

July 14, 2021

File: CR-12-01
Ref: RD 2021 Jun 25

Mayor Darryl Walker and Council
City of White Rock
15322 Buena Vista Avenue
White Rock, BC V4B 1Y6

RECEIVED

JUL 19 2021

CITY OF WHITE ROCK
ADMINISTRATION

Dear Mayor Walker and Council:

Draft Metro 2050: Referral for Comment

In April 2019, the Metro Vancouver Board initiated a comprehensive update to *Metro Vancouver 2040: Shaping our Future (Metro 2040)*, the regional growth strategy. Since its adoption in 2011, this visionary strategy has been a strong and effective tool for the regional federation to collectively manage regional growth, while subsequently reflecting the federation's objectives to prevent urban sprawl; protect important lands; support the development of complete and resilient communities; and support the efficient provision of urban infrastructure such as utilities and transit.

In the Fall of 2019, we provided you with formal notification that the update to *Metro 2040* was commencing. Since then, Metro Vancouver and member jurisdictions have worked in close partnership through a series of policy reviews, meetings, and the *Metro 2050* Intergovernmental Advisory Committee to identify strengths and gaps in the regional growth strategy. Additionally, Metro Vancouver and member jurisdictions have been collectively seeking to improve and update the strategy to better meet the needs of members, while further addressing growing regional challenges. After two years of research, workshops, dialogue, and input from member jurisdiction staff, elected officials, First Nations, the Province, other regional stakeholders, organizations and agencies, and the public, the updated regional growth strategy, draft *Metro 2050*, is ready for review and comment.

At its June 25, 2021 regular meeting, the Board of Directors of the Metro Vancouver Regional District adopted the following resolution:

- That the MVRD Board refer the draft of Metro 2050 attached to the report titled "Draft Metro 2050: Referral for Comment", dated May 25, 2021 for comment including to the following:*
- i. signatories to the regional growth strategy including: Mayors and Councils of Metro Vancouver member jurisdictions; the TransLink Board; the Squamish-Lillooet Regional District Board; the Fraser Valley Regional District Board; and*
 - ii. other members of the Metro 2050 Intergovernmental Advisory Committee including: in region First Nations; the Province of BC; the Agricultural Land Commission; Vancouver Coastal Health; Fraser Health; BC Housing; BC Hydro; University Endowment Lands;*

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Bowen Island; City of Abbotsford; City of Chilliwack; District of Mission; Integrated Partnership for Regional Emergency Management; Simon Fraser University; Kwantlen Polytechnic University; University of British Columbia; Vancouver Fraser Port Authority; Transport Canada; Canada Mortgage and Housing Corporation; and Vancouver International Airport Authority.

I am pleased to provide you with a copy of the draft *Metro 2050*. Metro Vancouver is requesting to meet with your council or board at a meeting in September, October, or November 2021 to provide a presentation on the draft of *Metro 2050*, and will work with your staff to find an appropriate date. This presentation will provide an opportunity to discuss ideas or any areas of concern, provide feedback on the draft, and answer any questions. Concurrent with this meeting, staff are offering to co-host a public information session with your staff.

Your organization is invited to provide written comments on the draft *Metro 2050* by Council or Board resolution. Please submit any written comments to Metro Vancouver's Corporate Officer by email at Chris.Plagnol@metrovancover.org. The deadline for submitting written comments on *Metro 2050* is November 26, 2021. Following the comment period, comments received will be conveyed to the Metro Vancouver Board and considered in a revised draft of *Metro 2050*.

While it can be accessed online at www.metrovancover.org/metro2050, we have enclosed a hard copy of the draft *Metro 2050*. In addition, an executive summary and a copy of a staff report summarizing *Metro 2050* and the engagement process are also enclosed. If you wish to receive additional copies, or if you have any questions with respect to *Metro 2050*, please contact Sean Galloway, Director of Regional Planning and Electoral Area Services by phone at 604-451-6616 or by email at Sean.Galloway@metrovancover.org.

I would like to acknowledge your organization's work to date on this important strategy. Thank you for your time and contributions. Through our continued collaboration we will ensure that the regional growth strategy continues to expand on our history of excellent regional building, and supports a resilient, prosperous and exciting place to be.

Yours sincerely,



Sav Dhaliwal
Chair, Metro Vancouver Board

SD/HM/JS

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cc: **Guillermo Ferrero, Chief Administrative Officer, City of White Rock**
Carl Isaak, Director of Planning and Development, City of White Rock
Jerry W. Dobrovolny, Commissioner/Chief Administrative Officer, Metro Vancouver
Heather McNell, General Manager, Regional Planning and Housing Services, Metro Vancouver

Encl: **1. DRAFT Metro 2050 (Doc #46401631)**
2. DRAFT Metro 2050 Executive Summary (Doc #46577592)
3. Report dated May 25, 2021, titled, "Draft Metro 2050 for Comment Referral and Next Steps"
(Doc #45545229)

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To: Regional Planning Committee

From: Sean Galloway, Director, Regional Planning and Electoral Area Services and
Erin Rennie, Senior Planner, Regional Planning and Housing Services

Date: May 25, 2021 Meeting Date: June 9, 2021

Subject: Draft *Metro 2050*: Referral for Comment

RECOMMENDATION

That the MVRD Board refer the draft of *Metro 2050* attached to the report titled “Draft *Metro 2050*: Referral for Comment”, dated May 25, 2021 for comment including to the following:

- i. signatories to the regional growth strategy including: Mayors and Councils of Metro Vancouver member jurisdictions; the TransLink Board; the Squamish-Lillooet Regional District Board; the Fraser Valley Regional District Board; and
- ii. other members of the *Metro 2050* Intergovernmental Advisory Committee including: In region First Nations; the Province of BC; the Agricultural Land Commission; Vancouver Coastal Health; Fraser Health; BC Housing; BC Hydro; University Endowment Lands; Bowen Island; City of Abbotsford; City of Chilliwack; District of Mission; Integrated Partnership for Regional Emergency Management; Simon Fraser University; Kwantlen Polytechnic University; University of British Columbia; Vancouver Fraser Port Authority; Transport Canada; Canada Mortgage and Housing Corporation; and Vancouver International Airport Authority.

EXECUTIVE SUMMARY

A draft of *Metro 2050*, the update to the current regional growth strategy, is being presented to the Regional Planning Committee and MVRD Board for consideration and referral for comment. *Metro 2050* contains: updates to the regional vision; growth projections to the year 2050; updated descriptions of the main regional policy tools (such as the Urban Containment Boundary); updates to the five goals and implementation section with supporting strategies and policy actions; updates to the performance monitoring indicators; a new glossary of terms; and updated maps.

The new and amended policy actions have been reviewed by the *Metro 2050* Intergovernmental Advisory Committee and Regional Planning Committee, each providing feedback. This feedback was considered and, in addition to feedback from other stakeholders, helped to improve the policies contained in this draft version of *Metro 2050*. The Board’s referral will initiate a five-month comment period between July and the end of November. During this time, Metro Vancouver will provide opportunities for engagement and comment, including formal presentations to affected local government councils or boards and public information meetings.

PURPOSE

To provide the Regional Planning Committee and MVRD Board with the draft of *Metro 2050* (Attachment 1) and a recommendation to refer the draft of *Metro 2050* out for comment.

BACKGROUND

On April 26, 2019, the MVRD Board passed a resolution to initiate a comprehensive update to *Metro Vancouver 2040: Shaping our Future (Metro 2040)*, the regional growth strategy (Reference 1). Over the intervening 24 months, staff have implemented a robust Engagement Plan (Reference 2 and 3) including 11 themed Policy Reviews to identify opportunities to enhance policies in the regional growth strategy and address identified policy gaps (Reference 4).

Between January and May of 2021 staff worked closely with member jurisdiction staff, First Nations and other regional stakeholders through the *Metro 2050* Intergovernmental Advisory Committee to develop the content of *Metro 2050*. Drafts of each of the goal areas were presented to the Regional Planning Committee and the Board between March and May 2021 (References 5, 6, and 7). The draft *Metro 2050* is now being provided to the Regional Planning Committee and MVRD Board with a recommendation to commence a comment period to provide an opportunity for member jurisdictions, First Nations, other regional stakeholders, and the public to provide feedback on the draft of *Metro 2050*.

METRO 2050 DEVELOPMENT PROCESS

Between April 2019 and December 2020, staff engaged member jurisdiction staff and other regional stakeholders on 11 themed Policy Reviews to explore the existing *Metro 2040* policies and identify opportunities for improvement. In addition, during this period Metro Vancouver staff engaged with First Nations through one-on-one meetings, and with the general public through a series of *Metro 2040* Public Dialogue sessions, an online comment form, and a public webinar. The engagement and analysis that took place during this period resulted in Policy Review Recommendations that were endorsed or received by the MVRD Board between September 2020 and January 2021 as the basis for policy and content development.

Beginning in January 2021, staff met monthly with the *Metro 2050* Intergovernmental Advisory Committee (IAC) to present draft *Metro 2050* policy content on a goal by goal basis for consideration, dialogue, and feedback. IAC members provided feedback on the content through Virtual Open Houses and IAC Comment Forms. Approximately 100 Goal-Based Comment Forms were submitted by IAC members on the draft content. This content was also presented to the Regional Planning Committee and MVRD Board in March, April, and May of this year for questions and comments. Comments received during this period were considered and improved the policy content in the attached draft *Metro 2050*.

IMPORTANT THEMES AND NEW CONTENT IN METRO 2050

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. Goal 5 emphasizes the use of Transportation Demand Management to reduce driving, encourages the acceleration of active transportation buildout, and supports the expansion of the transit system aligned with planned growth.

Bolstering 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.

Promoting and Supporting Affordable Housing

Because of the ongoing housing affordability crisis in the Metro Vancouver region, *Metro 2050* contains a Goal and three new strategies dedicated solely to housing policies. These policy actions in particular 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.

Protecting and Connecting Nature

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 within the Urban Containment Boundary from 32% to 40%.

New Policy Actions Related to Indigenous Relations – Towards Reconciliation

Building on Metro Vancouver's ongoing work to improve relationships with local First Nations and to advance Reconciliation, *Metro 2050* contains an Acknowledgement of Indigenous Territory, map layers showing Indigenous reserve and treaty lands, and new policies supporting better coordination, collaboration, data and information sharing, and supportive planning research with in-region First Nations.

Major Transit Growth Corridors – Supporting Coordinated Transit-Oriented Development

To make transit-oriented development more coordinated across the region and easier for member jurisdictions, *Metro 2050* includes a new Major Transit Growth Corridor map. These corridors will replace the Frequent Transit Network 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. Going forward, the intent is that new Frequent Transit Development Areas, identified by member jurisdictions, will be located within the Major Transit Growth Corridors. This supports member jurisdictions in determining where, how, and when growth and development density are distributed, while supporting the regional need for greater coordination of growth and services, including transit, along the region's key corridors, and while supporting medium density forms and improved transit-oriented housing choices. In addition, this approach supports the further integration between *Metro 2050* and *Transport 2050*.

Integrating Social Equity

Consideration of social equity outcomes has been a part of the regional growth strategy, but is now unambiguously noted as an objective of the strategy and included in the *Metro 2050*'s Challenges and Opportunities section, definition in the Glossary, introductory reflections in each of the goal

introductions explaining the linkage between the policy area and social equity, and consideration throughout the development of new and updated content. There are policy actions that support greater social equity in the region particularly related to housing affordability, tenant protection, the expansion of green infrastructure, the provision of child care, climate change resiliency, and the development of complete communities that will contribute to continuing to build a region that is more fair and equitable for all.

OVERVIEW OF THE DRAFT METRO 2050 CONTENT

Metro 2050 is intended to build on the successes of *Metro 2040*. It reinforces and enhances existing policy directions, extends the timeframe out to the year 2050, fills identified policy gaps, and responds to new and emerging policy issues. The new and updated policy language implements the recommendations of the *Metro 2040* Policy Reviews.

Sections A and B: Introduction to Metro Vancouver and the Region

Metro 2050 begins with an introduction to Metro Vancouver, including an Acknowledgement of Indigenous Territory. A short description of Metro Vancouver's organizational structure and corporate mission is followed by the region's corporate commitment to "Building a Resilient Region". As in *Metro 2040*, *Metro 2050* includes a description of the Scope and Linkages to Other Plans, Context, and overview of Challenges and Opportunities.

Section C: Introduction to the Regional Growth Strategy

Section C provides an introduction that includes the Vision, Guiding Regional Planning Principles, and a Responding to the Challenges section which is an overview of the five *Metro 2050* goals.

Section D: Urban Containment Boundary, Regional Land Use Designations, and Overlays

Section D includes the descriptions of the core policy "tools" in the regional growth strategy including: the Urban Containment Boundary, the six regional land use designations, the Major Transit Growth Corridors, and the four structuring overlays (i.e. Urban Centres, Frequent Transit Development Areas, Trade-Oriented Lands, and Natural Resource Areas). This section is an important section of the regional growth strategy as it helps to inform the implementation of many of the policy actions and the review and acceptance of future Regional Context Statements.

Regional Growth Projections

The next section presents the Regional Growth Projections; includes a description of the approach Metro Vancouver takes to preparing the long-term population, dwelling unit and employment growth projections; and highlights some of the important trends that are anticipated in this region over the next 30 years. Whereas *Metro 2040* included municipal level projections as an appendix, *Metro 2050* introduces the Regional Growth Projections in the front of the document, as the anticipated growth is the principal reason for planning together as a region over the long term. Also new to this section is the "sub-regional" approach to growth projections, where the region has been divided into six sub-regions and the 30 year projections for growth are presented at the sub-regional level. This sub-regional approach has the advantage of being less sensitive to the short-term oscillations and corrections that tend to happen within individual member jurisdictions, 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. Going forward, individual member jurisdiction projections will still be prepared as a service to member jurisdictions, and will be reported out annually, outside of the regional growth strategy.

Complementing the growth projections are the Urban Centre and Frequent Transit Development Area Growth Targets (Table 2). These targets are unchanged from *Metro 2040*; these targets will be updated to extend them out to the year 2050 at a later date, following an engagement process involving all member jurisdictions.

Section E: Goals, Strategies and Actions

Just as with *Metro 2040* and Metro Vancouver's other departmental management plans, the policy actions in *Metro 2050* are organized into goals that are supported by strategies. Under each strategy there are policy actions for the regional growth strategy's signatories; i.e. Metro Vancouver, member jurisdictions, and TransLink. Some of Metro Vancouver's policy actions are now "advocacy actions", which include requesting actions of other levels of government or other government agencies that are not signatories to *Metro 2050*.

It is noted that a primary difference in the goal structure of *Metro 2050* is that Goal 4 has become "Provide Diverse and Affordable Housing Choices" and now includes three strategies about housing. The content of *Metro 2040* Strategy 4.2 "Develop healthy and complete communities with access to a range of services and amenities" has been moved to Goal 1 as a new Strategy 1.3 entitled "Develop resilient, healthy, connected, and complete communities with a range of services and amenities".

Many policy actions in *Metro 2050* are identical or very similar to those that the MVRD Board confirmed are working well in *Metro 2040*. The new or revised policy actions are based on learnings and research over 10 years of implementation, on input from member jurisdictions, and on the endorsed policy recommendations coming out of the *Metro 2040* Policy Review process (Reference 4).

Section F: Implementation

The Implementation section describes the procedures for implementing and amending the regional growth strategy. It includes details about what Regional Context Statements will contain, and information about flexibility, Special Study Areas, and how Metro Vancouver will work with other government agencies. The same three amendment types, and the procedures for each, continue to be described, with the requirement for a regional public hearing being removed from the Type 2 amendment process being the only change (per previous MVRD Board direction).

Section G: Performance Monitoring

The Performance Monitoring section outlines the performance indicators that will be monitored to help evaluate progress towards the goals, strategies, and targets set out in *Metro 2050*. There are now 29 indicators listed in *Metro 2050*, up from the 23 that were listed in *Metro 2040*. Most performance measures are the same as those in *Metro 2040*, while some have been refined or replaced based on continued improvements in available data. As with *Metro 2040*, the performance monitoring program with all the details about how the monitoring will be done will be in an Implementation Guideline prepared after the adoption of *Metro 2050*. Performance on the indicators will continue to be reported out annually to the MVRD Board through a staff report and on an ongoing basis through an online dashboard on the Metro Vancouver website.

Section H: Glossary of Terms

New to *Metro 2050* is a glossary of terms. The terms have been included as they are considered specific to *Metro 2050*, and necessary to correctly interpret the meaning of and implement certain

policy actions. If not included in the Glossary, Implementation Section, or defined by other legislation, the common understanding of a term should be assumed.

Section I: Maps

For ease of use, all the maps have been combined into one section at the back of the regional growth strategy. These maps are small scale depictions of the official maps which are to be housed on the Metro Vancouver website. The same parcel-based map data from *Metro 2040* has been used to create the *Metro 2050* maps meaning no changes have been made to the location of any of the land use designations, the Urban Containment Boundary, the Urban Centres and Frequent Transit Development Areas, or the Special Study Areas. The style, colours, line weights, and contextual information of the maps has been updated to support a better user experience and make the maps easier to read and more useful.

Map 4 has been updated to include the exact boundaries of the Urban Centres and Frequent Transit Development Areas; no changes have been made to the location or boundaries. Map 5 “Major Transit Growth Corridors” and Map 11 “Sensitive Ecosystem Inventory” are new maps being introduced in *Metro 2050*.

The maps also now include Indigenous reserve and treaty lands and the names of each First Nation with lands in the region, with no regional land use designation being applied. It is noted that the way in which Indigenous lands are depicted on the *Metro 2050* maps is still to be confirmed, as it is a topic for the ongoing discussions with in-region First Nations.

NEXT STEPS

Metro Vancouver staff are recommending that the MVRD Board refer the draft *Metro 2050* for comment. Subject to the Board’s direction, the comment period will be between July and the end of November 2021. Written notification of the referral will be sent to member jurisdictions, the Fraser Valley and Squamish Lillooet Regional Districts, TransLink, and other Metro 2050 IAC members including in region First Nations, inviting comments on the draft. The comment period is intended to end on November 26, 2021 so that the regional growth strategy bylaw can be finalized for initial consideration by the MVRD Board in January 2022 in accordance with the Board approved timeline. The comment period will also provide an opportunity to assess general support for the overall direction articulated in *Metro 2050*, and, if necessary, to consider amending the timeline to allow for additional engagement. Extending the *Metro 2050* timeline would create a project risk and the adoption phase would need to take place after the 2022 local government election.

Metro 2050 IAC Policy Working Groups

During the Summer and early Fall of 2021, Metro Vancouver staff will be convening a series of optional “working group” sessions for *Metro 2050* Intergovernmental Advisory Committee members focused on specific topic areas of *Metro 2050*. The objective of the sessions will be to discuss, in depth, the particular “big move” topic areas and any concerns, ideas, or comments associated with each to support the preparation of the formal comments. The topics may include but not limited to: Major Transit Growth Corridors; affordable housing targets; updated Urban Centre framework, permitting residential within employment areas near rapid transit stations; and the Sensitive Ecosystem Inventory. In addition, one of the working groups will focus on supporting the engagement of First Nations.

Council Presentations and Comments

Metro Vancouver staff are scheduling *Metro 2050* presentations to all member jurisdiction councils, and the Boards of the Fraser Valley and Squamish-Lillooet Regional Districts and TransLink during September, October, and November of 2021 to engage directly with the signatories of the regional growth strategy. Member jurisdictions are requested to work with Metro Vancouver staff to schedule these presentations as soon as possible to avoid conflicts.

Public Engagement

Although the general public is not the primary engagement audience during this phase of *Metro 2050* development, the public will be invited to review and provide comment on the draft as well. The draft will be available on the *Metro 2050* webpage of the Metro Vancouver website, and members of the public will have the option to submit comments by email or through a simple online comment form. Videos providing an overview of *Metro 2050* will be released and promoted over social media, and staff are also preparing and will host a public webinar in the Fall of 2021. Member jurisdictions have the option of co-hosting a joint public information meeting in conjunction with the council presentations in the fall of 2021, providing additional opportunities for locally focused public engagement on the draft of *Metro 2050*.

Adopting *Metro 2050*

The formal acceptance and adoption period is scheduled to begin in January of 2022 when a regional growth strategy bylaw will be considered for first and second reading by the Regional Planning Committee 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. 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.

Regional Context Statements

Current Regional Context Statements will continue to be in effect after the adoption of *Metro 2050* until a new Regional Context Statement is prepared, submitted and accepted by the MVRD Board. Following the adoption of *Metro 2050*, starting in June of 2022 member jurisdictions will have two years (to July 2024) to submit a new Regional Context Statement that demonstrates how their respective Official Community Plan (or equivalent) is generally consistent, or will work towards consistency with *Metro 2050* over time.

ALTERNATIVES

1. That the MVRD Board refer the draft of *Metro 2050* attached to the report titled "Draft *Metro 2050*: Referral for Comment", dated May 25, 2021 for comment including to the following:
 - i. signatories to the regional growth strategy including: Mayors and Councils of Metro Vancouver member jurisdictions; the TransLink Board; the Squamish-Lillooet Regional District Board; the Fraser Valley Regional District Board; and
 - ii. other members of the *Metro 2050* Intergovernmental Advisory Committee including: In region First Nations; the Province of BC; the Agricultural Land Commission; Vancouver Coastal Health; Fraser Health; BC Housing; BC Hydro; University Endowment Lands; Bowen Island; City of Abbotsford; City of Chilliwack; District of Mission; Integrated Partnership for Regional Emergency Management; Simon Fraser University; Kwantlen Polytechnic

University; University of British Columbia; Vancouver Fraser Port Authority; Transport Canada; Canada Mortgage and Housing Corporation; and Vancouver International Airport Authority.

2. That the MVRD Board receive for information the report dated May 25, 2021, titled, "Draft Metro 2050: Referral for Comment" and provide alternative direction to staff.

FINANCIAL IMPLICATIONS

If the Board chooses Alternative 1, the draft of *Metro 2050* will be referred out for comment and Metro Vancouver staff will carry out the engagement activities described in the report. There are no significant costs associated with these activities, and all engagement costs will be carried out as part of the Board-approved Regional Planning budget for 2021. The 2022 Phase 3 Adoption period will necessitate a number of expenses associated with a Regional Public Hearing which are estimated to total approximately \$45,000. If the Board chooses Alternative 2, the draft of Metro 2050 will not be referred out for comment and this will make it unlikely that Metro 2050 will be adopted before the 2022 local government election period.

CONCLUSION

This report presents the draft of *Metro 2050*, the update to the regional growth strategy, to the MVRD Board for referral for comment. The draft was informed by the extensive input from member jurisdictions, the members of the *Metro 2050* Intergovernmental Advisory Committee, and other regional stakeholders. The Board's referral will initiate a five-month comment period on the draft regional growth strategy. This draft of *Metro 2050* includes goals, strategies, and policy actions that will help the region accommodate the growth that is anticipated to come to Metro Vancouver over the next 30 years in a way that promotes resiliency, sustainability, prosperity, livability, and equity for all.

Attachments (45986709)

1. Draft *Metro 2050*, the regional growth strategy, for comment (May 2021)
2. Summary of Proposed Changes Made to *Metro 2050* Policy Actions by Goal Area

References

1. [Towards Metro 2050: Updating Metro Vancouver 2040: Shaping our Future](#) (April 2019)
2. [Metro 2050 Engagement Plan](#) (September 2019)
3. [Metro 2050 Phase 1 Engagement Report](#) (March 2021)
4. [Metro 2050 Q1 2021 Status Update](#) (April 2021)
5. [Metro 2050 Draft Policy Language - Goals 1 and 2](#) (March 2021)
6. [Metro 2050 Draft Policy Language – Goal 3: Protect the Environment and Respond to Climate Change Impacts and the Implementation Section](#) (April 2019)
7. [Metro 2050 Draft Policy Language: Goal 4 – Provide Diverse and Affordable Housing Choices and Goal 5 – Support Sustainable Transportation Choices](#) (May 2021)

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Metro 2050

Regional Growth Strategy



SUMMARY OF PROPOSED CHANGES MADE TO METRO 2050 POLICY ACTIONS BY GOAL AREA

These proposed changes to *Metro 2050* content stem from input and feedback from members of the *Metro 2050* Intergovernmental Advisory Committee (i.e. member jurisdiction staff as well as representation from federal and provincial governments and agencies, First Nations, post-secondary institutions and other regional stakeholders) as well as from the Regional Planning Committee and MVRD Board between January and May 2021.

Goal Preambles and Social Equity

- A short passage has been added to each of the preambles explaining the linkage between the policy area and social equity. This has been provided to begin introducing the concept of social equity as it relates to each of the *Metro 2050* topic areas with a view to enhancing the policies and policy actions from the perspective of social equity over time.

Goal 1

- Action 1.1.6 was added as an action for Metro Vancouver to: “work with First Nations to incorporate development plans and population, employment, and housing projections into the regional growth strategy to support potential infrastructure and utilities investments”.
- Action 1.1.9 d) was added at the request of an IAC submission, requiring member jurisdictions to, “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”.
- At the request of an IAC submission, Action 1.2.7 was revised to remove the words, “acquire and develop”, and now states that Metro Vancouver will, “work with TransLink, the Province, First Nations, and member jurisdictions to expand the supply of secure and affordable market and non-market rental housing within Major Transit Growth Corridors”.
- Action 1.2.12 was shortened and now reads: “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”.
- Action 1.2.13 was added to ensure that the Urban Centre and Frequent Transit Development Area growth targets are integrated as policy actions and to complement Table 2.
- Action 1.2.14 was added as an action for Metro Vancouver to: “monitor the region’s total household and employment growth that occurs in Major Transit Growth Corridors”.
- Action 1.2.15 was added as an action for Metro Vancouver to: “work with First Nations and other appropriate agencies to ensure that new development and infrastructure investment is directed to areas that are transit oriented and resilient to climate change impacts and natural hazards”.
- Specific mention of YVR Airport Authority was removed from Action 1.2.22 at the request of an IAC submission in recognition that there are multiple airports in the region.
- Action 1.2.24 b) ix) was added at the request of an IAC submission, requiring Regional

Context Statements to include policies for Urban Centres and Frequent Transit Development Areas that “support the provision of community services and spaces for non-profit organizations”.

- Action 1.2.24 c) iv) was added, requiring Regional Context Statements to include policies for General Urban lands that: “encourage neighbourhood-serving commercial uses”.
- Action 1.2.24 d) was revised at the request of IAC submissions, to remove, “large format retail,” and, “public-serving health authority facilities,” from the list of non-residential Major Trip Generating Uses.

Goal 2

- Action 2.2.9 d) vi) was revised to remove the word “rail” from the provision allowing limited residential uses In Employment lands within 200m of rapid transit stations;
- Policy 2.3.4 was revised to allow consideration of re-designating a parcel in the Agricultural Land Reserve with an Agricultural or Rural regional land use designation if the Agricultural Land Commission confirms that the site is not subject to the *ALC Act* without requiring exclusion from the ALR.

Goal 3

- Action 3.3.4 was added pertaining to Metro Vancouver’s role in environmental assessments, specifically to reduce the environmental and health impacts related to regional air quality and greenhouse gas emissions.
- Under Action 3.3.6 a) “energy benchmarking” was added to the list of advocacy actions to the Federal Government and the Province based on feedback from multiple IAC submissions.
- Action 3.3.9 was moved from a Metro Vancouver-led action to a TransLink-led action based on TransLink’s legal authority.
- Action 3.4.4. a), an advocacy action to the Federal Government and the Province was changed from: “mandate the adoption of flood hazard bylaws” to: “encourage the adoption of local flood hazard policies and bylaws”.
- The Natural Resource Areas Overlay has been identified on Map 9 (Conservation and Recreation Lands).

Goal 4

- Action 4.1.6 was added as an action for Metro Vancouver to: “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”.
- Action 4.3.2 was added as an action for Metro Vancouver to: “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”.

Goal 5

- Under Action 5.1.3 there was IAC support for Option B (general corridor priorities); the new draft emphasizes transit priorities.
- Action 5.1.6 was updated to clarify the scope of the parking strategy.

Implementation

- The amendment process for re-designating industrial lands was first presented to IAC as a Type 2 amendment (6.3.3) but in the final drafts was revised to be a Type 3 amendment (6.3.4) based on direction from the MVRD Board.
- Amendments to the Major Transit Growth Corridors was added to the list of Type 3 amendments (6.3.4).

EXECUTIVE
SUMMARY

DRAFT Metro 2050
The Regional Growth Strategy

What is a Regional Growth Strategy?

A regional growth strategy is a long-range, strategic land use plan aimed at advancing the region's livability and sustainability by managing anticipated growth. Regional growth strategies align projected long-term growth with transportation and infrastructure planning while protecting agricultural, green spaces, and industrial lands. These strategies are authorized under the *BC Local Government Act*.

About Metro Vancouver's Regional Growth Strategy

Metro Vancouver is updating *Metro Vancouver 2040: Shaping our Future (Metro 2040)*, the regional growth strategy. The update is called *Metro 2050*. Since its adoption in 2011, *Metro 2040* has been a strong and effective tool representing the regional federation's collective vision for livability and managing growth anticipated to come to our region over the long term.

Metro Vancouver's regional growth strategy was co-created with member local governments and other regional agencies, and is periodically reviewed and updated. Many of the goals, actions, and tools that are working well in *Metro 2040* will remain unchanged in *Metro 2050*.

The current update extends the strategy to the year 2050, integrates with *Transport 2050*, the update to the regional transportation strategy, and responds to critical issues such as climate change, social equity, resilience, and housing affordability.

How we got to the draft Metro 2050

Between April 2019 and June 2021, Metro Vancouver engaged closely with member jurisdictions, TransLink, the provincial ministries, First Nations, other regional organizations and agencies, adjacent regional districts, subject matter experts, and the general public. Collaboratively through this process, a number of emerging issues, gaps, and opportunities were identified, and the content of *Metro 2050* was drafted to reflect that engagement.

Metro 2050 Vision

Metro Vancouver is a region of diverse 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 gasses, and contributes to resiliency to climate change impacts and natural hazards.

Metro 2050's Five Goals

Metro 2050 contains five regional goals which are supported by corresponding strategies and policy actions for Metro Vancouver, member jurisdictions, and TransLink to carry out.



Goal 1: Create a Compact Urban Area

Metro 2050 reinforces the established framework of concentrating growth into compact, walkable, complete communities, where development is transit-oriented, and people can access a range of housing choices that are close to jobs, amenities, and services.

STRATEGIES

- Contain urban development within the Urban Containment Boundary
- Focus growth in Urban Centres and along Transit Corridors
- Develop resilient, healthy, connected and complete communities
- Protect Rural areas



Goal 2: Support a Sustainable Economy

Metro 2050 protects important job lands and supports the land base, location choices, and transportation integration required to nurture a healthy business climate for both the traditional and emerging economies. Agricultural lands are protected to support local food security.

STRATEGIES

- Promote land development patterns that support a diverse economy and employment opportunities close to where people live
- Protect the supply, and efficient use of, Industrial lands
- Protect the supply of agricultural lands and strengthen agricultural viability

REGIONAL PLANNING GUIDING PRINCIPLES

Metro 2050 is guided by the following five well-established regional planning principles:

1. Put growth in the right places (urban centres and transit corridors)
2. Protect important lands (food, ecological and job lands)
3. Develop complete communities
4. Provide mobility, housing, and employment choices
5. Support the efficient provision of infrastructure (utilities and transit)

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

Metro 2050 protects the unique and vital natural environment, and takes action to respond to climate change by reducing greenhouse gas emissions and improving regional resilience to climate change and natural hazards.

STRATEGIES

- Protect and enhance Conservation and Recreation lands
- Protect, enhance, restore and connect ecosystems
- Encourage land use, infrastructure and settlement patterns to reduce energy consumption and greenhouse gas emissions
- Encourage land use, infrastructure and settlement patterns that improve resilience to climate change impacts and natural hazards

Goal 4: Provide Diverse and Affordable Housing Choices

Metro 2050 draws greater attention to the importance of housing as a key component of growth management, and establishes region-wide objectives for increasing housing supply, diversity, and affordability, particularly in transit-oriented locations.

STRATEGIES

- Expand the supply and diversity of housing
- Expand, retain, and renew rental housing supply and protect tenants
- Meet the housing needs of lower income households and those experiencing or at risk of homelessness



Goal 5: Support Sustainable Transportation Choices

Metro 2050 supports transit-oriented urban forms with a range of sustainable transportation choices including expanding opportunities for transit, walking, and cycling. It supports efficient goods movement and job growth in the region's employment areas and urban centres, while reducing greenhouse gas emissions.

STRATEGIES

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

Anticipated Growth


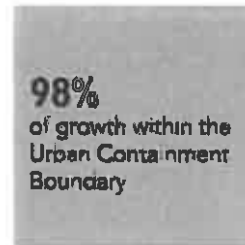
Metro 2050 forecasts indicate that over the next thirty years, Metro Vancouver will receive an additional one million residents for a total population of **3.8 million by the year 2050**. This also means 500,000 additional housing units will be needed and almost 500,000 jobs will be created during that time.

What's New/Proposed?

Much of the content in Metro 2050 will be the same as Metro 2040, and the 'big moves' reflect engagement and feedback from member jurisdictions, other regional agencies, the Province, First Nations, and the public. You will see:

- Stronger alignment of planned locations for growth with transit investment through a new tool called 'Major Transit Growth Corridors'
- Housing policies to encourage transit-oriented affordable housing, increase stock and protect existing non-market rental units
- Clearer and stronger definition for industrial lands, as well as flexibility for affordable rental residential on Employment lands near rapid transit stations
- Stronger climate action, including collective actions toward GHG emission reduction targets and preparing for climate change impacts
- Aspirational regional targets for the federation to collectively work toward for affordable rental housing near transit, protecting land for nature and increasing urban tree canopy cover
- Improved integration of social equity outcomes
- Greater emphasis on building relationships with First Nations, incorporating future development and planning needs

Metro 2050 Regional Targets



Reduce greenhouse gas emissions by **45% below 2010 levels** by the year 2030 and achieve a **carbon neutral region** by the year 2050

NEW



Protect **50%** of land for nature



Achieve **40%** tree canopy cover within urban areas



15% of new and redeveloped housing in Urban Centres and FTDA's will be affordable, rental housing

OPPORTUNITIES TO PROVIDE FEEDBACK

A draft version of Metro 2050 was released for public comment in June 2021. Metro Vancouver welcomes comments from municipalities, organizations, First Nations, and members of the public by **November 26, 2021**.

Please send your comments to:

Online feedback form: metrovancover.org/metro2050

Email: regionalplanning@metrovancover.org

Mail: Metro Vancouver Regional Planning and Housing Services
4730 Kingsway, Burnaby, B.C. V5H 0C6

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Together we make our region strong

Anticipated Growth

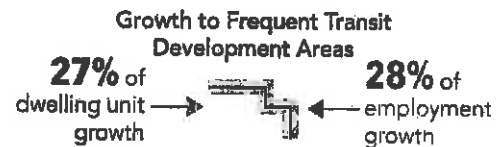
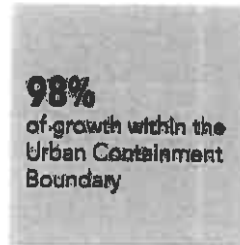
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Metro 2050 Regional Targets



Reduce greenhouse gas emissions by **45% below 2010** levels by the year 2030 and achieve a **carbon neutral region** by the year 2050

NEW

- Protect 50% of land for nature**
- Achieve 40% tree canopy cover within urban areas**
- 15% of new and redeveloped housing in Urban Centres and FTDA's will be affordable, rental housing**

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