were presented to the Metro Vancouver Regional Planning Committee (“RPC”) and the MVRD Board between March and May 2021.

The complete draft of the updated RGS, Metro 2050, was provided to the RPC and the MVRD Board in June 2021, with a recommendation to commence a comment period for member jurisdictions, First Nations, and other regional stakeholders. The comment period ended on November 26, 2021.

At the November 22, 2021 Regular Council Public Hearing meeting, Council received Corporate Report No. R231; 2021 (attached as Appendix “II”) and referred it back to staff to add additional comments. Council highlighted areas of concern, including the overall scope of the RGS review and regional authority in land use matters. Further, Council noted that the City is best suited to understanding its local context in consideration of the Urban Containment Boundary (“UCB”). As well, to address the region’s limited supply of vacant industrial land, Council commented that the Metro 2050 scope of work be expanded to include a land use designation review including the redesignation of the rural area south of the South Campbell Heights Plan to Mixed Employment.

At the December 20, 2021 Regular Council Public Hearing meeting, Surrey Council passed the following resolution:

That Surrey Council request that Metro Vancouver allow additional time for Surrey Council to review and fully understand Metro Vancouver’s draft Regional Growth Strategy - Metro 2050, prior to the City providing comments on the strategy; and to assist with the review, Surrey Council requests that Metro Vancouver staff schedule a workshop with Surrey Council to provide an opportunity to review and ask questions regarding the draft Regional Growth Strategy - Metro 2050.

At the April 29, 2022 MVRD Board meeting, the proposed Metro Vancouver Regional Growth Strategy Bylaw (Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022) was referred to local governments, including the City of Surrey, for acceptance. On May 3, 2022, the City received the formal notice of the RGS acceptance request (Appendix “III”). In accordance with Section 436 of the *Local Government Act*, affected local governments must, by way of a Council resolution submitted to Metro Vancouver and within 60 days of receipt of the notice (July 2, 2022), accept the RGS or communicate to Metro Vancouver that they do not accept the RGS.

DISCUSSION

Objection to Provisions in Metro 2050

If an affected local government does not accept the RGS, it must indicate by way of a resolution within the 60-day period:

- (a) the provision(s) to which it objects;
- (b) the reasons for its objection; and
- (c) whether it is willing that a provision to which it objects be included in the RGS on the basis that the provision will not apply to its jurisdiction.

As referenced at the November 22, 2021 Council meeting, Council has identified a number of concerns with Metro 2050. In terms of the concerns that relate to provisions within the proposed RGS, these pertain to the UCB and Metro Vancouver's involvement in local land use issues. These specific provisions in Metro 2050 are listed in Appendix "I" of this report and are further detailed below:

Objection: The Current Urban Containment Boundary Does Not Appropriately Consider Surrey's Context.

The specific provisions in Metro 2050 that relate to this objection are:

- Part D Urban Containment Boundary, Regional Land Use Designations, Overlays and Projections, specifically Urban Containment Boundary and Map 2 (p.14 and p.105).
- Part E Goals, Strategies and Actions, specifically subsection 1.1.9 depicts the Urban Containment Boundary on a map, generally consistent with the Regional Land Use Designations and Map 2 (p.29 and p.105).
- Part F Implementation, specifically subsection 6.3.3 that requires Type 2 amendments require an affirmative two-thirds weighted vote of the MVRD Board for amendments from Rural to Industrial. Employment or General Urban regional land use designations (p. 89).

Rationale for Objection

Escalating Land Costs and Limited Land Supply

The Metro 2050 UCB does not give enough consideration to the issue of limited land supply and escalating land costs to accommodate large parcel sizes for employment uses. In this context, Surrey has accommodated a significant portion of the region's population and employment growth, and between 2011 and 2020, 98% of its growth has occurred within its UCB.

The UCB makes it challenging for municipalities to consider and respond to changing future market conditions, including regionally pressing issues such as diminishing supply of and increasing demand for industrial land. Additional industrial lands are needed to allow for uses such as warehouses and other distribution functions to provide for a resilient supply chain system. Activities associated with these uses cannot easily be accommodated in Urban Centres or Frequent Transit Development Areas, or in small fragmented industrial parcels.

While the City continues to support the goal to focus growth within the UCB, given the current limited employment land supply and escalation of land values, there is merit in expanding the UCB with existing Rural land to provide opportunities to accommodate additional employment growth as Surrey has Rural-Designated land that may be ideal for these types of industrial purposes: larger parcel sized land that is located close to major goods movement routes.

Intent of Rural Designation and Surrey's Significant Percentage of Agricultural Land

The intent of the Rural designation is to protect land for agriculture and natural areas and preserve a rural characteristic. Only 1% (380 ha.) of Surrey's land is designated for Rural; however, Surrey has approximately 30% (~9,300 ha.) of its land base designated for Agriculture, most of which is protected within the Agricultural Land Reserve ("ALR"). Given the significant proportion of protected agricultural land in Surrey, redesignation of these Rural lands outside of the ALR would have little impact on the intent to provide and protect land for natural areas and agricultural purposes.

Proposed Change to Address Objection

It is recommended that Metro Vancouver allow the City to amend Rural lands to Industrial, Employment or General Urban regional land use designations without the need for consideration by the MVRD Board.

Next Steps

Once the acceptance period is complete, Metro Vancouver staff will bring forward received acceptances with an assessment of alignment and support across the region. The MVRD Board will be given an opportunity to consider Third Reading, and if support has been broadly achieved, Final Reading and Adoption of the updated RGS bylaw. This opportunity is anticipated to occur at the MVRD Board's July 29, 2022 meeting.

If one or more affected local governments refuses to accept the RGS, as per Section 439 of the *Local Government Act*, the MVRD Board must notify the Minister of Municipal Affairs in writing. The Minister must then initiate a non-binding resolution process to attempt to reach acceptance on the RGS before the RGS is adopted. Any affected local government may participate in a non-binding resolution process. The choice of non-binding resolution process is determined collaboratively between the MVRD Board and the affected local government(s) that refused to accept the RGS.

Legal Services Review

Legal Services has reviewed this report and have no concerns.

SUSTAINABILITY CONSIDERATIONS

This work supports the objectives of the City's Sustainability Charter 2.0. In particular, this work relates to the Sustainability Charter 2.0 themes of Built Environment and Neighbourhoods, Ecosystems and Infrastructure. Specifically, they support the following Strategic Directions ("SD") and Desired Outcomes ("DO"):

- Neighbourhoods and Urban Design DO6: Land is used efficiently and sensitively, and development minimizes the impacts on the natural environment, viewscales, agricultural land and urban wildlife;
- Neighbourhoods and Urban Design DO8: The built environment enhances quality of life, happiness and well-being;
- Buildings and Sites DO15: All new buildings, public places and outdoor spaces are welcoming, safe and universally accessible;
- Buildings and Sites SD15: Provide greater multi-family housing choice and options for affordability and accessibility;
- Neighbourhoods and Urban Design SD6: Provide a range of community amenities including culture, recreation, health, and educational facilities in each Town Centre;
- Natural Areas, Biodiversity and Urban Forest DO1: Parks, natural areas, urban forests and habitat corridors are interconnected throughout Surrey and the region, creating healthy places for people and wildlife;
- Green Infrastructure DO12: Surrey protects ecosystem services and manages natural assets in order to create resiliency to adapt and thrive in a changing climate; and
- All Infrastructure DO4: Ecosystems and natural assets are an essential part of the community's infrastructure system.

CONCLUSION

This report responds to the statutory request by Metro Vancouver to member local governments for acceptance of the RGS, and outlines a provision within Metro 2050 that the City objects to as well as the rationale for this objection. Specifically, the City does not accept provisions in Metro 2050 on the basis that the current UCB does not appropriately consider Surrey's context and the need for additional industrial lands in the region.



Jeff Arason, P.Eng.
Acting General Manager,
Planning & Development

PH/cc

Appendix "I" – Summary of the City's Objection to Metro 2050

Appendix "II" – Corporate Report No. R231; 2021

Appendix "III" - MVRD Board Notice of Metro 2050 Acceptance Request

***Appendices Available Upon Request**

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

September 21, 2022

File: CR-12-01
Ref: RD 2022 Jul 29

The Honourable Nathan Cullen
Minister of Municipal Affairs
Room 027 Parliament Buildings
Victoria, BC V8V 1X4
VIA EMAIL: MUNI.Minister@gov.bc.ca

Dear Minister Cullen:

Metro 2050 – Outcome of Acceptance Period and Next Steps

In April 2019, the Metro Vancouver Board resolved to update *Metro Vancouver 2040: Shaping the Future*, the current regional growth strategy. The updated regional growth strategy is called *Metro 2050*, and under the advice of the Ministry of Municipal Affairs, is considered a “Type 1 Major Amendment” for the purposes of determining the approvals process.

At its July 29, 2022 regular meeting, the Board Directors of the Metro Vancouver Regional District adopted the following resolution:

That the MVRD Board:

- a) notify the Minister of Municipal Affairs that the Township of Langley and the City of Surrey have refused to accept Metro 2050 and request that the Minister initiate a non-binding resolution process to attempt to reach acceptance on any outstanding concerns that cannot be resolved;*
- b) request that the Minister of Municipal Affairs appoint a facilitator for the remainder of the Metro 2050 adoption process; and*
- c) direct staff to engage with the Township of Langley and City of Surrey to explore options that would resolve some or all of the noted concerns with Metro 2050.*

Between 2019 and 2022, all affected local governments, as well as in-region First Nations, regional stakeholders, provincial ministry staff, and members of the general public have been involved in a robust engagement and policy development process to prepare *Metro 2050*. A draft was circulated for a 5-month comment period in the fall 2021 and, after being revised to incorporate the many comments received, in March 2022 the implementing bylaw was read a first and second time and a public hearing held. In early May, *Metro 2050* was referred to affected local governments for acceptance.

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Of the 24 affected local governments, 22 have accepted *Metro 2050* by council or board resolution, demonstrating a high level of regional consensus. Two affected local governments, the Township of Langley and the City of Surrey, have refused to accept *Metro 2050*. In accordance with subsection 439(1) of the *Local Government Act*, this letter is to formally notify you, as the Minister of Municipal Affairs, that two affected local governments have refused to accept the proposed update to the regional growth strategy.

The stated reasons for the refusals are described in the attached staff report that was presented to the MVRD Board at its meeting on July 29, 2022. The MVRD Board believes that, with additional dialogue, a consensus on *Metro 2050* with the objecting parties can be reached. The MVRD Board is requesting that a non-binding dispute resolution process take place, as set out in section 439 of the *Local Government Act*. While the precise commencement date and duration are to be confirmed with all parties, it is desired and anticipated that this process begin in late November 2022 and end by February 28, 2023.

The MVRD Board will invite all affected local governments to participate in the process. We understand that together, the participating local governments will agree on a qualified facilitator to guide the process, and move through the process with the goal of coming to a consensus. It is intended that only the stated provisions of objection will be discussed. Should any changes to the regional growth strategy be agreed-upon through this process, the MVRD Board will determine if a Public Hearing is required for the revised bylaw and, subsequently, a revised *Metro 2050* will be referred to all affected local governments for a second 60-day acceptance period.

Metro Vancouver commits to keeping the Minister and ministry staff apprised throughout the course of this process and, if consensus and acceptance by all affected local governments cannot be reached, a binding settlement process may be requested in accordance with section 440 of the *Local Government Act*.

We would like to extend our gratitude to ministry staff for their guidance throughout the course of this process to date.

Yours sincerely,



Sav Dhaliwal
Chair, Metro Vancouver Board

SD/JWD/hm

cc: Rob Fleming, Minister of Transportation and Infrastructure
Bowinn Ma, Minister of State for Infrastructure
George Heyman, Minister of Environment and Climate Change Strategy
Josie Osborne, Minister of Land, Water and Resource Stewardship
Okenge Yuma Morisho, Deputy Minister of Municipal Affairs
Eric Nicholls, Director of Planning and Land Use, Ministry of Municipal Affairs

Encl:

1. *Metro 2050*, the Regional Growth Strategy
2. *Metro 2050* – Outcome of Acceptance Period and Next Steps Report, July 29, 2022

All enclosures can also be found at this link:

<https://cloudshare.metrovancouver.org:5001/sharing/103PvjnXg>

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metrovancouver | METRO 2050

Metro 2050 – Update to the Regional Growth Strategy

Jerry Dobrovolny

Commissioner and CAO, Metro Vancouver Regional District

Heather McNell

Deputy CAO, Policy and Planning, Metro Vancouver Regional District

TOGETHER
WE MAKE OUR REGION
STRONG

metrovancouver

23 Member Jurisdictions

2.75 Million Residents

53% of BC population



METRO VANCOUVER LEGAL ENTITIES AND SERVICES



REGIONAL GROWTH STRATEGY

Federation's collective vision for how to manage and shape long-term growth



2011



- Long and strong history of regional planning
- Legislated by the *Local Government Act*
- Contain and structure growth, protect important lands, efficient infrastructure
- Promote sustainability / resilience
- Accepted by all member jurisdictions, TransLink, adjacent regional districts

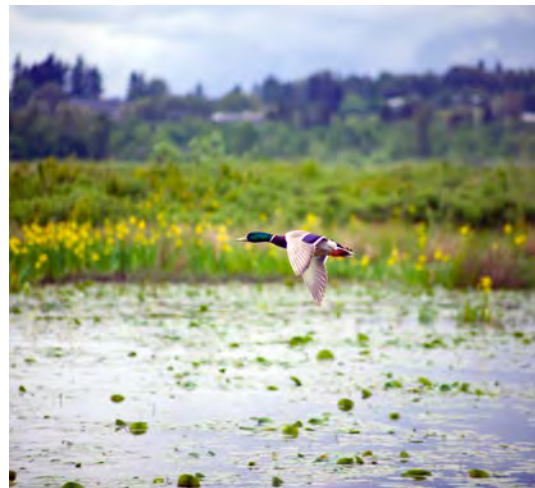
LONG-STANDING REGIONAL TOOLS

- Urban Containment Boundary (1996)
- Urban Centres and Corridors (1960/2011)
- Regional Land Use Designations (1996)
- Limiting Sewer Extension (2011)

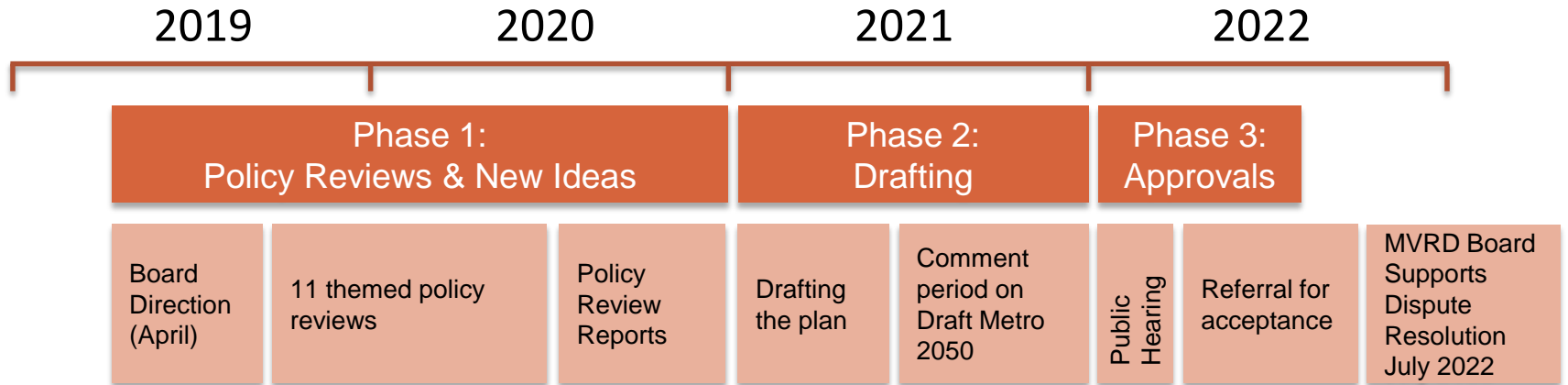


UPDATING THE REGIONAL GROWTH STRATEGY - SCOPE

- Build on successes of *Metro 2040*
- Integrate with *Transport 2050, Climate 2050*
- Apply what we've learned
- Respond to critical challenges – climate change, affordable housing, equity

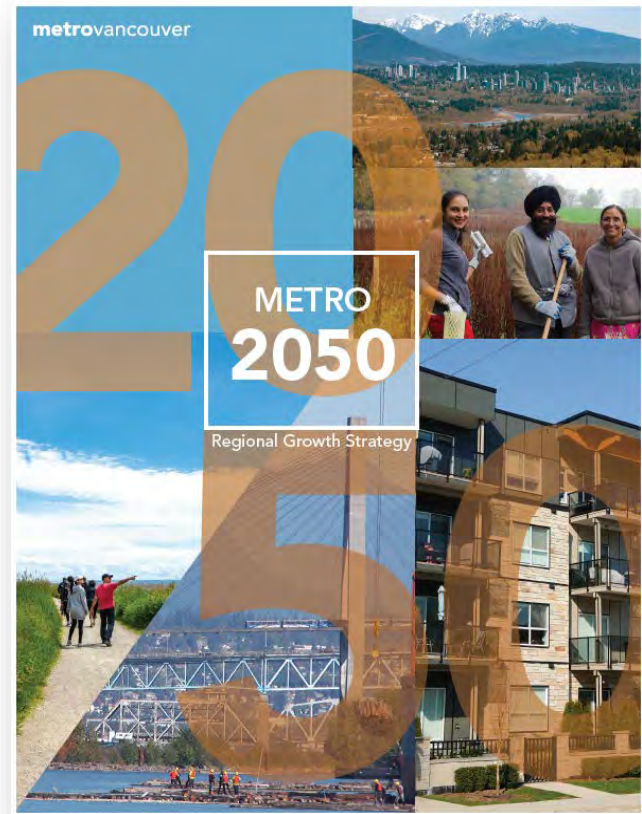


METRO 2050 PROJECT TIMELINE



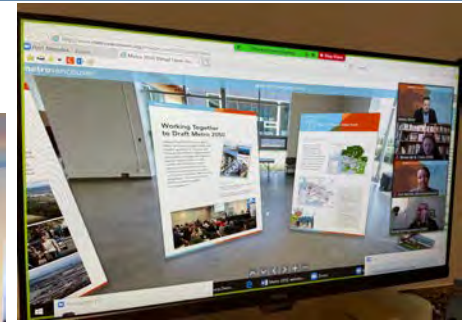
METRO 2050

- 3+ years of engagement
- Builds on *Metro 2040* content
- Actions for Metro Vancouver, Member Jurisdictions, and TransLink
- Input from Intergovernmental Advisory Committee
- 5 month comment period
- Over 900 individual comments
- Updated based on feedback



ENGAGEMENT PROGRAM

- 4 Public Dialogues
- 3 Webinars
- 2021 PNE Kiosk
- Social media campaign
- 26 Council / Board presentations
- 3 Virtual Open Houses
- Online comment form
- Comment referral letter
- First Nations Engagement Agreements
- Joint events / survey with Transport 2050
- Regional Public Hearing
- Many meetings and presentations to stakeholders



OUTCOME OF THE APPROVALS PHASE (2022)

- 1st & 2nd bylaw reading – [March](#)
- Public Hearing – [April](#)
- Affected Local Government Acceptances - [May / June](#)
 - 22 accepted
 - 2 refused to accept
- MVRD Board supports move to non-binding dispute resolution – [July](#)



SUMMARY OF SURREY OBJECTIONS TO METRO 2050

Metro 2050 Policy #	Policy Topic	Summary of Surrey's Objections
Section D Definitions	Urban Containment Boundary Definition	The UCB should be expanded to include more land for development
1.1.9	Depict UCB on a map and contain growth inside the UCB	Rising land costs and limited land supply in Surrey. Demand for large parcels for employment / industrial uses.
Map 2	UCB land use designations	Additional employment / industrial lands needed for warehouses / distribution.
6.3.3	Type 2 Amendment Process to redesignate Rural Lands	Desire to re-designate Rural lands to Industrial, General Urban, or Employment uses without amendment.

RESPONSE

- The Urban Containment Boundary is a long-standing regional policy, and is in the current regional growth strategy, *Metro 2040*. Surrey accepted the UCB in 1996 and 2011.
- The protection of Rural lands and the UCB are critical to limiting sprawl, climate action, and the efficient provision of urban infrastructure like utilities and transit
- Metro 2050 has strong policies to protect industrial and employment lands and push for their intensification. Other tools including trade-enabling lands overlay.
- Flexibility for change is built into the plan. Amendment process in place since 2011, allows for change, but also for all members of the federation to have a voice on regionally-significant land use decisions.

NON-BINDING DISPUTE RESOLUTION

- Ministry of Municipal Affairs provides direction
- Participants design the process
- Cost split by participants
- All affected local governments may participate
- Only disputed items are open for discussion
- If there are changes as a result of dispute resolution, *Metro 2050* must be re-referred to affected local governments for acceptance – only on those items
- If agreement not reached, Minister can order “Binding Settlement” process; decisions imposed by a neutral Arbitrator

IN THE INTERIM

- *Metro 2050* paused at 2nd reading
- *Metro 2040* remains in place as the regional growth strategy
- New *Metro 2050* policies on climate resilience, housing, reconciliation cannot yet be actioned
- Requesting municipalities hold off on proposed regional growth strategy amendments until *Metro 2050* is approved.



NEXT STEPS

- Engage with staff from two objecting municipalities to co-design process and negotiate cost-sharing for dispute resolution if still required





Thank you

metrovancouver