



METRO VANCOUVER REGIONAL DISTRICT (MVRD) PUBLIC HEARING

Wednesday, April 20, 2022

6:00 PM

Public Hearing to consider the *Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022*

**Meeting conducted electronically pursuant to the Procedure Bylaw
28th Floor Boardroom, 4515 Central Boulevard, Burnaby, British Columbia**

Webstream available at <http://www.metrovancouver.org>

[Membership and Votes](#)

A G E N D A

1. CALL TO ORDER

The Public Hearing is convened to provide an opportunity for persons, organizations and authorities to make their views known regarding *Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022*. A Bylaw to adopt a Regional Growth Strategy for the Metro Vancouver Regional District.

2. REFERENCE MATERIALS

2.1 Consideration of *Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022*, a bylaw to adopt *Metro 2050* pg 2

2.2 Notice of Public Hearing pg 133

3. WRITTEN SUBMISSIONS RECEIVED

Note: The agenda will be revised with written submission received.

Updated

3.1 Written submissions received from Friday, March 25, 2022 to Thursday, April 20, 2022 at 4:00 p.m. pg 134

4. SPEAKERS

5. ADJOURNMENT/CONCLUSION

That the MVRD Board adjourn/conclude the Public Hearing of April 20, 2022.

To: Regional Planning Committee

From: Sean Galloway, Director, Regional Planning and Electoral Area Services and
James Stiver, Division Manager, Regional Land Use Policy, Regional Planning and
Housing Services

Date: February 18, 2022 Meeting Date: March 4, 2022

Subject: **Consideration of Metro Vancouver Regional District Regional Growth Strategy
Bylaw No. 1339, 2022, a bylaw to adopt Metro 2050**

RECOMMENDATION

That the MVRD Board:

- a) give first and second readings to *Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022*, a bylaw that would adopt *Metro 2050* as the regional growth strategy for Metro Vancouver;
 - b) refer *Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022*, to a Public Hearing to be held in April ____, 2022; and
 - c) given the urgent need to respond to climate change and prepare for extreme weather events, direct staff to undertake work and engagement with an aim to proposing an early amendment to *Metro 2050* post-adoption to strengthen climate action language and policy.
-

EXECUTIVE SUMMARY

This report presents *Metro 2050*, via *Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022*, to the MVRD Board for consideration of first and second readings and referral to a Public Hearing. *Metro 2050* is an update to *Metro Vancouver 2040: Shaping our Future*, and is the culmination of close to three years of research, policy analysis, and deep engagement. The MVRD Board scoped the update to:

- extend the projections and policies to the year 2050;
- align with Transport 2050;
- respond to member jurisdiction requests for improvements; and
- strengthen policy actions to address climate change, tackle the challenges of providing affordable housing (particularly near transit), incorporate social equity outcomes, and strengthen First Nations content and relationships, and do more to protect the environment.

Metro 2050 introduces important new policies that will help Metro Vancouver, member jurisdictions, TransLink and others address the significant challenges facing this region. Adopting this bylaw will result in the adoption of *Metro 2050* as the regional growth strategy for Metro Vancouver, and *Metro 2040* would be repealed.

PURPOSE

The purpose of this report is to present *Metro Vancouver Regional District Regional District Regional Growth Strategy Bylaw No. 1339, 2022* for consideration of first and second readings and to refer the bylaw to a Public Hearing which is being recommended for April ____, 2022.

BACKGROUND

The *Greater Vancouver Regional District Regional Growth Strategy Bylaw No. 1136, 2010*, was adopted by the Board on July 29, 2011, thereby introducing *Metro Vancouver 2040: Shaping our Future (Metro 2040)* as the regional federation's regional growth strategy. This strategy has since been a strong vision and tool for managing growth to the region. The update, *Metro 2050*, is based on a comprehensive review of *Metro 2040* and extensive engagement over the past nearly three years. *Metro Vancouver Regional District Regional District Regional Growth Strategy Bylaw No. 1339, 2022* would repeal and replace *Bylaw No. 1136, 2011* (as amended).

At its April 2019 and September 2019 meetings, the MVRD Board approved the timeline and scope of work for updating the regional growth strategy (References 1 and 2). Staff were directed to work towards completing the update within the current local government election cycle. The project timeline was reviewed and adjusted in light of the COVID-19 pandemic, and in November 2020, the MVRD Board confirmed its direction to continue with the approved timeline (Reference 3).

Over the past three years, staff have implemented the Board approved engagement plan and conducted extensive research to identify opportunities to enhance the policies in the regional growth strategy and address the identified policy gaps (Reference 4). Engagement included presentations to member jurisdiction councils, meetings with members, the Province, agencies, organizations, industry, and community groups, deep input from the *Metro 2050* Intergovernmental Advisory Committee as well as public-facing webinars, dialogue events, and online comment opportunities.

At its June 25, 2021 meeting, the MVRD Board referred the draft of *Metro 2050* out for comment over a 5-month period that ended on November 26, 2021 (Reference 5). All comments received, as well as recommended changes to *Metro 2050* as a result were presented to the Regional Planning Committee and MVRD Board as an Issue-Response Table at their respective meetings in January 2022 (References 6 and 7). Some Board members expressed reservations on proceeding with *Metro 2050* at this time given the need for stronger climate action to be embedded in the plan as well as noting a couple of additional outstanding municipal concerns. As a result, the MVRD Board passed the following resolution:

That the MVRD Board refer the matter back to staff for a one-month period in order to clarify issues raised by member municipalities and report back to the Board.

The intent of the one-month delay is to allow time to meet with member jurisdictions with outstanding issues to see if any additional minor changes to *Metro 2050* are necessary to resolve those issues, as well as to provide additional information to the Regional Planning Committee and the MVRD Board on the climate policies included in *Metro 2050* and its relationship with *Climate 2050* and *Transport 2050*, while striving to keep to the Board approved timeline for *Metro 2050* adoption by July 2022.

Staff and elected officials from Metro Vancouver subsequently met with staff and Board members from seven municipalities who had expressed concern at the Board meeting. Beyond the many changes made as a result of over 900 comments received from the comment period, additional edits were made with an aim to resolving any concerns. The resulting *Metro 2050* bylaw is attached to this report for consideration of first and second reading (Attachment 1).

ADDITIONAL RECOMMENDATION TO RESPOND TO BOARD DIRECTION

At its February 11, 2022 meeting, the Regional Planning Committee received a report and presentation to respond to the Board direction on *Metro 2050*, *Climate 2050*, and *Transport 2050* are mutually-supportive and work together, particularly in terms of greenhouse gas reduction and climate adaptation policies and actions (Reference 9). Discussion ensued about the role of land use in climate action and that to achieve strengthened policy action in *Metro 2050* will require engagement and consensus building. As a result, the Committee Chair directed staff to bring forward an additional resolution with the *Metro 2050* bylaw in March for consideration that would set the stage for additional work through 2022 to explore the potential for stronger policy actions for *Metro 2050* via an early amendment to the plan, post adoption. The resulting recommendation is recommendation c) on this report.

ADJUSTMENTS TO METRO 2050 BYLAW CONTENT

As noted above, concern was expressed by some MVRD Board and Regional Planning Committee members over outstanding areas related to their respective municipalities and the extent of climate policy actions proposed in *Metro 2050*. As a result of additional discussions with members, *Metro 2050* has been further updated and improved as follows:

- Á To help curb possible speculation, provide greater clarity as to the role of Major Transit Growth Corridors (MTGCs), specifying that not all locations within MTGCs are suitable for growth and that municipalities to determine if and where appropriate locations for growth exist as new Frequent Transit Development Areas (FTDAs) (see page 17, and 1.2.2 and 1.2.7 on page 30);
- Á Adjust the title of Goal 3 to reflect the need to “address” climate change, not simply “respond” to it, and provide additional clarity in the Goal 3 preamble (page 53);
- Á Adjust the titles of Strategies 3.3 and 3.4 to reflect stronger language to “advance” land use, infrastructure, and settlement patterns that reduce energy consumption and greenhouse gas emissions and improve resilience, not merely “encourage” it (pages 61 and 64);
- Á Provide greater clarity on the intent of the 15% regional affordable housing target for Urban Centres and FTDAs to reflect that it is a regional goal that members contribute towards, and noting that other transit-oriented locations can also be good locations for affordable housing (see 4.2.7 a) on page 74); and
- Á Provide similar clarity for the Urban Tree Canopy cover target.

METRO 2050 BYLAW ADOPTION

The Board-approved project timeline for the approvals phase for *Metro 2050* is as follows:

- Á **March 2022** - Regional Planning Committee and MVRD Board Consider 1st and 2nd readings of the *Metro 2050* bylaw and schedule a Public Hearing;

- **March 2022** - Metro Vancouver provides notice of the Public Hearing;
- **April 2022** - MVRD Board hosts the required Public Hearing and refers the *Metro 2050* bylaw for acceptance by affected local governments;
- **May / June 2022** - Affected local government acceptance period; and
- **July 2022** - MVRD Board receives affected local government acceptances and considers 3rd and 4th reading and adoption of the *Metro 2050* bylaw.

Affected local governments are defined in the *Local Government Act* as: Metro Vancouver member municipalities (excluding Bowen Island), Tsawwassen First Nation, Fraser Valley Regional District, Squamish-Lillooet Regional District, TransLink and the Metro Vancouver Board.

Given the Board-approved timeline for the completion of *Metro 2050*, and the scheduled Regional Planning Committee and MVRD Board meeting dates, the initial bylaw readings must occur in March 2022 to allow adequate time for the Public Hearing and referral process as set out above and the opportunity for adoption by the MVRD Board in July 2022, in order to have the process completed before the local government elections in October 2022.

Opportunities for Affected Local Governments to Accept or Refuse to Accept *Metro 2050*

During the affected local government acceptance period, the *Local Government Act* requires that a response of acceptance or refusal to accept be provided to Metro Vancouver via Council or Board resolution within 60 days of receipt, or the affected local government is deemed to have accepted the regional growth strategy. If an affected local government does not accept the regional growth strategy, it must indicate each provision to which it objects, the reasons for the objection, and whether it is willing for a provision to which it objects to be included in the regional growth strategy on the basis that the provision will not apply to its jurisdiction. In addition, a non-binding dispute resolution process is an option for affected local governments that may have an objection to a provision(s) of the regional growth strategy. Should the non-binding dispute resolution process not be successful, the *Local Government Act*, under Sections 440 and 441, provides for a binding dispute resolution process.

ALTERNATIVES

1. That the MVRD Board:

- a) give first and second readings to *Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022*, a bylaw that would adopt *Metro 2050* as the regional growth strategy for Metro Vancouver;
- b) refer *Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022*, to a Public Hearing to be held in April ____, 2022; and
- c) given the urgent need to respond to climate change and prepare for extreme weather events, direct staff to undertake work and engagement with an aim to proposing an early amendment to *Metro 2050* post-adoption to strengthen climate action language and policy.

2. That the MVRD Board receive for information the report dated February 18, 2022, titled “Consideration of *Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022*, a bylaw to adopt *Metro 2050*” and provide alternative direction to staff.

FINANCIAL IMPLICATIONS

It is anticipated that the Public Hearing for *Metro 2050* required in accordance with the *Local Government Act* will cost approximately \$25,000. This funding has been budgeted and is included as part of the MVRD Board-approved 2022 budget.

CONCLUSION

Metro 2050 is an update to *Metro 2040* and has been developed with considerable consultation, discussion, and review over the past three years. *Metro 2050* is the collective regional vision over the next 30 years for a more sustainable, equitable, and resilient future. It reflects the extensive and collective work of Metro Vancouver and its members, and is balanced in its approach to address regional planning objectives while respecting local government interests. Given the consultation, and revisions that were made to the draft *Metro 2050* to best accommodate consensus, staff recommend alternative 1, that *Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022*, be given first and second readings, and a Public Hearing be scheduled for April, 2022.

Attachment (48616044)

*Metro Vancouver Regional District Regional District Regional Growth Strategy Bylaw No. 1339, 2022*Á

References

1. [Report dated March 28, 2019, titled "Towards Metro 2050: Updating Metro Vancouver 2040: Shaping our Future" presented to the MVRD Board at its regular meeting of April 26, 2019.](#)
2. [Report dated August 15, 2019, titled "Metro 2050 Scope and Status Update" presented to the MVRD Board at its regular meeting of October 4, 2019.](#)
3. [Staff presentation to the Regional Planning Committee on November 26, 2020, on the revised Metro 2050 timeline.](#)
4. [Report dated August 15, 2019, titled "Metro 2050 Engagement Plan" presented to the MVRD Board at its regular meeting of October 4, 2019.](#)
5. [Report dated May 25, 2021, titled "Draft Metro 2050: Referral for Comment" presented to the MVRD Board at its regular meeting of June 25, 2021.](#)
6. [Metro 2050 Issue-Response Table](#)
7. [Report dated January 7, 2022, titled "Comments on Draft of Metro 2050 and Proposed Next Steps" presented to the MVRD Board at its regular meeting January 28, 2022.](#)
8. [Report dated December 14, 2021, titled "Metro 2050 Bylaw Approvals Process" presented to the MVRD Board at its regular meeting January 28, 2022.](#)
9. [Report dated February 4, 2022, titled "Metro 2050 Next Steps: Addressing Member Jurisdiction Comments and Climate Policy" presented to the MVRD Board at its regular meeting of February 25, 2022.](#)

METRO VANCOUVER REGIONAL DISTRICT

BYLAW NO. 1339, 2022

A Bylaw to Adopt a Regional Growth Strategy for the Metro Vancouver Regional District

WHEREAS:

- A. Part 13 of the *Local Government Act* provides for a regional district to undertake the development, adoption, implementation, monitoring, and review of a regional growth strategy; and
- B. The Board of the Metro Vancouver Regional District by resolution on April 26, 2019 initiated the review of "Greater Vancouver Regional District Regional Growth Strategy Bylaw Number 1136, 2010" pursuant to section 433 of the *Local Government Act*.

NOW THEREFORE the Board of the Metro Vancouver Regional District enacts as follows:

Citation

1. The official citation of this bylaw is "Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022". This bylaw may be cited as "Metro 2050".

Repeal of Bylaw

2. "Greater Vancouver Regional District Regional Growth Strategy Bylaw Number 1136, 2010", as amended, is hereby repealed.

Schedule

3. The following Schedule is attached to and forms part of the bylaw:
Schedule "A", Metro 2050, Regional Growth Strategy for the Metro Vancouver Regional District.

Regional Growth Strategy

4. Schedule "A", Metro 2050, Regional Growth Strategy for the Metro Vancouver Regional District, is adopted and designated as the regional growth strategy for the Metro Vancouver Regional District.

Read a first time this 25 day of MARCH, 2022.

Read a second time this 25 day of MARCH, 2022.

Public Hearing held the _____ day of _____.

Read a third time this _____ day of _____.

Passed and finally adopted this _____ day of _____.

Accepted, by Resolution:

•Áby the Village of Anmore	on the ____ day of _____, _____
•Áby the Village of Belcarra	on the ____ day of _____, _____
•Áby the City of Burnaby	on the ____ day of _____, _____
•Áby the City of Coquitlam	on the ____ day of _____, _____
•Áby the City of Delta	on the ____ day of _____, _____
•Áby the City of Langley	on the ____ day of _____, _____
•Áby the Township of Langley	on the ____ day of _____, _____
•Áby the Village of Lions Bay	on the ____ day of _____, _____
•Áby the City of Maple Ridge	on the ____ day of _____, _____
•Áby the City of New Westminster	on the ____ day of _____, _____
•Áby the City of North Vancouver	on the ____ day of _____, _____
•Áby the District of North Vancouver	on the ____ day of _____, _____
•Áby the City of Pitt Meadows	on the ____ day of _____, _____
•Áby the City of Port Coquitlam	on the ____ day of _____, _____
•Áby the City of Port Moody	on the ____ day of _____, _____
•Áby the City of Richmond	on the ____ day of _____, _____
•Áby the City of Surrey	on the ____ day of _____, _____
•Áby the Tsawwassen First Nation	on the ____ day of _____, _____
•Áby the City of Vancouver	on the ____ day of _____, _____
•Áby the District of West Vancouver	on the ____ day of _____, _____
•Áby the City of White Rock	on the ____ day of _____, _____
•Áby the Fraser Valley Regional District	on the ____ day of _____, _____
•Áby the Squamish-Lillooet Regional District	on the ____ day of _____, _____
•Áby the South Coast British Columbia Transportation Authority	on the ____ day of _____, _____

Sav Dhaliwal, Chair

Chris Plagnol, Corporate Officer

Schedule A

Metro 2050, Regional Growth Strategy for the Metro Vancouver Regional District

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:

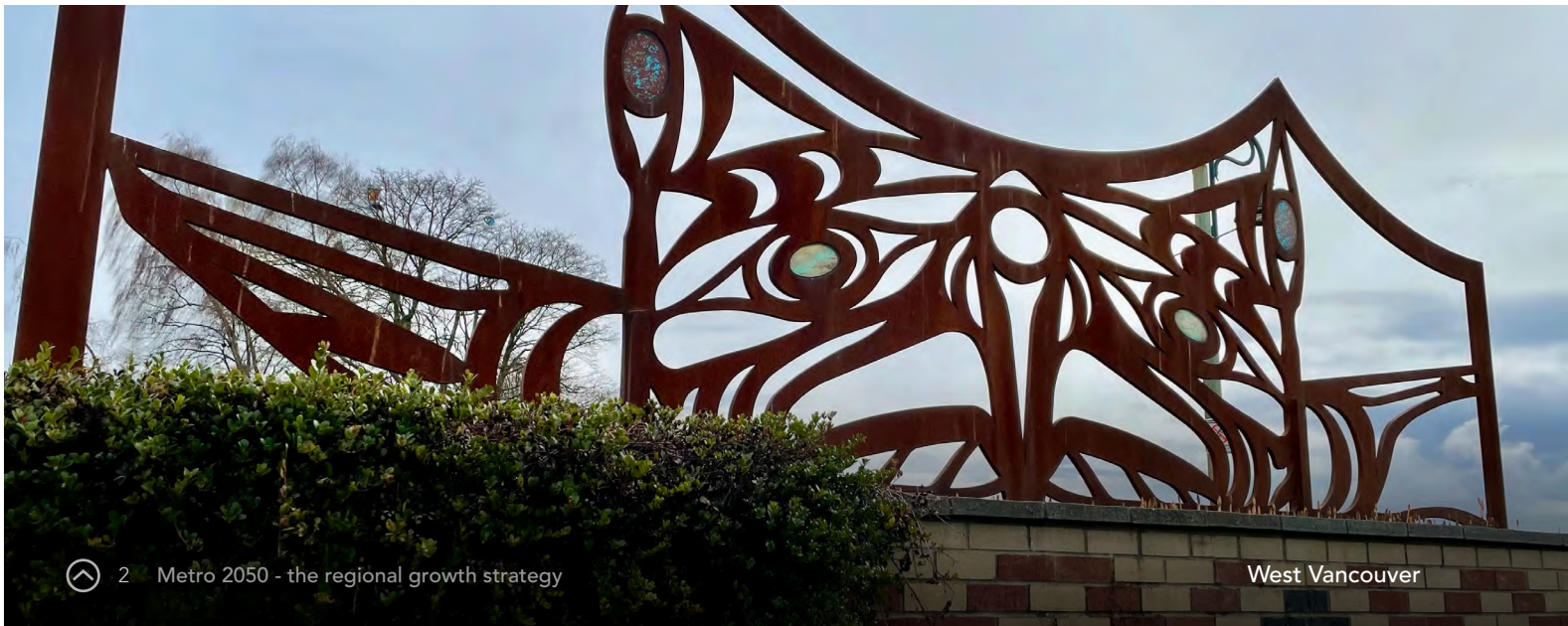
- communicate its objectives for the regional transportation system to TransLink;
- provide transportation planning input through the provision of land use, growth management and air quality information and forecasts and, as appropriate, the evaluation of land use and vehicle emissions impacts; and
- 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

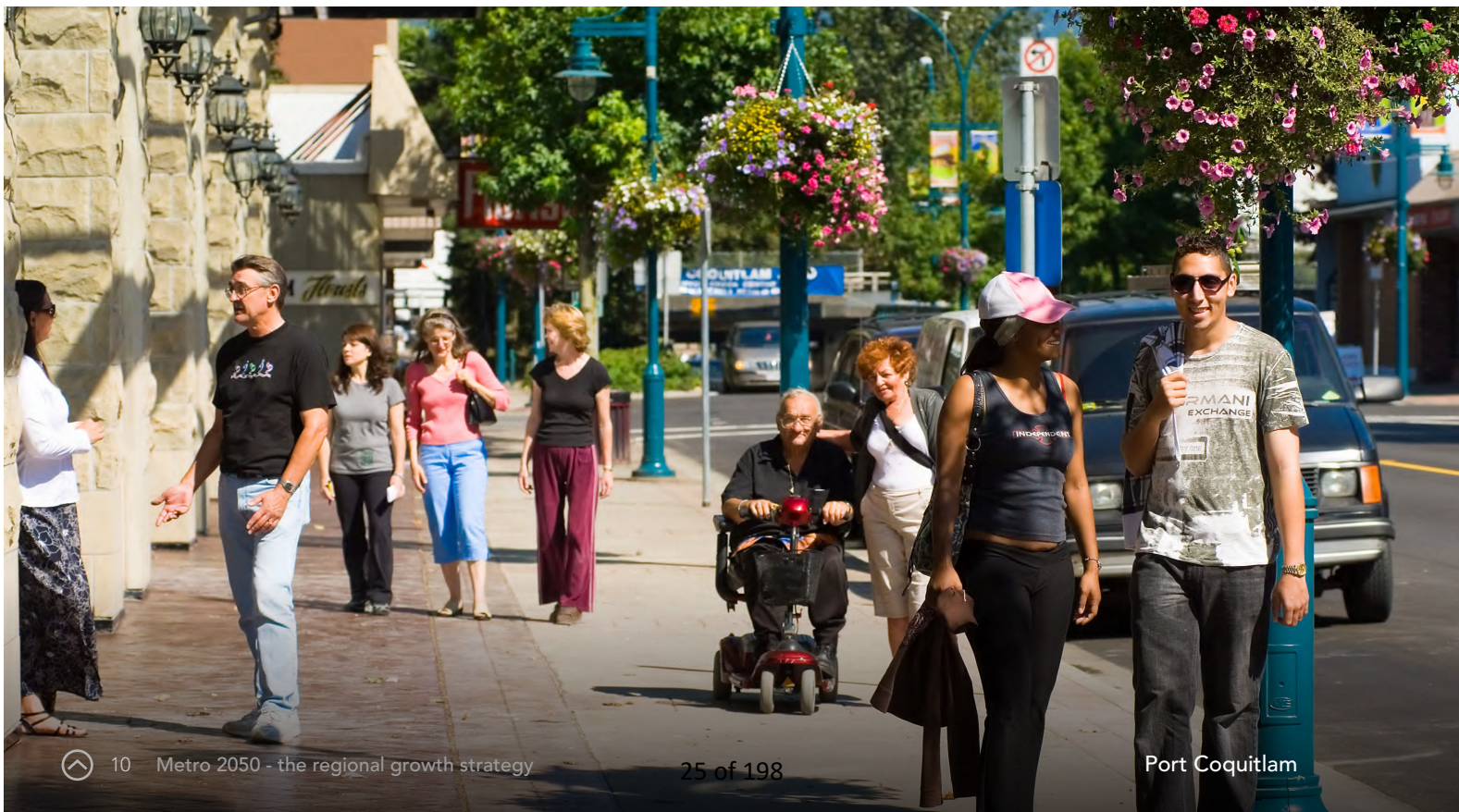
Metro Vancouver has some of the highest levels of transit ridership, walking, and cycling in Canada. However, sustainable mode share varies significantly across the region, the majority of trips are still taken by private motor vehicle, and transportation remains the region's largest source of greenhouse 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.

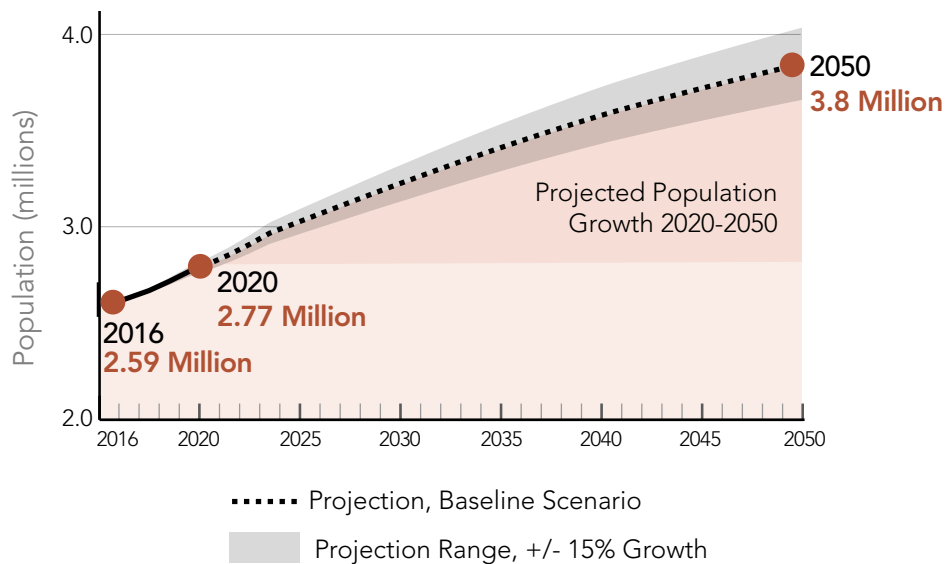
At the last Census in 2016, Metro Vancouver's population was just under 2.6 million. Growth over the next thirty years is projected to add about one million people to reach 3.8 million by the year 2050 (Figure 3).

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 Westminster, 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



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's. 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>	<i>Primary hubs of activity.</i> Accommodates significant regional residential and employment growth and contributes to targets. Provides a range of amenities and services. Major Road Network access. Primary locations for Major Trip-Generating Uses.	Primary focal points for concentrated growth in the region. Complete communities with a balanced mix of housing, employment, services, and amenities. 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. Parks, green spaces, and public open spaces. The supply of affordable rental housing is protected and expanded. Industrial uses are maintained.	Locations identified on Map 2
Metro Core - Vancouver	<i>The Region's downtown.</i> Region-serving uses (central business district). Accommodates significant levels of regional employment and residential growth. Principal centre of business, employment, cultural, and entertainment activity for the region.	Region-serving uses. Institutional, community, cultural, and entertainment uses. Office uses. 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.	Vancouver
Metro Centre - Surrey	<i>Centre of activity South of the Fraser River.</i> Region-serving uses. Accommodates significant levels of regional employment and residential growth.	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.	Surrey
Regional City Centre	<i>Sub-regional hub of activity.</i> Accommodates significant levels of sub-regional residential and employment growth.	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. Minimum density of 60-350 Jobs + People/hectare.	Locations on the Major Transit Network.

High Growth Municipal Town Centre	<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>
Municipal Town Centre	<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>
Frequent Transit Development Area (FTDA)	<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>
General Guidance on Frequent Transit Development Areas	<p>Corridors</p> <p>Linear FTDA's 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>Station Areas</p> <p>Nodal FTDA's 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 (applies to all Urban Centre types)	<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).



Delta



Richmond and South Vancouver



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



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.

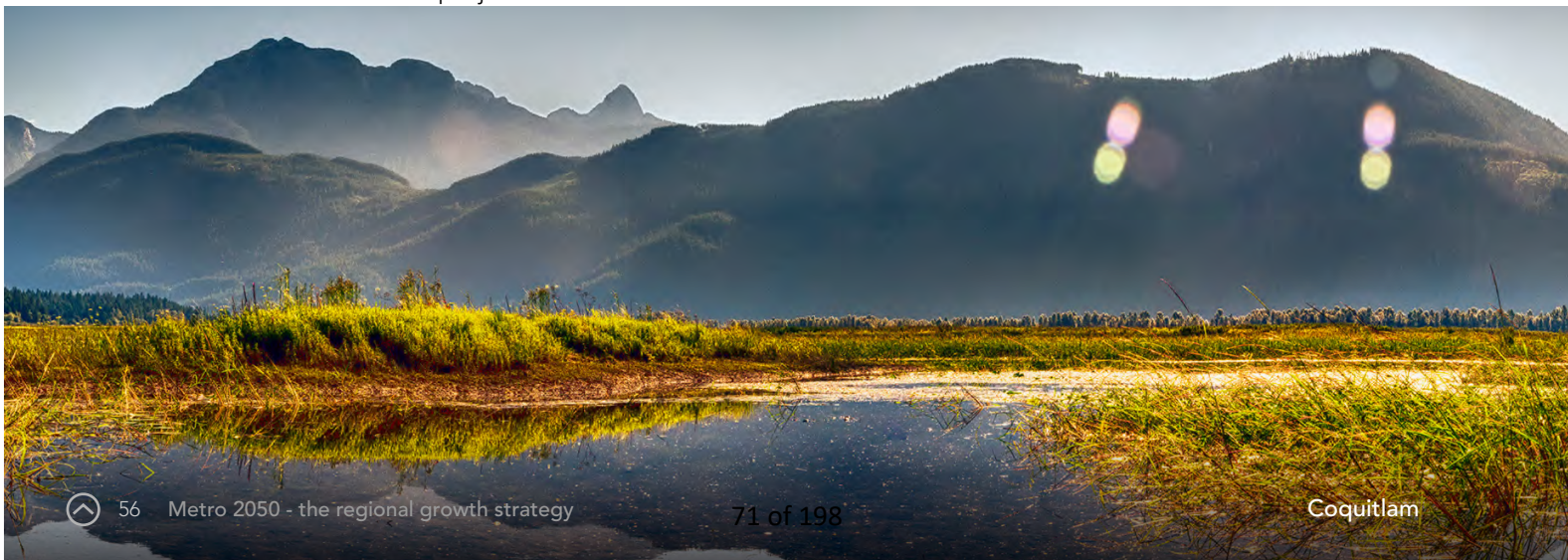
3.1.8 Advocate to the Federal Government and the Province to:

- 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 geoexchange 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.

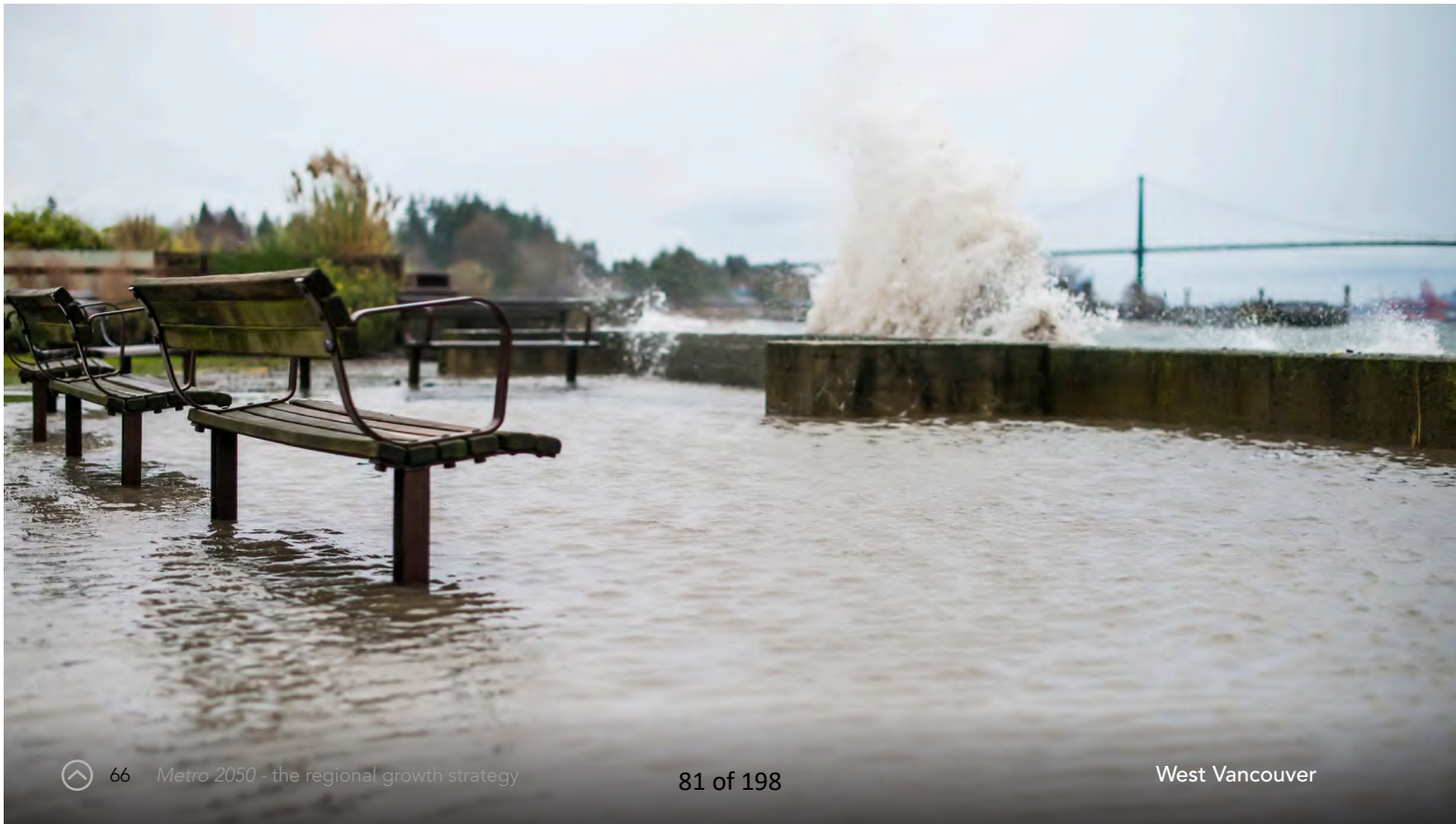
Member jurisdictions will:**3.4.5** Adopt Regional Context Statements that:

- 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



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



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



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:

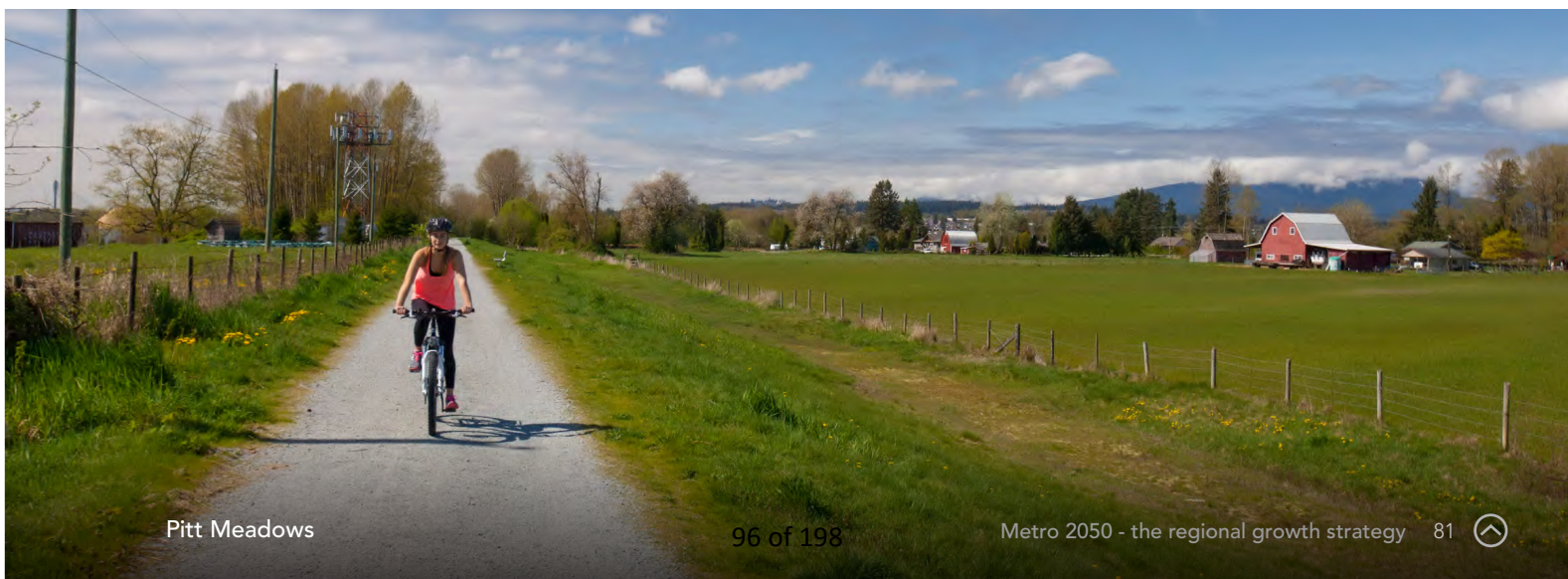
5.1.14 Adopt Regional Context Statements that:

- 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





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.



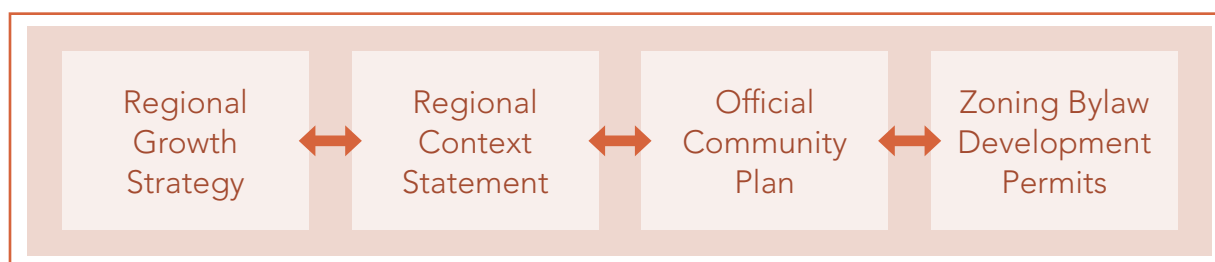
TABLE 6. REGIONAL GROWTH STRATEGY IMPLEMENTATION FRAMEWORK*

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

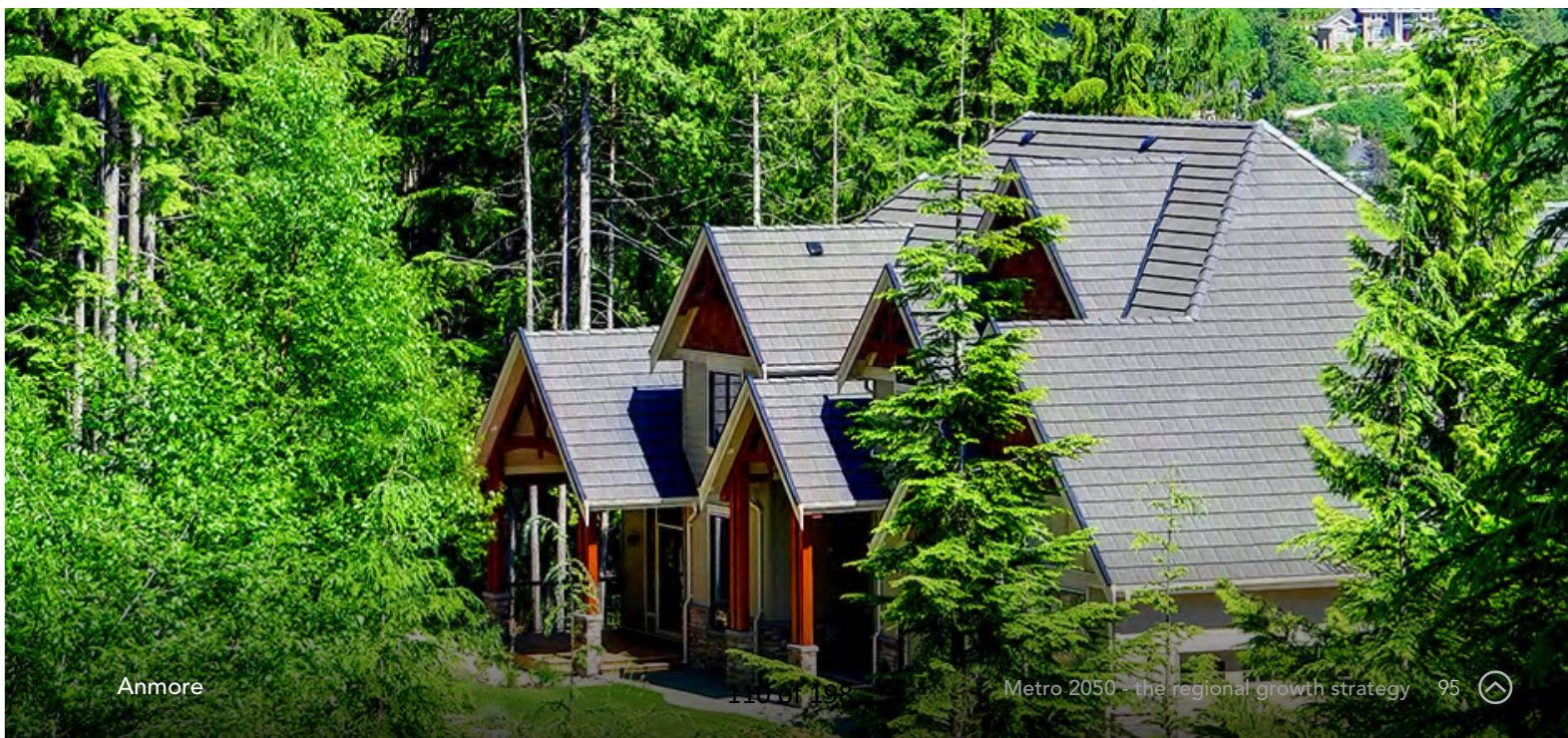
associated adjustment(s) to the Urban Containment Boundary for a Special Study Area. As part of any amendment establishing a change in regional land use designation, the Special Study Area boundaries for those amended lands will be removed from the regional growth strategy.

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).

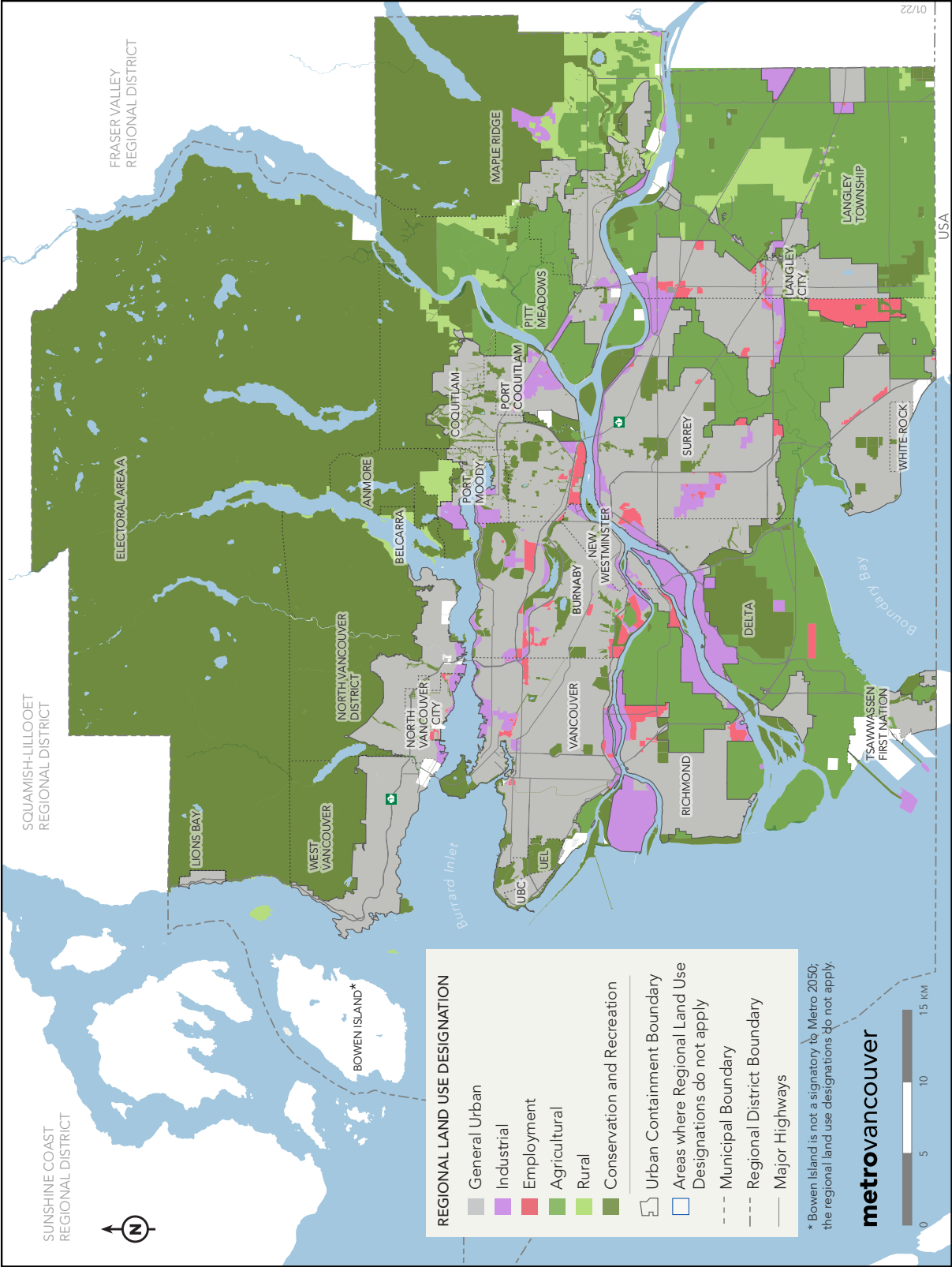
I. Maps

MAP 1 Metro Vancouver Region



Map for reference only.

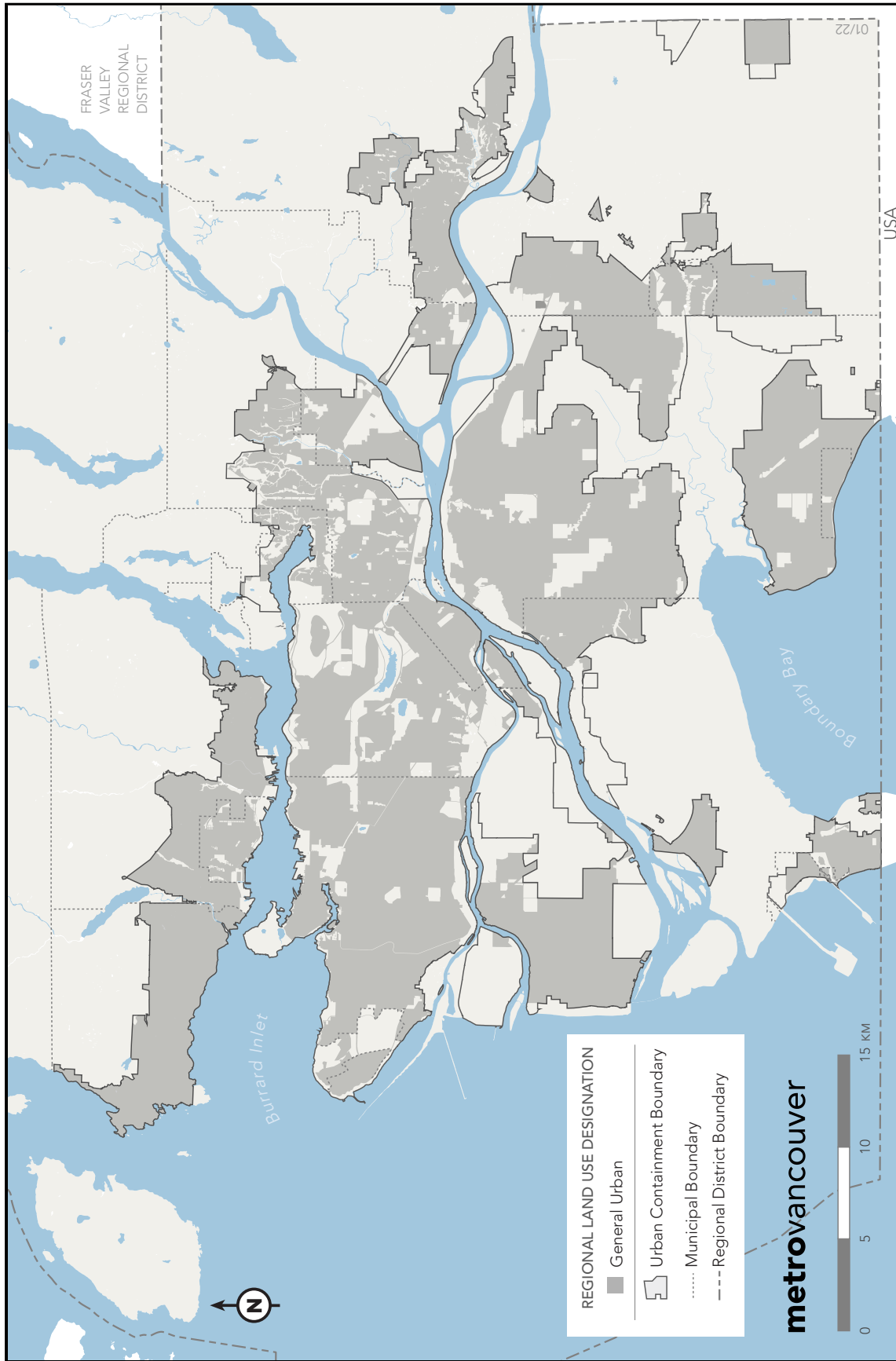
MAP 2 Regional Land Use Designations



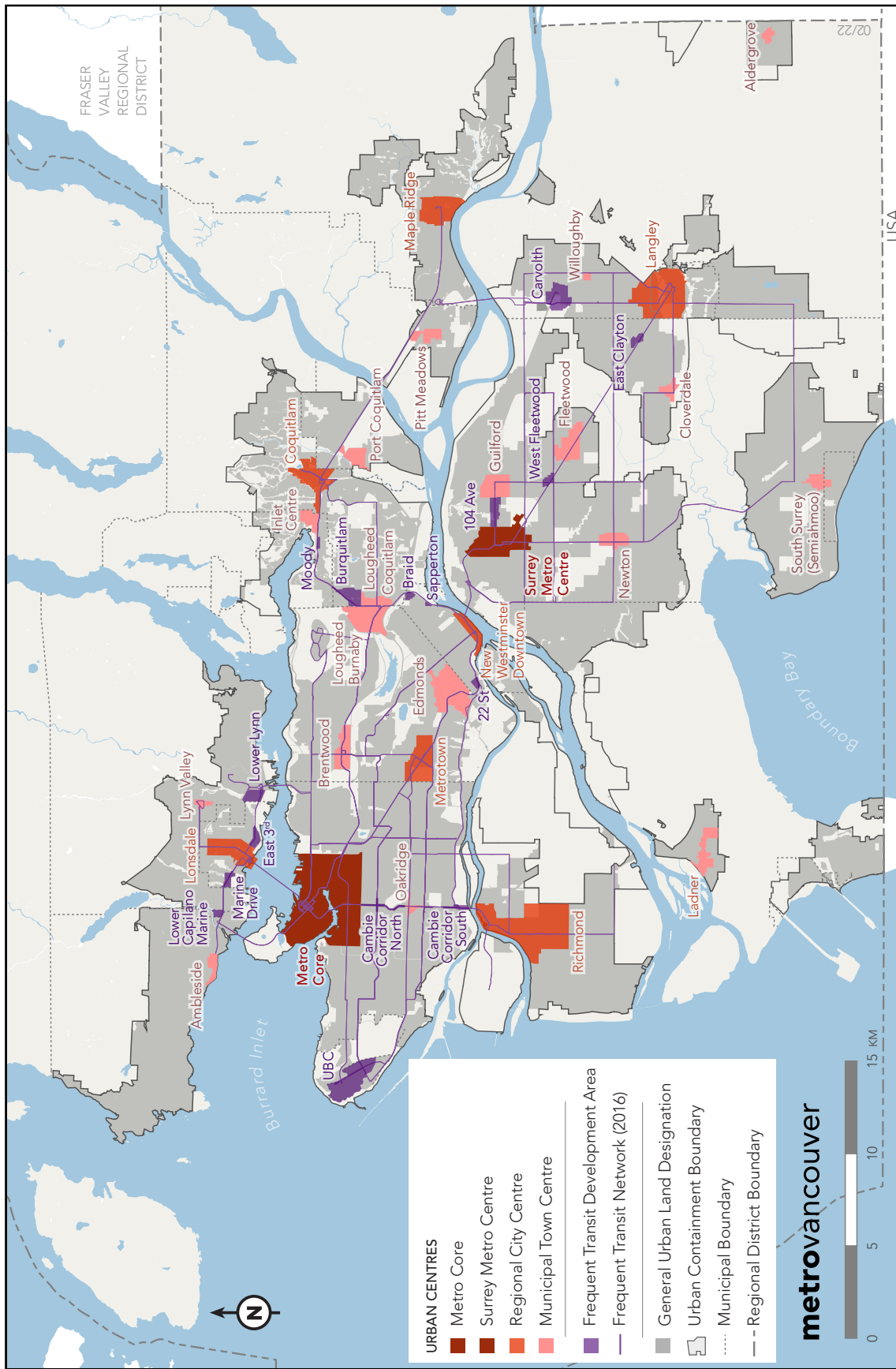
This map is a small scale representation of the Regional Land Use Designation Map that Metro Vancouver maintains as the basis for defining land-use designation boundaries. The official Regional Land Use Designation Map can be found at metrovancover.org



MAP 3 Urban Containment Boundary and General Urban Lands

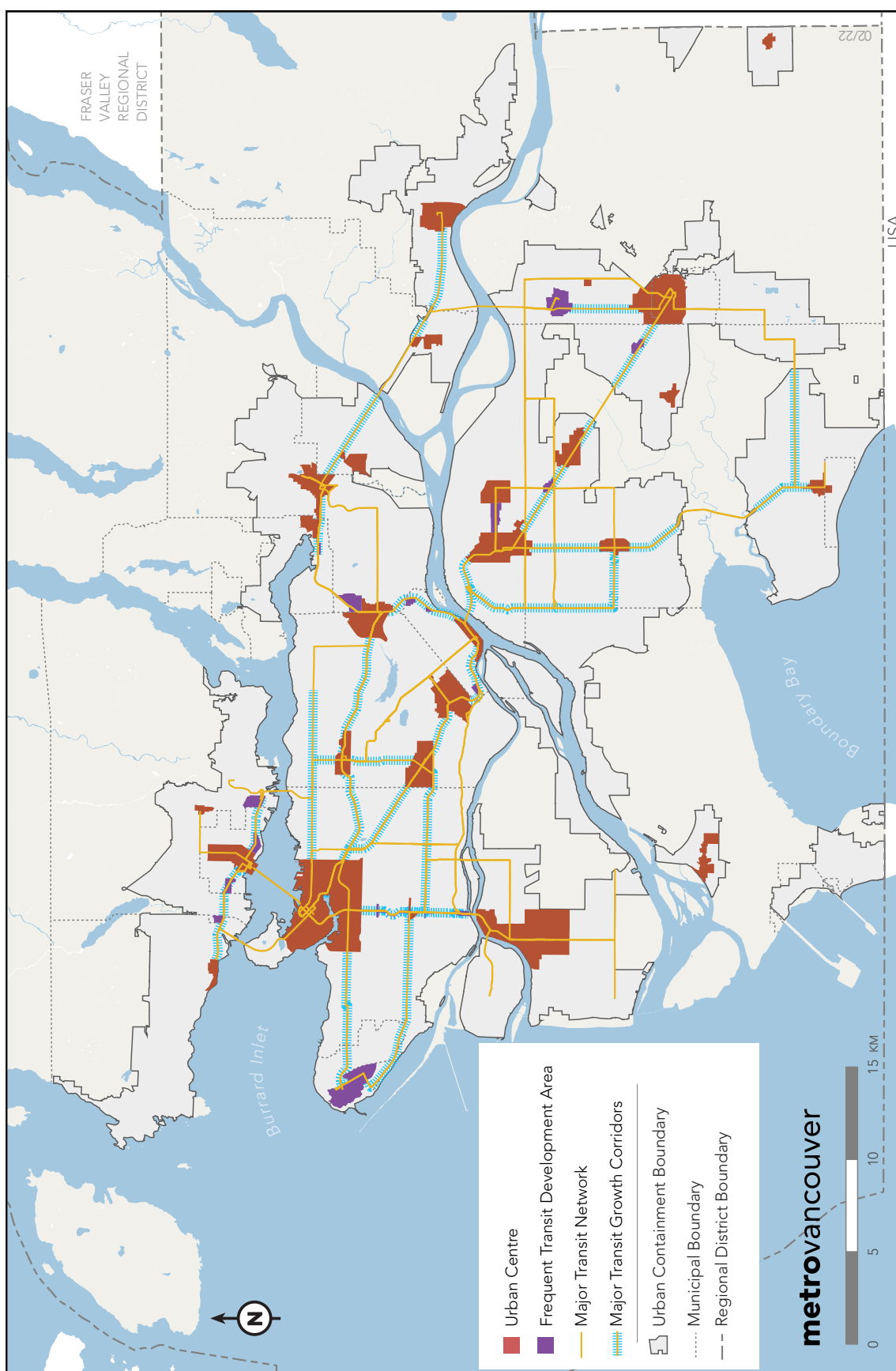


MAP 4 Urban Centres and Frequent Transit Development Areas



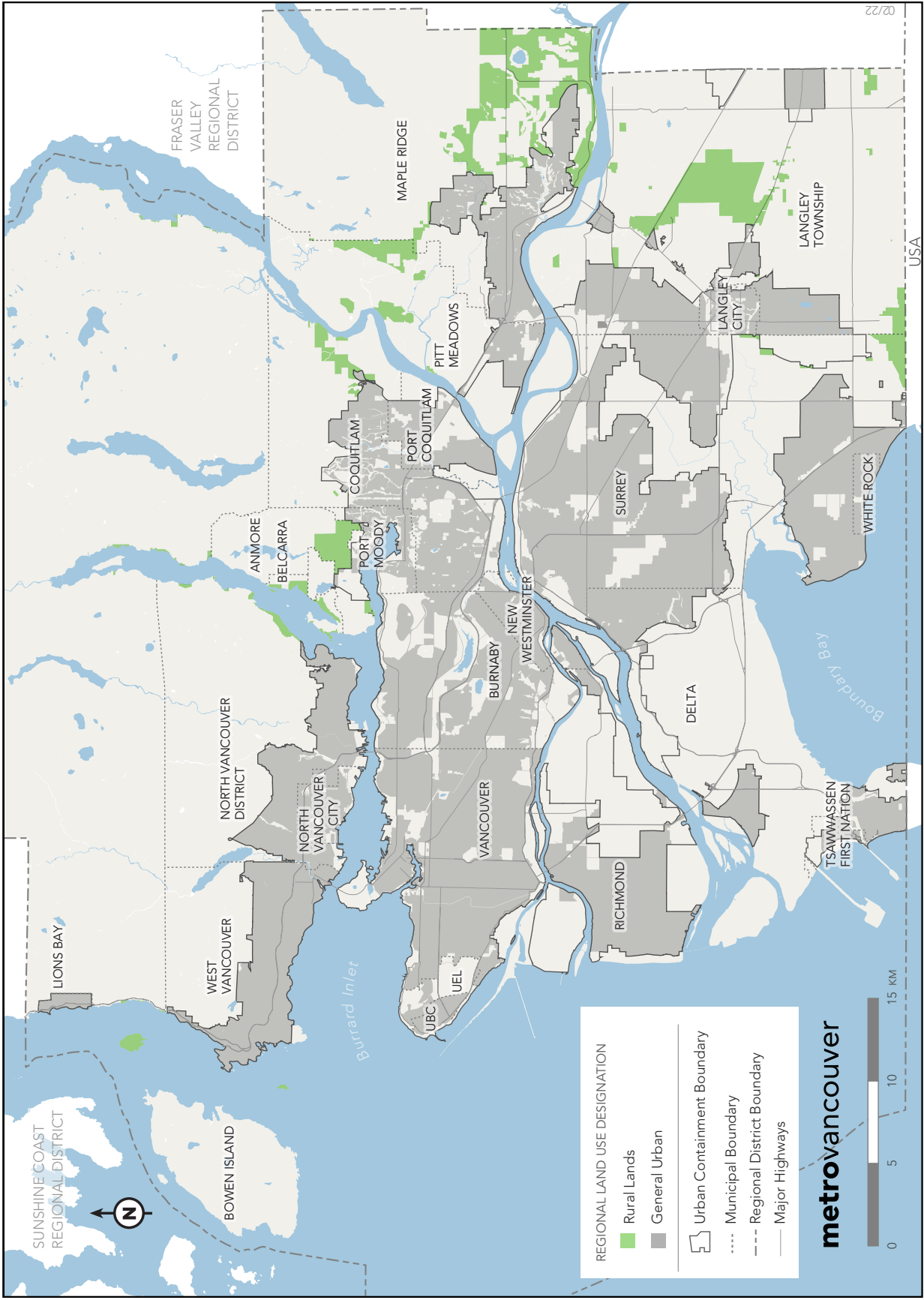
Urban Centres and FTDA are overlays for structuring residential and employment growth. The boundaries are identified by member jurisdictions. Where overlays cover areas other than General Urban or Employment, the intent and policies of the underlying regional land use designations still apply.

MAP 5 Major Transit Growth Corridors and Major Transit Network

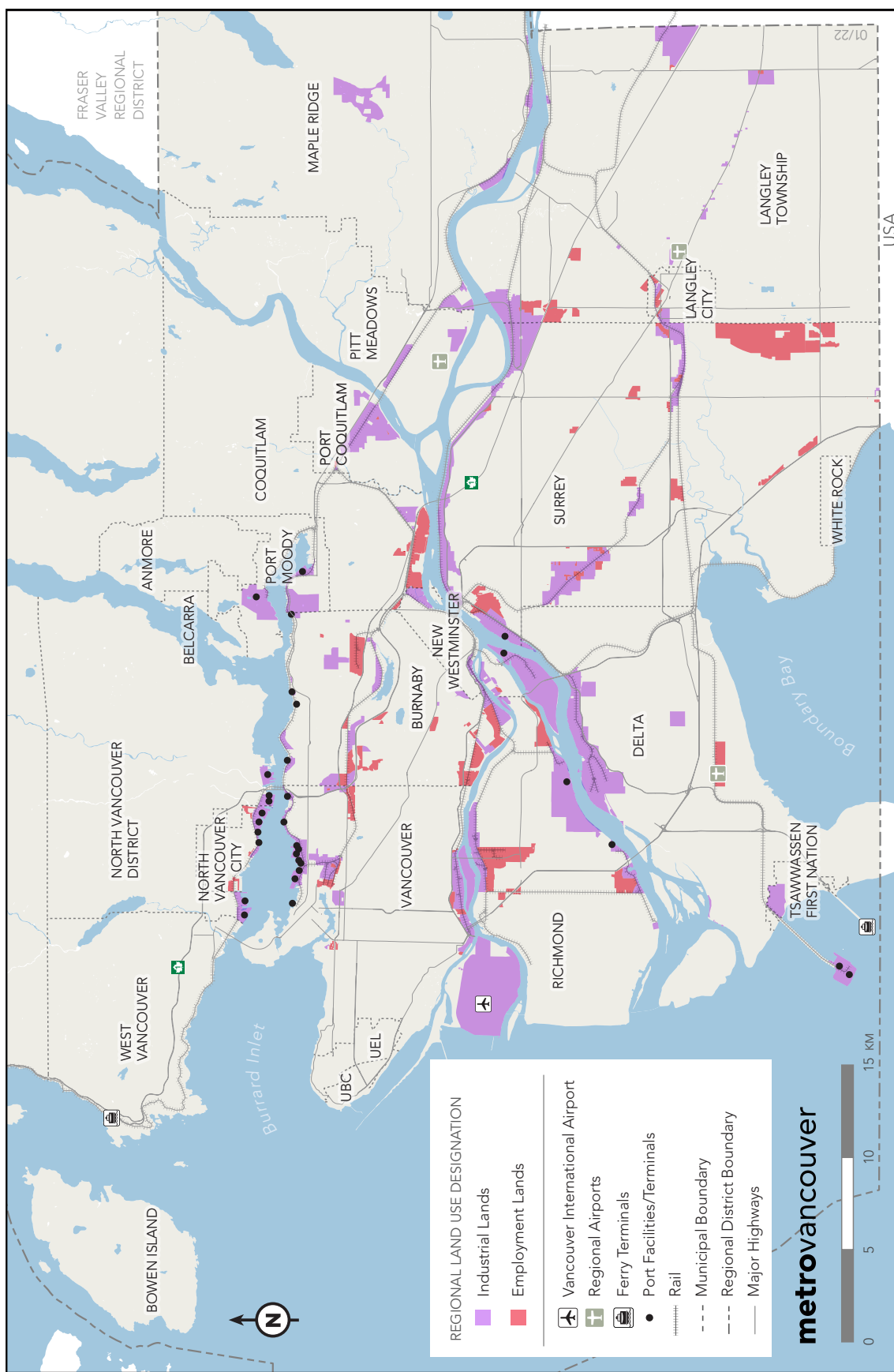


The Major Transit Growth Corridors include a buffer area of approximately 1km on either side of select segments of the Major Transit Network. Not all areas within MTGCs are appropriate for growth. The Major Transit Network is defined in Transport 2050 and is subject to periodic updates; it is shown for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



For the latest Agricultural Land Reserve geography, please visit the Agricultural Land Commission website.

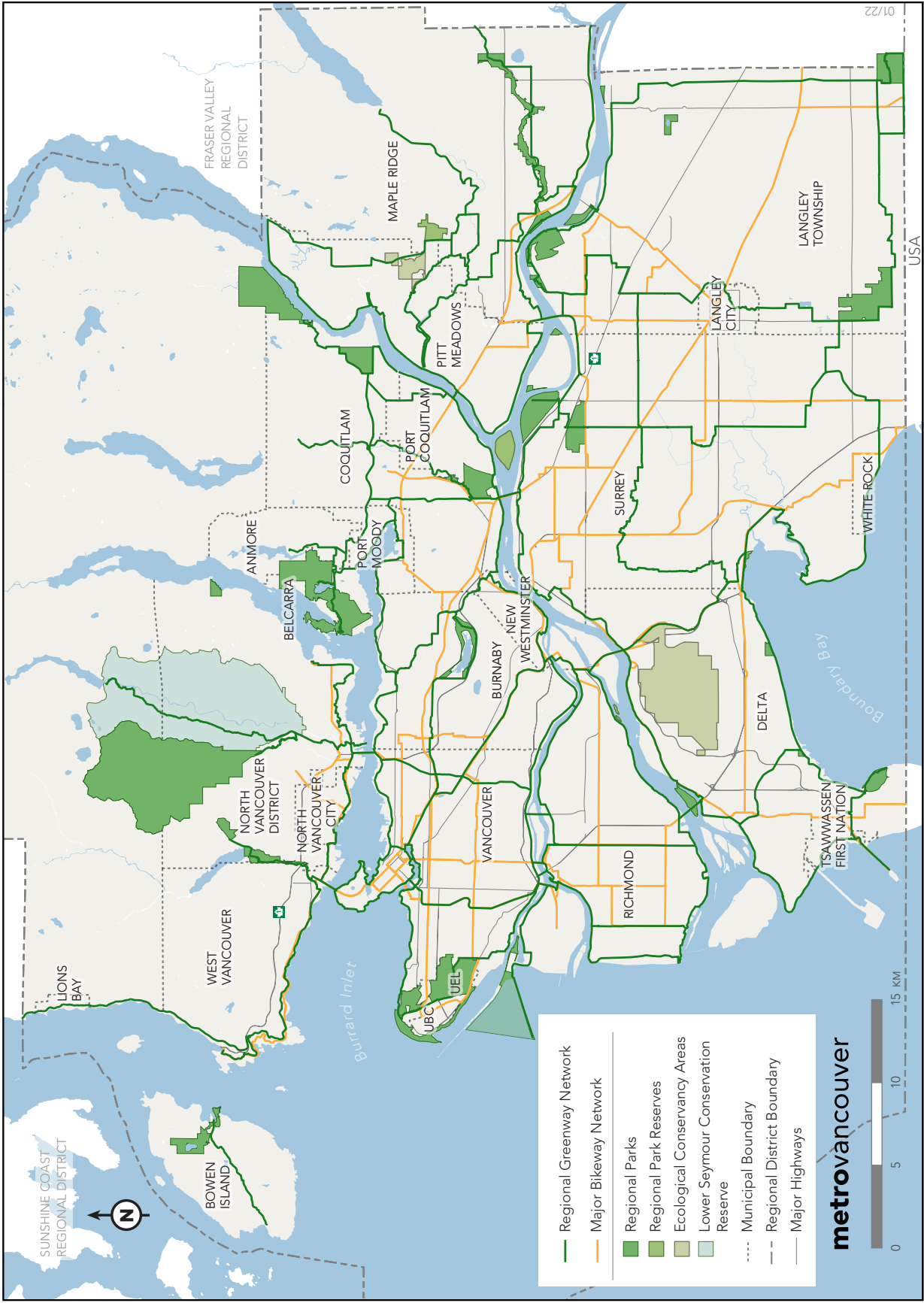


MAP 9 Conservation and Recreation Lands



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.

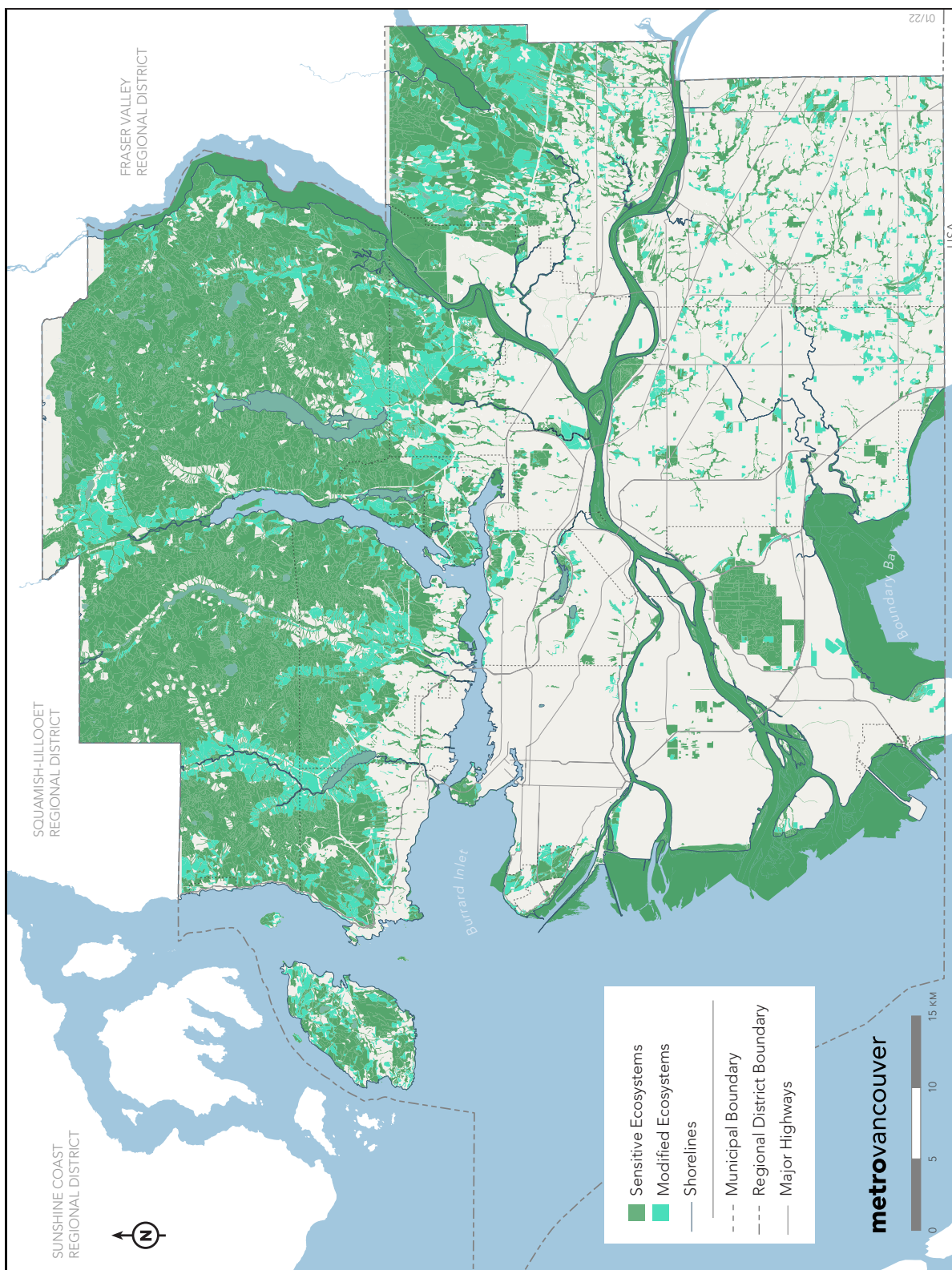
MAP 10 Regional Greenway Network and Major Bikeway Network



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.

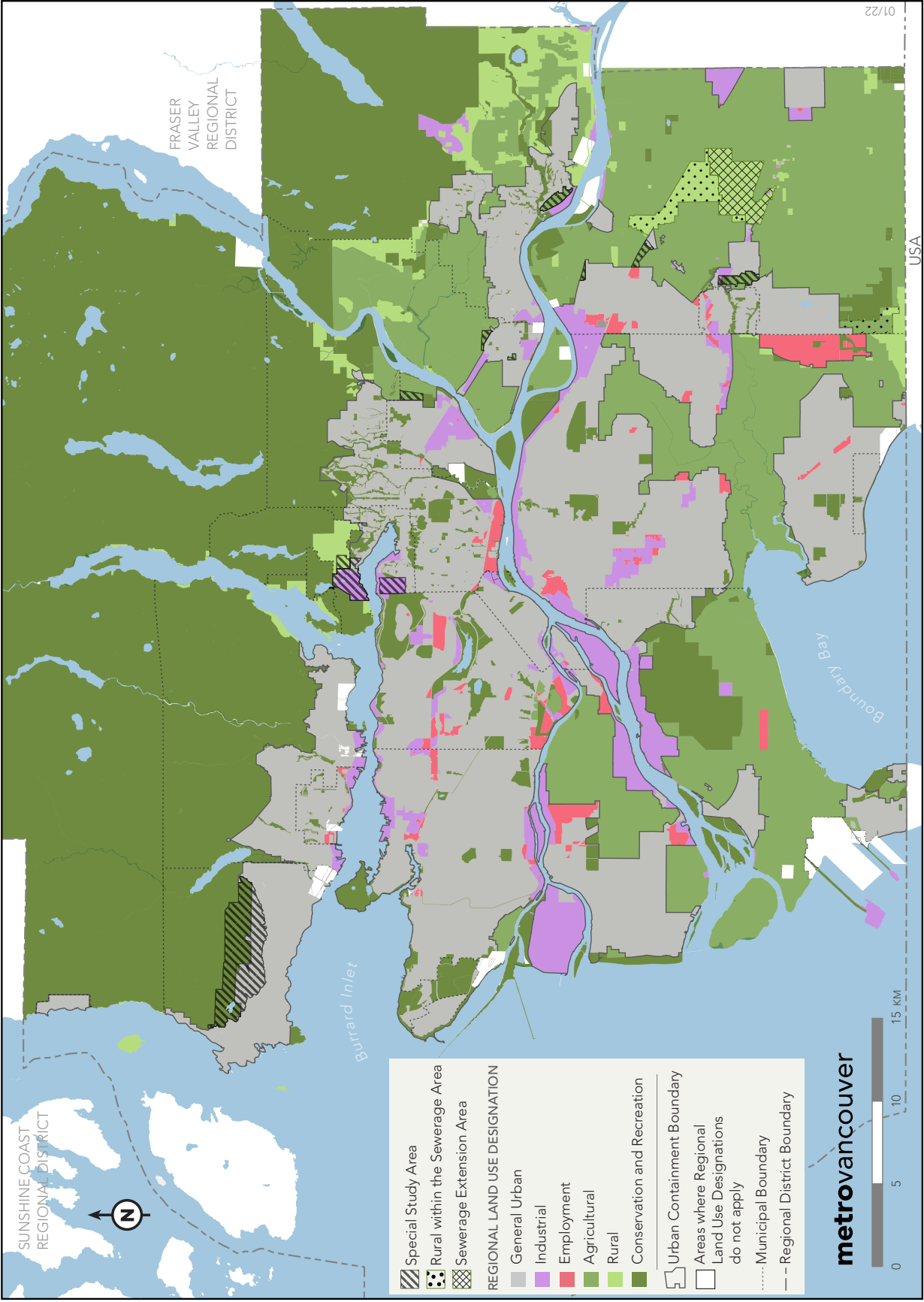


MAP 11 Sensitive Ecosystem Inventory



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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Notice of Metro Vancouver Public Hearing^{2.2}

METRO VANCOUVER REGIONAL DISTRICT REGIONAL GROWTH STRATEGY
BYLAW NO. 1339, 2022

A Public Hearing will be held to consider *Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022* (Metro 2050).

What Is the Bylaw About?

Metro 2050 is the proposed Regional Growth Strategy, a long-range plan for accommodating anticipated future growth to the region with considerations for diverse and affordable housing, transit and mobility, resilient employment, protected ecological and agricultural lands, impacts of climate change and more. Metro 2050 applies to all lands within the boundaries and jurisdiction of the Metro Vancouver Regional District.

How Can I Inspect the Bylaw?

A copy of Metro 2050 and supporting materials may be viewed online at www.metrovancover.org/metro2050.

Please contact PublicHearing@metrovancover.org if you would like to make arrangements to inspect the Bylaw and supporting materials in-person at Metro Vancouver Head Office, Metrotower III, 4515 Central Boulevard, Burnaby, BC, during regular office hours 8:00 am to 4:30 pm Monday through Friday, except statutory holidays.

Public Hearing Details

Wednesday, April 20, 2022 at 6:00 pm

28th Floor Boardroom, Metrotower III, 4515 Central Boulevard, Burnaby, BC.

The Public Hearing will be conducted electronically pursuant to the Procedure Bylaw, and streamed live at www.metrovancover.org.

All persons who believe their interests are affected by the proposed Metro 2050 will be given an opportunity to speak at the Public Hearing. Speakers will be asked to register prior to speaking, and will be limited to a maximum time of five minutes unless otherwise determined by the Chair of the Public Hearing.

How Can I Be Heard?

Submit written submissions to the Corporate Officer as follows:

- PublicHearing@metrovancover.org
- Metro Vancouver, Metrotower III, 4515 Central Boulevard, Burnaby, BC V5H 0C6
- In-Person at the Public Hearing up until conclusion of the Public Hearing, subject to corporate health and safety protocols currently in place at Metro Vancouver

Register to speak as follows:

Email **PublicHearing@metrovancover.org** to register in advance and receive instructions on electronic participation

In-Person at the Public Hearing up until conclusion of the Public Hearing, subject to corporate health and safety protocols currently in place at Metro Vancouver

The MVRD Board will not accept written or oral representations after the Public Hearing has concluded.

For further information about Metro 2050 please contact Sean Galloway, Director, Regional Planning and Electoral Area Services, at **sean.galloway@metrovancover.org** or **604.451.6616**.



METRO VANCOUVER REGIONAL DISTRICT (MVRD) PUBLIC HEARING

1. WRITTEN SUBMISSIONS RECEIVED

Note: The agenda will be revised with written submission received.

Updated

3.1 Written submissions received from Friday, March 25, 2022 to Thursday, April 20, 2022 at 4:00 p.m.

- | | | |
|--|----------------|---------|
| 1. Roderick Louis | April 12, 2022 | Opposed |
| 2. Coalition of Vancouver Neighbourhoods | April 20, 2022 | Opposed |

From: Mr Roderick Louis <[REDACTED]>
Date: Thu, 7 Apr 2022 11:58:20 -0700
Subject: To: MV Board) Re negligent & "in bad faith" decisions to approve MV 2050 public consultation plan, & membership of IAC; 2019- 2022 MV 2050 activities and public consultation methods..
To: chair@metrovanancouver.org
Cc: Maureen.Trainor@metrovanancouver.org, sav.dhaliwal@burnaby.ca, delegations@metrovanancouver.org

**To: Metro Vancouver Regional District
Board of Directors,**
C/O Chairperson, Mr Sav Dhaliwal,
4515 Central Boulevard,
Burnaby, BC, Canada,
V5H 0C6 ;
chair@metrovanancouver.org
sav.dhaliwal@burnaby.ca
604-432-6250, 604.432-6284

From: Mr Roderick V. Louis,
[REDACTED],
White Rock, BC,
Canada, [REDACTED]
[REDACTED]
[REDACTED]

April 07-2022

Without Prejudice

A printable PDF of this letter is attached (4 pages)

Greetings,

This is an addendum to my March 31, April 02 and 03-2022 letters regarding the legislatively non-compliant, deficient public-consultation procedures and methods that were used by Metro Vancouver to develop the flawed and incomplete draft Metro Vancouver 2050 Regional Growth Strategy... that was given 1st and 2nd reading at the March 25-2022 MV RD board meeting:
<http://www.metrovanancouver.org/metro2050>
<http://www.metrovanancouver.org/services/regional-planning/PlanningPublications/Metro2050.pdf>

My letters identify concerns that, despite the mandatory requirements of various provisions of BC's Local Government Act, including sections 434(1) (a) and (2) (a) and (d):
https://www.bclaws.gov.bc.ca/civix/document/id/complete/statreg/r15001_13#section434 :

- None of the "boards of education" with responsibilities for the delivery of k-12 education services in the Metro Vancouver Region were formally advised of the development of the Metro Vancouver 2050 RGS;
- None of these boards of education were ever formally consulted regarding the potential content of the Metro Vancouver 2050 RGS;
- None of the MV region's police departments, RCMP detachments, police services' and crime prevention organizations were formally advised of the development of Metro Vancouver 2050; and none of these entities and organizations were ever formally consulted regarding potential content of the Metro Vancouver 2050 RGS;
- BC's Solicitor General and Attorney General Ministries were not formally advised of the

development of Metro Vancouver 2050; and were never formally consulted regarding potential content of the Metro Vancouver 2050 RGS;

I have carefully reviewed the April-2019 to April-2022 materials**, reports** and presentations** regarding the development of the draft MV 2050 RGS...

These documents describe the public consultations and "engagement" procedures and methods that were used by Metro Vancouver officials and representatives in the development of the draft MV 2050 RGS...

** Mainly prepared by MV staffers **Sean Galloway, Erin Rennie, Lucy Duso, James Stiver** (and former MV staffer S Tynan) and submitted to you/ the MV board for acceptance and approval...

None of these materials, reports and presentations contain a single direct or indirect reference to:

- The MV region's k-12 "boards of education";
- BC's Ministry of Education and Child Care;
- The MV region's police departments, RCMP detachments, police services' organizations;
- BC's Solicitor General and Attorney General Ministries;

The "***Intergovernmental Advisory Committee***" (IAC) that was established- pursuant to your/ the MV board's October 04-2019 decision- and that was tasked (during 2019- 2022) with providing input to the content of the "undergoing development" draft MV 2050 RGS... did not have representation from:

- a) Any of the MV region's k-12 "boards of education";
- b) *BC's Ministry of Education and Child Care*;
- c) Any of the MV region's police departments, RCMP detachments, police services' organizations;
- d) BC's Solicitor General and Attorney General Ministries;

Pages 293 and 295- 297 of the March 26-2021 MV RD board mtg agenda package:
http://www.metrovancouver.org/boards/GVRD/RD_2021-Mar-26_AGE.pdf

.... identify the organizations, boards and entities that were represented on the IAC...

Copies of these four pages are attached (merged as one PDF);

Zero advertisements in newspapers, on radio, TV:

None of the April 26-2019 to March 24-2022 materials, reports and presentations prepared by MV staffers that were submitted at MV RD committee and board meetings- for your/ the MV board's acceptance and approval- contain any statements or indications that:

- a) There were ever any plans or intentions to publish advertisements in newspapers, and or to broadcast advertisements on radio and TV... advising of and inviting the general public to provide input to the development of the draft MV 2050 RGS...

b) Advertisements (by MV) were ever published in newspapers advising of and inviting public input to the development of the draft MV 2050 RGS;

c) Advertisements (by MV) were ever broadcast on radio and or TV stations advising of and inviting public input to the development of the draft MV 2050 RGS...

"a)", "b)" and "c)" directly above indicate that: Metro Vancouver did not conduct a legitimate process of early and ongoing consultation with MV citizenry, and support my position that MV was grievously negligent in its efforts and methods used to consult with MV citizenry re the development of the draft Metro Vancouver 2050 RGS...

Again, Metro Vancouver and its representatives not advising and not consulting with the MV region's k-12 boards of education in the development of the MV 2050 RGS... directly conflicts with mandatory requirements of BC's Local Government Act (sections 434(1) (a) and (2) (a) and (d)):
https://www.bclaws.gov.bc.ca/civix/document/id/complete/statreg/r15001_13#section434

434 (1) *During the development of a regional growth strategy,*

(a) the proposing board must provide opportunity for consultation with persons, organizations and authorities that the board considers will be affected by the regional growth strategy, and

(2) For the purposes of subsection (1) (a), as soon as practicable after the initiation of a regional growth strategy, the board must adopt a consultation plan that, in the opinion of the board, provides opportunities for early and ongoing consultation with, at a minimum, the following:

(a) its citizens;

*(d) **boards of education**, greater boards and improvement district boards;*

The main purpose of this letter is to, again, advise of my intentions* to apply for a BC Supreme Court injunction against Metro Vancouver** that would prevent the Metro Vancouver 2050 RGS approval procedures from continuing until after Metro Vancouver openly and transparently consults with the MV region's k-12 boards of education and police agencies/ organizations, (and with BC's Ministries of Solicitor General and Attorney General).... regarding potential k-12 education and schools content, and potential police services, crime, crime prevention and social disorder issues content ... of an amended draft MV 2050 Regional Growth Strategy...

* BC SC application to occur if, as a result of my March and April-2022 Freedom of Information requests (that were submitted to MV), it is confirmed that:

a) The Metro Vancouver region's k-12 boards of education were not consulted,

b) The Metro Vancouver region's police departments and organizations were not consulted,

... in the development of the draft Metro Vancouver 2050 Regional Growth Strategy (that was tabled at the March 25-2022 board mtg);

c) MV did not have advertisements published in newspapers announcing and inviting public input to the development of the draft MV 2050 RGS...

****** BC SC application most likely via a Judicial Review of the MV RD board's arbitrary, negligent and "in bad faith" decisions to:

a) Approve the legislatively non-compliant, defective MV 2050 RGS **public consultation** plan at the October 04-2019 mtg:

http://www.metrovancouver.org/boards/GVRD/RD_2019-Oct-4_AGE.pdf

See pages 45- 52 and pages 53 to 64 re MV 2050 public consultation plan report; Pages 70- 73 report requesting board authorization to establish an Intergovernmental Advisory Committee...

An excerpted PDF copy of the IAC report is attached (4 pages)

Note: At the October 04-2019 MV RD board mtg, the board could have, but chose to not provide alternative directions to MV staff re membership of the to-be-established MV 2050 Intergovernmental Advisory Committee (MV board chose to not exercise its authority and did not approve option #2) ;

b) Approve the establishment of a legislatively non-compliant ***Intergovernmental Advisory Committee*** at the October 04-2019 MV RD board mtg... that had zero representation from: the MV region's k-12 "boards of education", BC's Ministry of Education and Child Care; MV region's police departments, RCMP detachments, police services' organizations; BC's Solicitor General and Attorney General Ministries;

c) Periodically (during November 2019- March 2022) approve and enable:

- MV's negligent and legislatively non-compliant public consultation procedures and methods;
- the work of the (deficient representation) legislatively non-compliant *Intergovernmental Advisory Committee*;

d) Approve 1st and 2nd reading of the flawed and incomplete Metro Vancouver 2050 RGS at the March 25-2022 MV RD mtg;

http://www.metrovancouver.org/boards/GVRD/RD_2022-Mar-25_AGE.pdf

e) Direct that the flawed and incomplete Metro Vancouver 2050 RGS is sent to member municipalities for their approvals...

Sincerely,

Mr Roderick Louis,
Alternative email:

[REDACTED]

Metro 2050 Intergovernmental Advisory Committee Members

As of February 4, 2021

ORGANIZATION (Signatory)
Village of Anmore
Village of Belcarra
City of Burnaby
City of Coquitlam
City of Delta
City of Langley
Township of Langley
Village of Lions Bay
City of Maple Ridge
City of New Westminster
City of North Vancouver
City of Pitt Meadows
District of North Vancouver
City of Port Coquitlam
City of Port Moody
City of Richmond
City of Surrey
Tsawwassen First Nation
City of Vancouver
City of White Rock
District of West Vancouver
Metro Vancouver
Squamish-Lillooet Regional District
Fraser Valley Regional District
TransLink
ORGANIZATION (Non-Signatory)
City of Abbotsford
Bowen Island Municipality
City of Chilliwack
District of Mission
District of Squamish
Ministry of Environment
Ministry of Municipal Affairs and Housing
University Endowment Lands
University of British Columbia (UBC)

ORGANIZATION (First Nation)
Katzie First Nation
Kwantlen First Nation
Kwikwetlam First Nation
Matsqui First Nation
Musqueam First Nation
Semiahmoo First Nation
Squamish Nation
Tsleil-Waututh Nation
ORGANIZATION (Non-Signatory)
Agricultural Land Commission
BC Housing Management Commission
BC Hydro
CMHC
Environment Canada
Fortis BC
Fraser Health Authority
Integrated Partnership for Regional Emergency Management
Kwantlen Polytechnic University
Simon Fraser University
Port of Vancouver
Transport Canada
Vancouver Coastal Health Authority
Vancouver International Airport Authority (YVR)

Metro 2050 Phase 1 Engagement (April 2019 - January 2021)*Summary of Activity by Audience Group (non-exhaustive)*

Audience	Engagement Activity	Timing
Signatories		
Intergovernmental Advisory Committee (IAC)	Presentations with Q&A Sessions	January 17, 2020 January 22, 2021
Council of Councils	Presentations with Q&A Session	Ongoing
Regional Planning Committee	Presentations with Q&A Sessions	Monthly, Ongoing
Regional Administrators Advisory Committee (RAAC)	Presentations with Q&A Sessions	Ongoing
Regional Planning Advisory Committee (RPAC)	Presentations with Q&A Sessions	Monthly, Ongoing
RPAC – Social Issues Subcommittee	Presentations with Q&A Sessions	Quarterly, Ongoing
RPAC – Environment Subcommittee	Presentations with Q&A Sessions	Ongoing
Regional Engineers Advisory Committee (REAC)	Presentations with Q&A Sessions	September 13, 2019, October 9, 2020
Regional Transportation Advisory Committee (RTAC)	Presentation with Q&A Session	November 12, 2020
TransLink	Workshops and meetings on: <ul style="list-style-type: none"> • Major Transit Network alignment • Urban Centres, FTDAs, and the Major Transit Growth Corridor • Social Equity Study • Resiliency Study • GHG modelling • Other topics of shared interest • Integration of T2050 and M2050 	Ongoing dialogue and frequent meetings
Agricultural Advisory Committee (AAC)	Presentation with Q&A Session	September 27, 2019
Regional Economic Prosperity Advisory Committee	Presentation with Q&A Session	February 20, 2020
City of Delta	Presentation to Council with Q&A Session	November 4, 2019
City of North Vancouver	Presentation to Council with Q&A Session	November 18, 2019
City of White Rock	Presentation to Council with Q&A Session	December 2, 2019
City of New Westminster	Presentation to Council with Q&A Session	January 27, 2020
District of North Vancouver	Presentation to Council with Q&A Session	February 3, 2020
City of Surrey	Presentation to Council with Q&A Session	February 10, 2020
City of Maple Ridge	Presentation to Council with Q&A Session	November 3, 2020
Tsawwassen First Nation	Presentation to Council with Q&A Session	February 4, 2020
Village of Lions Bay	Presentation to Council with Q&A Session	December 15, 2020
City of Burnaby	Presentation to Council with Q&A Session	February 8, 2021
Staff from all Member Jurisdictions	“Roadshow” Meetings on Projections - Population, Employment, Housing	September 2020 to January 2021
Fraser Valley Regional District	Staff to Staff Meetings	July 8, 2019 September 24, 2020 February 3, 2021

Audience	Engagement Activity	Timing
Squamish-Lillooet Regional District	Staff to Staff Meetings	July 31, 2019 April 7, 2020
Specialist staff from member jurisdictions	Policy review forums and workshops	Ongoing
Non-Signatory Regional Stakeholders		
Metro Vancouver Regional Parks	Internal department meeting with discussion	June 1, 2020
Metro Vancouver Air Quality & Climate Change	Internal department meeting with discussion	August 10, 2020
Metro Vancouver Liquid Waste Services and Water Services	Internal joint department meeting with discussion	June 16, 2020
Provincial staff (various ministries represented)	Presentations with Q&A sessions	October 29, 2019, August 12, 26, September 16, December 3, 2020
Vancouver Coastal Health	Staff to Staff Meeting	September 6, 2019
Fraser Health and Vancouver Coastal Health Authorities	Staff to Staff meeting with Q&A Session, and also ongoing via RPAC Associate and RPAC-SIS meetings.	February 21, 2020
Agricultural Land Commission	Staff to Staff meeting with Q&A Session	August 27, 2020
IPREM	Staff to Staff meeting with Q&A Session	July 20, 2020
Vancouver Airport Authority (YVR)	Staff to Staff meeting with Q&A Session	March 3, 2020
Port of Vancouver / Vancouver Fraser Port Authority	Staff to Staff meetings with Q&A Sessions	March 11 and July 22, 2020
Fraser Basin Council	Phone Meeting	February 1, 2020
Surrey Board of Trade	Presentation to Board with Q&A Session	November 14, 2019
Greater Vancouver Board of Trade	Presentation to Board with Q&A Session	November 15, 2019
Urban Development Institute (UDI)	Presentations with Q&A Sessions	March 10 and July 23, 2020
Joint Urban Freight Council and Gateway Council	Presentation with Q&A Session	October 3, 2019
Greater Vancouver Urban Freight Council	Presentation with Q&A Session	February 21, 2020
Gateway Transportation Collaboration Forum (GTCF)	Presentation with Q&A Session	December 15, 2020
Sunshine Coast Regional District	Staff meeting with Q&A Session	November 26, 2019
RailVolution Regional Forum	Conference presentation with Q&A Session	September 2019
UBC School of Community and Regional Planning Students	Presentation with Q&A Session	October 31, 2019
Non-Signatory First Nations		
Musqueam Indian Band	Meetings with Q&A Sessions	April 9, 2019, September 8, 2020
Matsqui First Nation	Meeting with Q&A Session	February 28, 2020
Kwantlen First Nation	Meeting with Q&A Session	May 1, 2020
General Public		

Audience	Engagement Activity	Timing
North Vancouver	<i>Metro 2050</i> Public Dialogues with Q&A	February 12, 2020
Vancouver	<i>Metro 2050</i> Public Dialogues with Q&A	February 20, 2020
Surrey	<i>Metro 2050</i> Public Dialogues with Q&A	February 25, 2020
Coquitlam	<i>Metro 2050</i> Public Dialogues with Q&A	February 27, 2020
Regional residents, signatory stakeholders	Newsletters – Regional Planning Bulletin, Chair’s Update, and Metro Vancouver Update	Ongoing
Regional residents, signatory stakeholders	Social Media – information and promotion of feedback form	Ongoing
Regional residents	TransLink’s <i>Transport 2050</i> survey	May to Sept. 2019
Regional residents	TransLink’s <i>Transport 2050</i> related report	December 2019
Regional residents	<i>Metro 2050</i> Webinar with Q&A	June 17, 2020
Regional residents	Regional Planning Videos / Social Media	December 14, 2020
Regional residents	<i>Metro 2050</i> Online Comment Form	January 2019 to July 2020

To: Regional Planning Committee

From: James Stiver, Division Manager, Growth Management and Transportation, Regional Planning

Date: August 19, 2019 Meeting Date: September 13, 2019

Subject: **Establishment of an Intergovernmental Advisory Committee for the Update to the Regional Growth Strategy**

RECOMMENDATION

That the MVRD Board:

- a) establish an Intergovernmental Advisory Committee to advise on the development and implementation of the update of the regional growth strategy, as required by Section 450 of the *Local Government Act*;
- b) appoint the Director of Regional Planning and Electoral Area Services and the Division Manager of Growth Management and Transportation of Metro Vancouver to the Intergovernmental Advisory Committee;
- c) invite the following authorities and organizations to make appointments to the Intergovernmental Advisory Committee:
 - i) Metro Vancouver member jurisdictions;
 - ii) South Coast British Columbia Transportation Authority;
 - iii) Provincial Government;
 - iv) Fraser Valley Regional District and the Squamish-Lillooet Regional District;
 - v) Port of Vancouver;
 - vi) Vancouver Airport Authority;
 - vii) Agricultural Land Commission;
 - viii) Fraser Health and Vancouver Coastal Health; and
 - ix) the University of British Columbia.

PURPOSE

This report seeks MVRD Board direction on the establishment and membership of an Intergovernmental Advisory Committee for the update to the regional growth strategy (*Metro 2050*).

BACKGROUND

At its April 26, 2019 meeting, the MVRD Board directed that a comprehensive update to *Metro Vancouver 2040: Shaping our Future (Metro 2040)*, the regional growth strategy, be undertaken. The *Local Government Act* requires that, once the preparation of a new growth strategy has been initiated, the respective regional district board must establish an Intergovernmental Advisory Committee (IAC). While the *Act* specifies the minimum member composition of an IAC, it also allows for the respective regional district board to invite additional members it deems appropriate. This report recommends and seeks direction from the MVRD Board on initiating the committee and the IAC membership.

REQUIREMENTS OF THE *LOCAL GOVERNMENT ACT*

Now that the MVRD Board has initiated an update to *Metro 2040*, Subsection 450(2) of the *Local Government Act* requires that an IAC be established to:

- (a) advise the applicable local governments on the development and implementation of the regional growth strategy; and*
- (b) facilitate coordination of provincial and local government actions, policies and programs as they relate to the development and implementation of the regional growth strategy.*

The purpose of an IAC is to provide a forum for senior local government staff, senior Provincial government staff and representatives of other authorities and agencies to advise a regional district board on the development of a regional growth strategy and to help coordinate the actions, consultation and policy development during its development.

As work by Regional Planning to develop *Metro 2050* is underway, it is appropriate to now establish the IAC. The IAC will be convened for the purposes specified in the *Act* noted above. Subject to the MVRD Board's direction, it is anticipated that the committee can be established in the late fall of 2019. Once the committee has convened, a chair will be appointed and a meeting schedule established. Meetings of the IAC will be scheduled until such time as *Metro 2050* is adopted by the MVRD Board.

Membership of the Intergovernmental Advisory Committee

Subsection 450(3) of the *Act* requires that the membership of an intergovernmental advisory committee include the following:

- (a) the planning director of the regional district, or another official appointed by the board;*
- (b) the planning director, or another official appointed by the applicable council, of each municipality all or part of which is covered by the regional growth strategy;*
- (c) for the purposes of an intergovernmental advisory committee established in the Metro Vancouver Regional District, the planning director of the South Coast British Columbia Transportation Authority or another official appointed by the board of directors of that authority;*
- (d) senior representatives of the Provincial government and Provincial government agencies and corporations, determined by the minister after consultation with the board;*
- (e) representatives of other authorities and organizations if invited to participate by the board.*

The adjoining regional districts of Squamish-Lillooet and Fraser Valley are considered "affected local governments" under the *Local Government Act* and as such, must accept or refuse to accept an updated regional growth strategy. Therefore, it is recommended that the planning directors of those regional districts be invited to participate on the IAC.

In addition to the membership set out in Section 450(3) of the *Act*, the Port of Vancouver, the Vancouver Airport Authority (YVR), the Agricultural Land Commission (ALC), Fraser Health, Vancouver Coastal Health, the University of British Columbia (UBC), and the local First Nations communities are all organizations which have involvement and interest in Metro Vancouver's regional growth and transportation issues and, as such, are also being recommended for inclusion on the IAC.

Upon receipt of an invitation from the MVRD Board, the Minister of Municipal Affairs and Housing (MAH) is to determine which provincial agencies and staff representatives will participate on the IAC. Regional Planning staff have had early discussions with MAH staff about involvement in an IAC and are now considering the appropriate ministries and departments that should be involved to better advise the Minister once she receives the formal invitation from Metro Vancouver.

Consultation on the Update to the Regional Growth Strategy

To date, the *Metro 2040* policy reviews that are underway have involved consultation with member jurisdictions and representatives of other levels of government and government agencies generally as associate members of the Regional Planning Advisory Committee (RPAC). RPAC membership comprises the planning directors of Metro Vancouver, member jurisdictions and TransLink, as well as associate members including representatives from the MAH, UBC, Port of Vancouver, Vancouver Coastal Health, Fraser Health, BC Housing, Fraser Valley Regional District, ALC and YVR among others. In addition to the conversations with RPAC, there have been numerous and ongoing dialogues at the staff level with various government agencies based on the themes of the policy reviews and several workshops held to date. The creation of an IAC will supplement and formalize the intergovernmental consultation that has been ongoing and will continue as part of the development of *Metro 2050*.

ALTERNATIVES

1. That the MVRD Board:
 - a) establish an Intergovernmental Advisory Committee to advise on the development and implementation of the update of the regional growth strategy, as required by Section 450 of the *Local Government Act*;
 - b) appoint the Director of Regional Planning and Electoral Area Services and the Division Manager of Growth Management and Transportation to the Intergovernmental Advisory Committee;
 - c) invite the following authorities and organizations to make appointments to the Intergovernmental Advisory Committee:
 - i. Metro Vancouver member jurisdictions;
 - ii. South Coast British Columbia Transportation Authority;
 - iii. Provincial Government;
 - iv. Fraser Valley Regional District and the Squamish-Lillooet Regional District;
 - v. Port of Vancouver;
 - vi. Vancouver Airport Authority;
 - vii. Agricultural Land Commission;
 - viii. Fraser Health and Vancouver Coastal Health; and
 - ix. the University of British Columbia.
2. That the MVRD Board provide alternate direction on the membership the Intergovernmental Advisory Committee.

FINANCIAL IMPLICATIONS

There are no financial implications to the establishment of an Intergovernmental Advisory Committee to support the update to the regional growth strategy. The Board-approved 2019 Regional Planning budget includes funding to support the update.

SUMMARY / CONCLUSION

The MVRD Board has directed that a comprehensive update to *Metro Vancouver 2040: Shaping our Future* be undertaken. Now that the preparation of a new growth strategy has been initiated, the *Local Government Act* requires that the MVRD Board establish an Intergovernmental Advisory Committee. The purpose of the IAC is to provide a forum for senior local government staff, senior Provincial government staff and representatives of other authorities and agencies to advise the MVRD Board on the development of a regional growth strategy and to help coordinate actions, consultation and policy development during its development. This report outlines the rationale for Metro Vancouver to establish an Intergovernmental Advisory Committee at this time and recommends a membership that meets the requirements of the *Act* and represents the varied interests that intersect with the regional growth strategy. Staff are recommending Alternative 1.

31060810

From: [REDACTED]

Date: Sun, 3 Apr 2022 08:48:50 -0700

Subject: To: MV Board) Other RD's consult "boards of education" re development of RGS's- MV wrong to not do same re MV 2050 RGS

To: chair@metrovanancouver.org

Cc: Maureen.Trainor@metrovanancouver.org, sav.dhaliwal@burnaby.ca, delegations@metrovanancouver.org

To: Metro Vancouver Regional District

Board of Directors,

C/O Chairperson, Mr Sav Dhaliwal,

4515 Central Boulevard,

Burnaby, BC, Canada,

V5H 0C6 ;

chair@metrovanancouver.org

sav.dhaliwal@burnaby.ca

604-432-6250, 604.432-6284

From: Mr Roderick V. Louis,

[REDACTED],

White Rock, BC,

Canada, [REDACTED]

[REDACTED]

[REDACTED]

April 03-2022

Without Prejudice

Greetings,

This is an addendum to my March 31 and April 02-2022 letters regarding the legislatively non-compliant, deficient public-consultation procedures that were used by Metro Vancouver to develop the flawed and incomplete draft Metro Vancouver 2050 Regional Growth Strategy that was given 1st and 2nd reading at the March 25-2022 MV RD board meeting:

<http://www.metrovanancouver.org/metro2050>

<http://www.metrovanancouver.org/services/regional-planning/PlanningPublications/Metro2050.pdf>

A printable PDF of this letter is attached (6 pages)

My 2 letters identified concerns that, despite the mandatory requirements of sections 434(1) (a) and (2) (a) and (d)) of BC's Local Government Act

(https://www.bclaws.gov.bc.ca/civix/document/id/complete/statreg/r15001_13#section434:

- None of the "boards of education" with responsibilities for the delivery of k-12 education services in the Metro Vancouver Region were formally advised of the development of Metro Vancouver 2050; and

- None of these boards of education were ever formally consulted regarding the potential content of Metro Vancouver 2050;

Metro Vancouver's RGS public-consultation methods substantially worse than other BC Regional Districts:

Unlike Metro Vancouver, other BC Regional Districts consult directly with boards of education that are responsible for k-12 education services within the respective region- in the development of Regional Growth Strategies:

Comox Valley Regional District:

Report to Comox Valley RD re RGS amendment procedure, June 20-2018:

http://agendaminutes.comoxvalleyrd.ca/Agenda_minutes/CVRDBoard/BRD/26-Jun-18/f10_20180620_Dyson_SR_RGS1CV18_RGS_Section_5_2_Amendment.pdf (18 pages)

Page 5:

Subject: Proposed Amendment to Part 5.2 Regional Growth Strategy

Purpose: To outline a consultation process in support of a proposed standard amendment... of the Regional Growth Strategy.

Target Audience(s):

As defined in the Local Government Act (RSBC, 2015, c. 1) (LGA) under Section 434(2), the following individuals/ organizations will be consulted:

- Citizens of the Comox Valley
- School District No. 71 (Comox Valley), School District No. 93 (Comox Valley Francophone)

Page 6:

Consultation Plan Objectives:

1. To provide notice to citizens,..., School District Nos. 71 & 93 (Comox Valley, Francophone);... in accordance with Section 434 of the LGA.
2. To provide an opportunity for the above individuals and agencies to provide feedback on the proposed amendment.

Report to Comox Valley RD re RGS amendment procedure, June 28-2018:

http://agendaminutes.comoxvalleyrd.ca/Agenda_minutes/CVRDCcommittees/COW/10-Jul-18/20180628_Dyson_SR_RGS1CV18_Section_5_2_First_Reading.pdf ,

Page 9

Appendix B "Consultation Plan",

As defined in the Local Government Act (RSBC, 2015, c. 1) (LGA) under Section 434(2), the following individuals/organizations will be consulted:

- Citizens of the Comox Valley
- School District No. 71 (Comox Valley), School District No. 93 (Comox Valley Francophone)

Page 10:

Consultation Plan Objectives:

1. To provide notice to citizens,..., School District Nos. 71 & 93 (Comox Valley, Francophone); ... in accordance with Section 434 of the LGA.
2. To provide an opportunity for the above individuals and agencies to provide feedback on the proposed amendment.

Comox Valley Regional Growth Strategy, 2010; Amended 2018:

https://www.comoxvalleyrd.ca/sites/default/files/uploads/bylaws/bylaw-120_comox_valley_regional_district_regional_growth_strategy.pdf , (148 pages) ;

k-12 education references:

Page 6 (15 in Acrobat Reader):

*The RGS issues and policies were also developed through ongoing consultation (and) a series of **three public open houses**...*

*Following the open houses, **materials were toured to civic centres throughout the Comox Valley**.*

*A series of workshops were also held in **local high schools** to engage youth in the long-term planning and thinking about their communities.*

Pages 14 and 15 (23 and 24 in Acrobat Reader):

The proportion of school aged youth (5-17 years) will continue to decline over the next seven years before returning to current levels around 2020. Their share of the total population, however, will decline from 14.7% to 12.3% over this period before climbing to a forecast level of 13.4% in 2030.

Although the demand for the various school programs is predicted to shift, the overall enrollment is expected to be back to current levels around 2015...

The proportion of post-secondary school aged youth (18-24 years) is forecast to grow until 2012 and then decline through to 2025. From 2025 to 2030, this population is expected to grow marginally.

The age group's share of total population is projected to grow slightly from 8.3% in 2008 to 8.5% in 2012, and then decline steadily to a share of about 6% in 2030.

Page 90 (99 in Acrobat Reader):

MG Policy 1D-1 – Sage Hills Sports and Education Node

*The Sage Hills Sports and Education Node is to be developed around a core set of sports and academic programs, including an international sports academy, a university cluster, a **K to 12 school** and adult learning programs.*

Capital (Victoria) Region District

<https://www.crd.bc.ca/project/regional-growth-strategy>

Regional Growth Strategy, January-2018:

<https://www.crd.bc.ca/docs/default-source/crd-document-library/bylaws/regionalgrowthstrategy/4017--capital-regional-district-regional-growth-strategy-bylaw-no-1-2016.pdf> (66 pages)

Page 2 (10 in Acrobat Reader):

*Citizens, local governments, First Nations, **school district boards**, stakeholders, and provincial and federal agencies have been involved in the (Regional Growth) Strategy's update through a regional sustainability planning process...*

Page 29 (37 in Acrobat Reader):

3.1 Create Safe and Complete Communities

The Regional Growth Strategy supports the development of complete communities within the Urban Containment Policy Area that enable residents to undertake a wider range of daily activities closer to home.

*It does this by supporting the development of communities that offer a variety of housing types and tenures in proximity to places of work, **schools**, shopping, recreation, parks and green space.*

*Complete communities provide a better balance and distribution of jobs and housing, a wider choice of affordable housing types, a better distribution of public services and more opportunity to walk, cycle, and use **public transit** conveniently.*

Complete communities, are safe, socially diverse, openly accessible, livable and attract economic investment, thereby enhancing social sustainability and health and well-being.

Page 54 (62 in Acrobat Reader):

Glossary continued:

Infrastructure

The physical capital and associated services considered basic and necessary to the functioning of the built environment.

*... More generally, infrastructure can refer to other tangible public and private assets necessary to support the development of a modern urban settlement, such as hospitals, **schools** and recreation facilities.*

Page 55 (63 in Acrobat Reader):

Glossary (continued):

Walkable

In urban design, a community is walkable when it is scaled, dimensioned and provided with facilities and a mix of uses and activities that make walking an easy, convenient way to get around.

*A general rule of thumb is that most people will not walk much more than 10 to 15 minutes to shop or reach services such as libraries **and schools**....*

=====

The Metro Vancouver 2050 "engagement plan" that was approved by the MV RD board at its October 04-2019 meeting:

http://www.metrovancouver.org/boards/GVRD/RD_2019-Oct-4_AGE.pdf

... does not contain any language or even inferences that indicate "boards of education" that are responsible for k-12 education services in the Metro Vancouver region were to be consulted and asked to provide input to the development of the Metro Vancouver 2050 Regional Growth Strategy...

See report on pages 45- 64 from **Sean Tynan**, Acting Senior Planner, Regional Planning and **Lucy Duso**, Policy Coordinator, External Relations...

Metro Vancouver 2050 project web page:

<https://www.metrovancouver.org/services/regional-planning/metro-vancouver-2040/metro-2050/engagement/Pages/default.aspx>

... contains a link to what is termed "**Metro 2050 Engagement Plan**" ... that is linked to a 12 page document titled **Engagement Plan, Executive Summary**:

<http://www.metrovancouver.org/services/regional-planning/PlanningPublications/Metro2050EngagementPlan-Oct2019.pdf>

... This document also does not contain any language or inferences indicating that boards of education responsible for k- 12 education services within the MV region were intended to be consulted in the development of the draft MV 2050 RGS

The Metro Vancouver 2050 "Executive Summary":

<http://www.metrovancouver.org/services/regional-planning/PlanningPublications/Metro2050ExecutiveSummary.pdf> , (4 pages):

... does not contain any statements or inferences indicating that boards of education responsible for k-12 education services in the MV Region were ever consulted or invited to provide input to the development of the draft Metro Vancouver 2050 RGS...

Page 1:

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.

Page 4:

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.

The entire draft MV 2050 Regional Growth Strategy document (that was given 1st and 2nd reading at the MV RD board's March 25-2022 mtg::

<http://www.metrovancouver.org/services/regional-planning/PlanningPublications/Metro2050.pdf> :

... does not contain any language or inferences indicating that boards of education responsible for k- 12 education services within the MV region were ever consulted in the development of the document...

Worse: ZERO references to age groups of projected 2022- 2050 MV RD population... Why??!!

ZERO references to k-12 schools needs 2022- 2050... Why??!!

ZERO references to day care needs 2022- 2050... Why??!!

How many persons below 10 years of age 2022- 2050??

How many persons below 20 years of age 2022- 2050??

How many persons below 30 years of age 2022- 2050??

How many persons above 60 years of age 2022- 2050??

=====

Again, Metro Vancouver and its representatives not advising and not consulting with the MV region's boards of education in the development of the MV 2050 RGS... directly conflicts with mandatory requirements of BC's Local Government Act (sections 434(1) (a) and (2) (a) and (d)):

https://www.bclaws.gov.bc.ca/civix/document/id/complete/statreg/r15001_13#section434

434 (1) During the development of a regional growth strategy,

(a) the proposing board must provide opportunity for consultation with persons, organizations and authorities that the board considers will be affected by the regional growth strategy, and

(2) For the purposes of subsection (1) (a), as soon as practicable after the initiation of a regional growth strategy, the board must adopt a consultation plan that, in the opinion of the board, provides opportunities for early and ongoing consultation with, at a minimum, the following:

(a) its citizens;

(d) boards of education, greater boards and improvement district boards;

Pls regard this letter, again, as a formal advisement that, if (as a result of my March and April 02-2022 submitted Freedom of Information requests) it is confirmed that: the Metro Vancouver Region's k-12 boards of education were not consulted, and if it is confirmed that the MV region's police departments and organizations were not consulted.... in the development of the draft Metro Vancouver 2050 Regional Growth Strategy (that was tabled at the March 25-2022 board mtg),

.... my intentions are to apply for a BC Supreme Court injunction against Metro Vancouver* that would prevent the Metro Vancouver 2050 RGS approval procedures from continuing until after Metro Vancouver openly and transparently consults with the MV region's k-12 boards of education and police agencies/ organizations...

* potentially via Judicial Review of the MV RD board's wrongful decisions to:

- approve the defective and legislatively non-compliant Metro Vancouver 2050 RGS "public consultation" plan;

- give 1st and 2nd reading to the flawed and incomplete Metro Vancouver 2050 RGS;

- direct that the flawed and incomplete Metro Vancouver 2050 RGS is sent to member municipalities for their approvals...

Sincerely,

Mr Roderick Louis,
Alternative email:

[REDACTED]

From: [REDACTED]

Date: Sat, 2 Apr 2022 11:27:11 -0700

Subject: To: MV Board) MV's police depts & organizations shd hv been consulted re development of MV 2050 RGS ;

To: chair@metrovancover.org

Cc: Maureen.Trainor@metrovancover.org, sav.dhaliwal@burnaby.ca, delegations@metrovancover.org

To: Metro Vancouver Regional District

Board of Directors,

C/O Chairperson, Mr Sav Dhaliwal,

4515 Central Boulevard,

Burnaby, BC, Canada, V5H 0C6 ;

chair@metrovancover.org

sav.dhaliwal@burnaby.ca

604-432-6250, 604.432-6284

From: Mr Roderick V. Louis,

[REDACTED],

White Rock, BC,

Canada [REDACTED]

[REDACTED]

[REDACTED]

April 02-2022

Without Prejudice

Greetings,

The purpose of this letter is, in part, to advise of several additional deficiencies in the public consultation procedures that were used by Metro Vancouver in the development of the draft Metro Vancouver 2050 Regional Growth Strategy:

<http://www.metrovancover.org/metro2050>

<http://www.metrovancover.org/services/regional-planning/PlanningPublications/Metro2050.pdf>

A printable PDF of this letter is attached (3 pages)

- Police Services:

Apparently, none of the agencies and organizations that provide police and law enforcement services for MV member municipalities and or within the MV region were ever formally advised of the commencement of the development of Metro Vancouver 2050; and

... None these police agencies and organizations were ever formally invited to provide input to the development of Metro Vancouver 2050...

The Metro 2050 Phase 1 Engagement Report (March 05-2021):

http://www.metrovancover.org/boards/RegionalPlanning/RPL_2021-Mar-5_AGE.pdf (pages 163 to 175):

... contains a list of organizations, boards and ministries that Metro Vancouver, and the intergovernmental advisory committee (IAC), consulted with in the development of the draft MV 2050 RGS (on pages 171 and 173-175 of the report)

(PDF copies of the report (8 pages), & its #1 attachment and #3 attachment merged (4 pages.), are attached)...

However, the above linked-to report and its attachments do **not** indicate that agencies and organizations that for decades provided police and law enforcement services for MV member municipalities and or within the MV region... were consulted in the development of the draft MV 2050 RGS...

According to provisions of BC's Local Government Act, a major purpose of a Regional Growth Strategy is to

establish discernible **social**, economic and environmental **objectives** for the regional district looking ahead 20- 30 years...

Such objectives are intended to guide the respective regional district's board's and staffers' decisions during the period that the RGS is in force...

Most types of "crimes" and "disorderly conduct" in Metro Vancouver and its member municipalities are **"social"** issues...

Police departments and agencies are responsible for dealing with such types of social issues (crimes and disorderly conduct..

Police departments and agencies are also responsible for drafting and implementing programs that are intended to reduce the levels of crime and social disorder in Metro Vancouver/ its member municipalities...

Metro Vancouver's (apparent) decisions to not advise and not formally consult with the region's police agencies and organizations appears to be in conflict with BC's Local Government Act, including sections 429 (2) (a) and 434 (2):

https://www.bclaws.gov.bc.ca/civix/document/id/complete/statreg/r15001_13#section429

429) Content of regional growth strategy

(1) A board may adopt a regional growth strategy for the purpose of guiding decisions on growth, change and development within its regional district.

(2) A regional growth strategy must cover a period of at least 20 years from the time of its initiation and must include the following:

*(a) a comprehensive statement on the future of the region, including the **social**, economic and environmental objectives of the board in relation to the regional district;*

https://www.bclaws.gov.bc.ca/civix/document/id/complete/statreg/r15001_13#section434 :

434) Consultation during development of regional growth strategy

(1) During the development of a regional growth strategy,

(a) the proposing board must provide opportunity for consultation with persons, organizations and authorities that the board considers will be affected by the regional growth strategy,

(2) For the purposes of subsection (1) (a), as soon as practicable after the initiation of a regional growth strategy, the board must adopt a consultation plan that, in the opinion of the board, provides opportunities for early and ongoing consultation with, at a minimum, the following:

(a) its citizens;

- Metro Vancouver's "citizenry":

Apparently, during 2019 to March 24-2022, Metro Vancouver did **not** have advertisements published in any newspapers and did not have advertisements broadcast on any radio and TV stations... that:

a) Advised of the development of the draft MV 2050 Regional Growth Strategy;

b) Invited input from Metro Vancouver's citizenry (residents and individual business owners) to the development of the draft MV 2050 Regional Growth Strategy;

This indicates that: Metro Vancouver did not conduct a legitimate process of early and ongoing consultation with MV citizenry, and indicates that MV was negligent in its efforts to consult with MV citizenry...

My March 31-2022 letter

... also advised of concerns that the public consultation and engagement procedures that were used by the Metro Vancouver board, staff and their designates in the development of the Metro Vancouver 2050 Regional Growth Strategy (that was tabled at the March 25-2022 board mtg)- were substantially deficient...

Apparently, subsequent to the 2019 initiation of the development of the draft Metro Vancouver 2050 RGS:

- none of the "boards of education" with responsibilities for the delivery of k-12 education services in the Metro Vancouver Region were formally advised of the development of Metro Vancouver 2050; and

- none of these boards of education were ever formally consulted regarding the potential content of Metro Vancouver 2050;

Metro Vancouver's (apparent) not advising and not consulting with the MV region's boards of education (in the development of the MV 2050 RGS) directly conflicts with mandatory provisions of BC's Local Government Act:

BC Local Government Act, sections 434(1) (a) and (2) (a) and (d):

https://www.bclaws.gov.bc.ca/civix/document/id/complete/statreg/r15001_13#section434

434 (1) During the development of a regional growth strategy,

(a) the proposing board must provide opportunity for consultation with persons, organizations and authorities that the board considers will be affected by the regional growth strategy, and

(2) For the purposes of subsection (1) (a), as soon as practicable after the initiation of a regional growth strategy, the board must adopt a consultation plan that, in the opinion of the board, provides opportunities for early and ongoing consultation with, at a minimum, the following:

(a) its citizens;

(d) boards of education, greater boards and improvement district boards;

Pls regard this letter, again, as a formal advisement that, if (as a result of my March and April 02-2022 submitted Freedom of Information requests) it is confirmed that: the Metro Vancouver Region's k-12 boards of education were not consulted, and if it is confirmed that the MV region's police departments and organizations were not consulted.... in the development of the draft Metro Vancouver 2050 Regional Growth Strategy (that was tabled at the March 25-2022 board mtg),

.... my intentions are to apply for a BC Supreme Court injunction against Metro Vancouver that would prevent the Metro Vancouver 2050 RGS approval procedures from continuing until after Metro Vancouver openly and transparently consults with the MV region's k-12 boards of education and police agencies/ organizations...

Sincerely,

Mr Roderick Louis,
Alternative email:

[REDACTED]
[REDACTED]

To: Regional Planning Committee

From: Erin Rennie, Senior Planner, Regional Planning and Housing Services
Lucy Duso, Policy Coordinator, External Relations

Date: February 22, 2021 Meeting Date: March 5, 2021

Subject: ***Metro 2050 Phase 1 Engagement Report***

RECOMMENDATION

That the MVRD Board receive for information the report dated February 22, 2021, titled “*Metro 2050 Phase 1 Engagement Report*”.

EXECUTIVE SUMMARY

With direction from the MVRD Board in September 2019, the *Metro 2050* project team began implementing the *Metro 2050 Engagement Plan* in support of Phase 1 of the update to *Metro 2040*, the regional growth strategy. The focus of Phase 1 was to review *Metro 2040* by topic area and identify opportunities for improvement. Engagement has focused on the strategy’s signatories, non-signatories (aligned or impacted organizations), First Nations and the broader public.

Through public events that attracted 600 participants, newsletter audiences, social media promotions including engaging videos, 8000 visits to the web resources, 30,000 responses to a survey on values pertaining to regional growth, the reach of the engagement to date is about 120,000 people, and this is in addition to working directly with members and other signatories. The input received to date is being considered as staff prepare and refine the recommended policy directions and draft *Metro 2050* content. Engagement will continue through to the approvals phase.

PURPOSE

The purpose of this report is to provide an update to the MVRD Board on the implementation of the *Metro 2050 Engagement Plan*. This report highlights engagement activities and input received to date.

BACKGROUND

At its September, 2019 meeting, the MVRD Board approved the *Metro 2050 Engagement Plan*. This report provides an update on engagement activities and input received to date.

METRO 2050 ENGAGEMENT PROGRAM

The *Metro 2050* project team has coordinated an engagement program that provides multiple opportunities and venues for input. The engagement plan focused on four audiences; the strategy’s signatories, non-signatories (aligned or impacted organizations), First Nations, and the broader public. Staff have reached out to each audience group for input, ideas, and wherever possible, ongoing dialogue and relationship-building. The *Metro 2050* project manager provides quarterly updates to the MVRD Board on the policy reviews and engagement, and this report features cumulative highlights from numerous activities now that Phase 1 of the work has come to a close.

Engagement Objectives

The *Metro 2050* project team has delivered an engagement program that fulfills the commitments in the Board-approved *Metro 2050 Engagement Plan* (Reference 1). This engagement program aligns with Metro Vancouver's Public Engagement Policy, and meets the requirements specific to a regional growth strategy as set out in the *Local Government Act*. As a comprehensive update, the adoption of *Metro 2050* will require a Type 1 Major Amendment, needing acceptance from all affected local governments and triggering consultation requirements identified through Sections 434 and 450 of the *Local Government Act*; one of the requirements is the establishment of a *Metro 2050* Intergovernmental Advisory Committee which has been initiated, the members of which are listed in Attachment 1.

In July 2019, the MVRD Board directed staff to explore additional public engagement opportunities, and staff have been able to deliver additional public dialogue sessions, a public webinar and found opportunities to increase outreach in the Covid-19 induced virtual environment. An infographic highlighting public input is provided in Attachment 2.

The objectives of the engagement program are to:

- broaden audience and raise the profile of the regional growth strategy;
- build relationships about growth management planning with signatories, non-signatories and First Nations; and
- hear ideas on where to improve goals and strategies of the regional growth strategy.

Engagement Activity Summary

To increase awareness and promote the opportunities to provide input into the development of *Metro 2050*, a variety of online tools were developed. These include a web-based *Metro 2050* information hub; social media content promoting public dialogues, webinars and a video series explaining the benefits of regional planning (References 2, 3 and 4); the online distribution of newsletters, and more direct updates to signatories, non-signatories, First Nations; and an in-house database of residents who have expressed interest in regional work. The result of these efforts was a broad reach within the region.

Staff organized many engagement events, in-person and online, to walk through the approach to updating the regional growth strategy, summarize the opportunities and challenges being considered, and to receive ideas and input on both the approach and content on the update. A list of these events and audience is provided in Attachment 3. Some of these events were open to the public while others were more targeted. This included invitation-only events and others in coordination with agencies working on aligned policies; for example, joint events with TransLink's *Transport 2050* (Regional Transportation Strategy) project.

Another layer of engagement undertaken was the policy-specific engagement on the 11 themed policy reviews associated with updating *Metro 2040* that involved engagement with impacted stakeholders. These were: Urban Centres and FTDA's, Agriculture, Rural, Industrial and Mixed Employment, Housing, Environment, Transportation, Complete Communities, Projections, Implementation, and Climate Change and Natural Hazards (Reference 5). For example, there was targeted engagement with the agriculture community on the Agriculture Policy Review. All of the

policy reviews included engagement with the Regional Planning Advisory Committee (including TransLink and adjacent regional districts), the Regional Planning Committee and Provincial staff.

This process also included four intensive policy-specific workshop-style meetings with Provincial staff from various ministries. Summaries of input gathered from this engagement has been provided to the Regional Planning Committee and MVRD Board in the reports on each of the respective policy reviews, as well as in the quarterly update staff reports on the policy reviews and engagement completed to date.

Integration with *Transport 2050*

The *Metro 2050* project team continues to work closely with TransLink's *Transport 2050* project team to ensure a strong integration of transportation and growth management planning; this includes alignment, where possible, of engagement and policy development work between the two entities. In the Summer of 2019, Metro Vancouver and TransLink partnered in a public opinion survey completed by over 31,000 residents. The survey asked residents about their values and their hopes and fears about the future of the region. The results showed that residents in the region place a high value in the region's natural areas, its efficient transportation, and its complete communities. Coordinated engagement between the two agencies also included cross-participation in webinars and stakeholder events like the RailVolution Regional Day in September 2019. Through these collaborative engagement events, residents indicated support for key concepts in the current regional growth strategy to be carried forward, in particular: protecting the environment; focusing growth in compact communities; strengthening the role of affordable housing; improving transit and reducing traffic congestion; and expanding actions on climate mitigation and adaptation. A report was provided to MVRD Board at its February 7, 2020 meeting summarizing the joint engagement with TransLink (Reference 6).

THE IMPACT OF COVID- 19 ON ENGAGEMENT

The *Metro 2050 Engagement Plan* reflects a pre-Covid-19 world, where public engagement was planned to be in-person and discussions to take place around tables. By the end of March 2020, the engagement plan moved to a completely virtual environment through online meetings and the distribution of documents primarily via e-mail and the web. While limiting engagement in some ways, the pandemic also enabled greater access to engagement in others. For example, over 500 people registered for the Spring 2020 public webinar. The move to online enabled many residents to participate in new ways.

Social Inequities

Covid-19 has also made apparent to more people what was already obvious and experienced by some: i.e. the inequality in the social fabric of our communities, including, but not limited to disparity in access to education and economic opportunities. The rapid increase in public interest on issues of social equity, diversity and inclusion has raised some questions in relation to the goals and principles of regional planning. During the development of the *Metro 2040* policy reviews, it was determined that climate action, resiliency, and equity were important considerations that needed more attention, but this has been magnified over the past year.

The MVRD Board received a report at its May 1, 2020 meeting that provided a proposed approach to better incorporate the considerations of social equity in the development of *Metro 2050* (Reference

7). The *Social Equity and Regional Growth Management Study* has been underway since the Summer of 2020. The Study was scoped to inform *Metro 2050* and included stakeholder engagement activities, focused specifically on hearing stories and perspectives of social equity context experts (i.e. people with lived experience of inequity). The results of the Study will be reported out separately.

HIGHLIGHTS FROM PHASE 1 ENGAGEMENT

Input received to date as part of the *Metro 2050 Phase 1 Engagement Program* is summarized below with the exception of the input received as part of the *Metro 2040* policy reviews, which has already been reported out. Input received was complex and varied, however some of the major themes from Phase I engagement include:

- the need to incorporate an equity, diversity and inclusion analysis to align with public concern and discourse and ensure equity is embedded in policies;
- an interest in how Reconciliation with Indigenous peoples can be furthered through regional planning;
- strong support for the Urban Containment Boundary, the Agricultural Land Reserve, and transit-oriented development;
- the need to expand transit service and active transportation options, and reduce traffic congestion;
- the need to more strongly link affordable housing and transit location;
- address housing affordability and involuntary displacement (gentrification) concerns;
- a strong desire to protect the natural environment and expand greenspaces in urban areas;
- there is support needed for local business including improving employee access to transit and relieving traffic congestion on goods movement corridors;
- the importance of ensuring there are adequate resources, services, and spaces for future generations;
- interest in how the Covid-19 pandemic will impact the region's growth projections, travel patterns, commercial space needs, and housing development patterns;
- the importance of promoting a healthy built environment; and
- support for addressing the impacts of climate change.

The general public provided input through an online comment form, the *Metro 2050* Dialogue Series, and the Spring 2020 Webinar. A selection of the input received at these events is listed below.

Online Comment Form: Since December 2019, an online comment form has been available to members of the public on the *Metro 2050* webpage (Reference 2). To date, 51 forms have been submitted. In general, this feedback indicated that respondents are:

- largely interested in the environment, climate and sustainability;
- generally supportive of the ideas and directions of the regional growth strategy;
- interested in more car-free development and rental housing allocation; as well as more general approaches such the value of collaboration and standardization across the Province;
- providing creative ideas, including: a suggestion to not only protect but expand the Agricultural Land Reserve; to consider how the shift to work-from-home might impact office

space demand; consider the need to provide a global context in presenting a localized growth plan; and that the plan should involve a collaboration with large employers and land owners.

Metro 2050 Dialogue Events: Through a pre-Covid 19 in-person public dialogue series, staff again largely heard support for the approach and strategies in the regional growth strategy. Question and comment segments were robust and lively and included ideas such as:

- complete communities should allocate space for children, similar to allocating space for parking or office space. This space should include greenspace, safe walking routes and access to recreation. In addition, the need for childcare was frequently mentioned.
- build walkable communities for people without cars;
- include a metric for greenspace;
- assess equity in relation to green space, housing, transportation and history and heritage;
- the strong need to better connect affordable housing and transportation;
- the need to protect employment and industrial lands and support for transit-oriented jobs;
- bring financial institutions into the approach to affordable housing;
- interest in how Reconciliation will be considered as part of the plan development process; and
- working more with adjacent regional districts.

Spring 2020 Webinar: The public webinar hosted on June 17, 2020, attracted a large audience with over 290 participants. Most of the comments echo the input already shared but some relatively new comments included:

- accountability for housing targets;
- apply the regional growth strategy as tool for a low-carbon economy; and,
- consider more mixed-use and transit-access in industrial areas.

Engagement with First Nations

Engagement with First Nations has been a distinct stream of the Metro 2050 Engagement Plan with activities focused primarily on notification letters and the offer of one-on-one meetings. To date the project team has met with staff from the Musqueam Indian Band, Matsqui First Nation, Tsawwassen First Nation, and Kwantlen First Nation. Each conversation has reflected the unique circumstances, resourcing constraints and interests of each First Nation, but some common themes emerged including:

- strong expressed interest in participating in the *Metro 2050* process, but noting the need for capacity funding and support for First Nations to meaningfully and effectively engage on this and other initiatives;
- interest in compact communities, the need for better transportation choices, protection of greenspace, and the importance of planning for growth and development;
- concerns about climate change and environmental protection;
- noting a lack of transit, walking, and cycling connections to, from, and between reserve communities;
- the need for affordable housing options;

- some First Nation communities are surrounded by agriculture lands, but lack access to locally grown food;
- economic development and access to regional liquid waste services;
- gaining access to traditional resources on public lands (e.g. specific herbs or trees); and
- health and environmental impacts from marine and river pollution, including the impact on fisheries.

The MVRD Board received a report at its September 11, 2020, meeting on this early engagement (Reference 8). Staff continue to connect with First Nations regarding the development of *Metro 2050* including through the *Metro 2050* Intergovernmental Advisory Committee.

First Nations with reserve lands inside Metro Vancouver borders have been invited to send staff representation to the Intergovernmental Advisory Committee. At its February 19, 2021 meeting, the *Metro 2050* IAC benefited from representation of several First Nations. This resulted in a conversation where Committee members expressed a need for improved engagement with First Nations on the update to the regional growth strategy along with opportunities to engage more broadly on local and regional planning matters related to land use, transportation and infrastructure.

First Nations' representatives again expressed the need for a more inclusive process that recognizes the capacity constraints that many First Nations in the region are facing, particularly in the face of significant planning processes and projects that have significant and lasting impacts on traditional territories, Reserve and other held lands. Other *Metro 2050* IAC members recommended that staff consider how to amend the *Metro 2050* process, including consideration of an amended timeline to enable more fulsome engagement and conversations with First Nations.

Applying the Input

The *Metro 2050* engagement activities demonstrate that there is widespread support for the general goals, strategies and directions in *Metro 2040*. However, engagement with the public and targeted audiences has confirmed the need for an update. Engagement to date has raised a number of issues and opportunities to improve the regional growth strategy including a new emphasis on housing issues, a concern about the impacts of climate change, concerns about cumulative environmental impacts, a desire for better transportation options, and a deep concern about ensuring that future generations have the resources, the services, and the spaces they will need to thrive.

Input received to date is being incorporated into the development of *Metro 2050* including new and revised content related to climate action and social equity. Affordable housing, childcare and protecting the environment are also clearly top of mind with the region's residents and will be addressed in *Metro 2050* through, for example, adding clarity on affordable housing policies and incorporating ecosystem mapping and revised greenhouse gas emission targets. The close coordination between transportation and growth management, another common area of interest, will be strengthened and reflect some of the ideas heard in the engagement.

Staff are exploring options to respond to the *Metro 2050* IAC member and First Nation representatives' requests, and will report back at the April 2021 Regional Planning Committee meeting.

Engagement Next Steps

While the greatest opportunity to provide new ideas to improve the regional growth strategy was in Phase 1, the *Metro 2050* team is continuously open to input and different perspectives. At the time of writing of this report, the *Metro 2050* work plan is in Phase 2 (Plan Development) where the main tasks are to write new and amended draft *Metro 2050* content and circulate for formal comment. As policy language is written and revised through the Spring of 2021, the project team will be meeting regularly with the member of the *Metro 2050* Intergovernmental Advisory Committee, and policy-specific stakeholders. A second public webinar is planned for the Fall of 2021 once a complete draft of *Metro 2050* is available, and smaller virtual public forums have been offered to all signatories in alignment with local council meetings where *Metro 2050* is on the agenda.

In Phase 3 (January – July 2022) Metro Vancouver will consider readings on the *Metro 2050* bylaw, hold a public hearing, conduct a 3-month period of council acceptance meetings, and finally consider adoption of *Metro 2050*, targeting July of 2022.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

The engagement activities to support the development of *Metro 2050* can be accommodated within the Board-approved Regional Planning budget. There are no financial implications.

CONCLUSION

The *Metro 2050* engagement program to date has been successful. The project team has reached a broad audience, confirming that the goals of the regional growth strategy continue to align with the goals of the region's residents, specifically: protecting greenspace and agriculture lands; addressing growth and transportation planning cohesively; the desire for complete communities, acknowledging the vision of 'complete' differs for different people; and addressing concerns regarding the impacts of climate change.

Staff continue to build relationships with audiences and continue to communicate directly with the stakeholders identified in the *Metro 2050 Engagement Plan* including:

- liaising closely with Translink's *Transport 2050* team;
- growing relationships with First Nations;
- thorough conversations with member jurisdictions and provincial representatives; and
- broad outreach to residents.

With the disruptions and illuminations presented by the Covid-19 pandemic, staff have been pushed to more deeply consider the connection between growth management and social equity, diversity and inclusion, and to consider these impacts in light of the principles of regional planning. As of January 2021, the engagement program has moved to Phase 2 and drafting new content in close collaboration with the *Metro 2050* Intergovernmental Advisory Committee is well underway.

Attachments (43717496)

1. Regional Planning Intergovernmental Advisory Committee Membership
2. Metro 2050 Update Participation Highlights
3. Metro 2050 Phase 1 Engagement (April 2019 – January 2021)

References

1. [Metro 2050 Engagement Plan, August 15, 2019](#)
2. [Benefits of Regional Planning Video Campaign](#)
3. [Video Featuring Public Dialogue](#)
4. [Metro 2050 Engagement website](#)
6. [Results of the Regional Stakeholder Workshop and *Transport 2050* Phase 1 Engagement Survey and Key Findings for *Metro 2050*, Regional Planning Committee Report, February 7, 2020](#)
7. [Social Equity in Regional Growth Management Phase 2 Study – Project Initiation, Regional Planning Committee Report, May 1, 2020](#)
8. [Engaging and Recognizing First Nations in *Metro 2050*, Regional Planning Committee Report, September 2020](#)

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Metro 2050 Intergovernmental Advisory Committee Members

As of February 4, 2021

ORGANIZATION (Signatory)
Village of Anmore
Village of Belcarra
City of Burnaby
City of Coquitlam
City of Delta
City of Langley
Township of Langley
Village of Lions Bay
City of Maple Ridge
City of New Westminster
City of North Vancouver
City of Pitt Meadows
District of North Vancouver
City of Port Coquitlam
City of Port Moody
City of Richmond
City of Surrey
Tsawwassen First Nation
City of Vancouver
City of White Rock
District of West Vancouver
Metro Vancouver
Squamish-Lillooet Regional District
Fraser Valley Regional District
TransLink
ORGANIZATION (Non-Signatory)
City of Abbotsford
Bowen Island Municipality
City of Chilliwack
District of Mission
District of Squamish
Ministry of Environment
Ministry of Municipal Affairs and Housing
University Endowment Lands
University of British Columbia (UBC)

ORGANIZATION (First Nation)
Katzie First Nation
Kwantlen First Nation
Kwikwetlam First Nation
Matsqui First Nation
Musqueam First Nation
Semiahmoo First Nation
Squamish Nation
Tsleil-Waututh Nation
ORGANIZATION (Non-Signatory)
Agricultural Land Commission
BC Housing Management Commission
BC Hydro
CMHC
Environment Canada
Fortis BC
Fraser Health Authority
Integrated Partnership for Regional Emergency Management
Kwantlen Polytechnic University
Simon Fraser University
Port of Vancouver
Transport Canada
Vancouver Coastal Health Authority
Vancouver International Airport Authority (YVR)

Metro 2050 Phase 1 Engagement (April 2019 - January 2021)*Summary of Activity by Audience Group (non-exhaustive)*

Audience	Engagement Activity	Timing
Signatories		
Intergovernmental Advisory Committee (IAC)	Presentations with Q&A Sessions	January 17, 2020 January 22, 2021
Council of Councils	Presentations with Q&A Session	Ongoing
Regional Planning Committee	Presentations with Q&A Sessions	Monthly, Ongoing
Regional Administrators Advisory Committee (RAAC)	Presentations with Q&A Sessions	Ongoing
Regional Planning Advisory Committee (RPAC)	Presentations with Q&A Sessions	Monthly, Ongoing
RPAC – Social Issues Subcommittee	Presentations with Q&A Sessions	Quarterly, Ongoing
RPAC – Environment Subcommittee	Presentations with Q&A Sessions	Ongoing
Regional Engineers Advisory Committee (REAC)	Presentations with Q&A Sessions	September 13, 2019, October 9, 2020
Regional Transportation Advisory Committee (RTAC)	Presentation with Q&A Session	November 12, 2020
TransLink	Workshops and meetings on: <ul style="list-style-type: none"> • Major Transit Network alignment • Urban Centres, FTDAs, and the Major Transit Growth Corridor • Social Equity Study • Resiliency Study • GHG modelling • Other topics of shared interest • Integration of T2050 and M2050 	Ongoing dialogue and frequent meetings
Agricultural Advisory Committee (AAC)	Presentation with Q&A Session	September 27, 2019
Regional Economic Prosperity Advisory Committee	Presentation with Q&A Session	February 20, 2020
City of Delta	Presentation to Council with Q&A Session	November 4, 2019
City of North Vancouver	Presentation to Council with Q&A Session	November 18, 2019
City of White Rock	Presentation to Council with Q&A Session	December 2, 2019
City of New Westminster	Presentation to Council with Q&A Session	January 27, 2020
District of North Vancouver	Presentation to Council with Q&A Session	February 3, 2020
City of Surrey	Presentation to Council with Q&A Session	February 10, 2020
City of Maple Ridge	Presentation to Council with Q&A Session	November 3, 2020
Tsawwassen First Nation	Presentation to Council with Q&A Session	February 4, 2020
Village of Lions Bay	Presentation to Council with Q&A Session	December 15, 2020
City of Burnaby	Presentation to Council with Q&A Session	February 8, 2021
Staff from all Member Jurisdictions	“Roadshow” Meetings on Projections - Population, Employment, Housing	September 2020 to January 2021
Fraser Valley Regional District	Staff to Staff Meetings	July 8, 2019 September 24, 2020 February 3, 2021

Audience	Engagement Activity	Timing
Squamish-Lillooet Regional District	Staff to Staff Meetings	July 31, 2019 April 7, 2020
Specialist staff from member jurisdictions	Policy review forums and workshops	Ongoing
Non-Signatory Regional Stakeholders		
Metro Vancouver Regional Parks	Internal department meeting with discussion	June 1, 2020
Metro Vancouver Air Quality & Climate Change	Internal department meeting with discussion	August 10, 2020
Metro Vancouver Liquid Waste Services and Water Services	Internal joint department meeting with discussion	June 16, 2020
Provincial staff (various ministries represented)	Presentations with Q&A sessions	October 29, 2019, August 12, 26, September 16, December 3, 2020
Vancouver Coastal Health	Staff to Staff Meeting	September 6, 2019
Fraser Health and Vancouver Coastal Health Authorities	Staff to Staff meeting with Q&A Session, and also ongoing via RPAC Associate and RPAC-SIS meetings.	February 21, 2020
Agricultural Land Commission	Staff to Staff meeting with Q&A Session	August 27, 2020
IPREM	Staff to Staff meeting with Q&A Session	July 20, 2020
Vancouver Airport Authority (YVR)	Staff to Staff meeting with Q&A Session	March 3, 2020
Port of Vancouver / Vancouver Fraser Port Authority	Staff to Staff meetings with Q&A Sessions	March 11 and July 22, 2020
Fraser Basin Council	Phone Meeting	February 1, 2020
Surrey Board of Trade	Presentation to Board with Q&A Session	November 14, 2019
Greater Vancouver Board of Trade	Presentation to Board with Q&A Session	November 15, 2019
Urban Development Institute (UDI)	Presentations with Q&A Sessions	March 10 and July 23, 2020
Joint Urban Freight Council and Gateway Council	Presentation with Q&A Session	October 3, 2019
Greater Vancouver Urban Freight Council	Presentation with Q&A Session	February 21, 2020
Gateway Transportation Collaboration Forum (GTCF)	Presentation with Q&A Session	December 15, 2020
Sunshine Coast Regional District	Staff meeting with Q&A Session	November 26, 2019
RailVolution Regional Forum	Conference presentation with Q&A Session	September 2019
UBC School of Community and Regional Planning Students	Presentation with Q&A Session	October 31, 2019
Non-Signatory First Nations		
Musqueam Indian Band	Meetings with Q&A Sessions	April 9, 2019, September 8, 2020
Matsqui First Nation	Meeting with Q&A Session	February 28, 2020
Kwantlen First Nation	Meeting with Q&A Session	May 1, 2020
General Public		

Audience	Engagement Activity	Timing
North Vancouver	<i>Metro 2050</i> Public Dialogues with Q&A	February 12, 2020
Vancouver	<i>Metro 2050</i> Public Dialogues with Q&A	February 20, 2020
Surrey	<i>Metro 2050</i> Public Dialogues with Q&A	February 25, 2020
Coquitlam	<i>Metro 2050</i> Public Dialogues with Q&A	February 27, 2020
Regional residents, signatory stakeholders	Newsletters – Regional Planning Bulletin, Chair’s Update, and Metro Vancouver Update	Ongoing
Regional residents, signatory stakeholders	Social Media – information and promotion of feedback form	Ongoing
Regional residents	TransLink’s <i>Transport 2050</i> survey	May to Sept. 2019
Regional residents	TransLink’s <i>Transport 2050</i> related report	December 2019
Regional residents	<i>Metro 2050</i> Webinar with Q&A	June 17, 2020
Regional residents	Regional Planning Videos / Social Media	December 14, 2020
Regional residents	<i>Metro 2050</i> Online Comment Form	January 2019 to July 2020

To: Metro Vancouver Regional District Board of Directors, 4515 Central Boulevard, Burnaby, BC, Canada, V5H 0C6 ; publichearing@metrovancouver.org chair@metrovancouver.org 604-432-6250, 604.432-6284	From: Mr Roderick V. Louis, [REDACTED], White Rock, BC, Canada, [REDACTED] [REDACTED] [REDACTED]
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April 12-2022

3-pages;

Unlike the **Metro Vancouver 2040 Regional Growth Strategy** document:
<http://www.metrovancouver.org/services/regional-planning/PlanningPublications/RGSAdoptedbyGVRDBoard.pdf> (page 52 (58 in Acrobat Reader)

...the draft **Metro Vancouver 2050 Regional Growth Strategy** document:
<http://www.metrovancouver.org/metro2050> ,
<http://www.metrovancouver.org/services/regional-planning/PlanningPublications/Metro2050.pdf>

... is silent re the need for rail rapid-transit (and other types of rapid transit) lines to be built.. to connect the region's- and especially the "South of Fraser" sub-region's- existing and potential new Urban Centres, Town Centres and Commerce Hubs..

Metro Vancouver's **"South of Fraser"** sub-regions' municipalities (such as the cities of Surrey, Delta and the 2 Langley's) should not be forced to approve commercial and housing projects in such municipalities' urban centres and town centres... while rail rapid-transit (SkyTrain) mega-projects that for many years have been intended to link these urban centres and town centres...

... are needlessly- and destructively- being prevented from commencing construction as a result of BC's NDP govt refusals to honour their (2020) commitments to provide construction funding for such projects...

The draft MV 2050 RGS is also deficient in that:

- a)** It does not require MV municipalities that share borders with each other to collaboratively identify, implement, and regularly report on "joint economic development strategies" and actions;
- b)** In situations where an Urban Centre, Town Centre, Commerce Hub or Regional City Centre are located within the borders of two or more municipalities, MV 2050 does not require such municipalities to collaborate with each other in the economic development and other planning of such "shared" Urban Centres/ Town Centres/ Commerce Hubs
- c)** it does not require MV municipalities that share borders with each other to collaboratively plan and regularly jointly report on public transportation and Urban Centre/ Town Centre development planning, strategies and outcomes;

This is a request that the MV GVRD Board:

... takes the following (or similar) actions- and or passes the below (or similar) motions:

That the MVRD Board:

A) Rescinds first and second readings of the draft Metro Vancouver 2050 Regional Growth Strategy (Metro Vancouver Regional District Bylaw No. 1339, 2022, a bylaw that would adopt Metro 2050 as the regional growth strategy for Metro Vancouver);

and

B) Directs MV RD staff to expeditiously complete draft amendments to Metro 2050 that identify and recommend routes of to-be-built rapid-transit lines that would connect MV's "South of Fraser" sub-regions' existing- and potential new and upgraded- Urban Centers, Town Centers & Commerce Hubs with each other, and to the "North of Fraser" sub-regions' extensive network of **5 rail rapid-transit lines (**4 SkyTrain** lines and the "West Coast Express" Heavy Rail line);**

C) Sends a formal letter to BC's Minister of Transportation and Infrastructure, and the BC NDP govt:

a) Requesting that the "funding model" that is described in the *Surrey-Langley SkyTrain project* Business Case* is amended to:

i) Remove (\$4.4 Billion in debt, \$5.5 Billion debt ceiling!!) Translink from being required to provide 2/3 of whatever funding is required to pay for the project's procurement and construction costs;**

**** <https://www.dbrsmorningstar.com/research/386125/dbrs-morningstar-confirms-translink-at-aa-r-1-middle-stable-trends>**

ii) Add the BC govt as a project funder- with BC govt funding replacing all of the funding that Translink is required to provide (pursuant to the "funding model" in the Jan 30-2020 project business case);

*** The Business Case for the 16 km Surrey-Langley SkyTrain project was approved by Translink's board of directors & Mayors Council on Jan 30-2020, & was immediately submitted to the BC govt for its approval....**

b) Requesting that the BC govt allocates sufficient funding to enable the immediate commencement of procurement and construction of the Surrey-Langley SkyTrain project;

c) Requesting that the BC govt allocates sufficient funding to complete construction of the Surrey-Langley SkyTrain project;

D) Sends a letter to the BC govt: requesting that it works with the MV RD to expeditiously identify the specific policy, legislative and funding actions that would be required to establish a "Metro Vancouver Police Department**"- that would be responsible for providing police services in all of MV's member municipalities... (the new MV Police dept would replace all of the Metro Vancouver Region's member municipalities' police forces and RCMP detachments);**

E) Directs MV RD staff to expeditiously amend the draft Metro Vancouver 2050 Regional Growth Strategy

- to add the following or similar actions:

a) Metro Vancouver will... assertively advocate to the BC govt for it to provide construction funding for major transportation mega projects- such as the **Surrey-Langley SkyTrain project**- that the BC govt/ its representatives have previously "committed" to provide funding for...

b) Metro Vancouver will... identify the specific policy, legislative and funding actions that would be required to establish a **"Metro Vancouver Police Department"**- that would be responsible for providing police services in all of MV's member municipalities... (the new MV Police dept would replace all of the Metro Vancouver Region's municipal police forces and municipal RCMP detachments);

F) Directs MV RD staff to amend MV 2050 strategy 1.2.24 to read:

"1.2.24 Member Jurisdictions will:

"Adopt Regional Context Statements that:

"f) require long-term growth and transportation planning coordination with adjacent municipalities, First Nations, TransLink, and Metro Vancouver for:

"i) transit corridors that run through or along two or more adjacent jurisdictions;

"ii) Urban Centres, Town Centres Regional City Centres & Commerce Hubs that are located in two or more adjacent jurisdictions;"

Sincerely,

Mr Roderick Louis,
Alternative email:

[REDACTED]
[REDACTED]

**To: Metro Vancouver Regional District
Board of Directors,**
4515 Central Boulevard,
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From: Mr Roderick V. Louis,
[REDACTED]
White Rock, BC,
Canada, [REDACTED]
[REDACTED]
[REDACTED]

April 18-2022

Hi,

Pls consider this 13 page PDF as "**submission #5**" (from myself) regarding the draft **Metro Vancouver 2050** Regional Growth Strategy that is the subject of the upcoming April 20-2022 public hearing...

This PDF contains:

- 1 page letter (this cover page);
- 2 pages copy of my *Delegation Executive Summary** for the **April 26-2019** MV RD board meeting:
http://www.metrovancover.org/boards/GVRD/RD_2019-Apr-26_AGE.pdf (pages 22 and 23);
- Copies of the 10 PPT slides* :
http://www.metrovancover.org/boards/GVRD/RD_2019-Apr-29_PPT.pdf

that I presented at the April 26-2019 MV RD board meeting;

... all merged as one PDF file...

* Mainly regarding agenda item:

2.4: Towards Metro 2050: Updating Metro Vancouver 2040: Shaping our Future;

Pls confirm that this 13 page PDF displays acceptably,

Sincerely,

Mr Roderick Louis,
Alternative email:
[REDACTED]
[REDACTED]

To: Metro Vancouver GVRD Board,
 C/O Board and Information Services,
 #4730 Kingsway, Burnaby,
 BC, Canada, V5H 0C6,
delegations@metrovancover.org
gvrldsec@metrovancover.org
 604-432-6250, 604.432.6284

From: Mr Roderick V. Louis,

S. 22 [REDACTED]
 White Rock, BC,
 Canada. [REDACTED]
 [REDACTED]

S.22 Personal Information

Delegation summary for April 26-2019 meeting
http://www.metrovancover.org/boards/GVRD/RD_2019-Apr-26_AGE.pdf

The Items I would like to speak to are:

- 2.1** Transit - Oriented Affordable Housing Study Phase 2 – Key Findings;
- 2.2** Land Value Capture and Opportunities for Regional Transportation and Transit- Oriented Affordable Rental Housing;
- 2.3** Regional Long-Range Growth and Transportation Scenarios Summary Report;
- 2.4** Towards Metro 2050: Updating Metro Vancouver 2040: Shaping our Future; And
- 4.1** George Massey Crossing – Project Principles and Goals;

All of the above agenda items' reports speak to or are directly related to facilitating economic development and generating tax-revenues in the Metro Vancouver region.

Unfortunately, none contain any proposed strategies or recommended Board actions that would be intended to rectify the decades-old substantial economic development imbalance between the "*North of Fraser*" (NOF) sub-region and "*South of Fraser*" (SOF) sub-region.

Similarly, none of the above agenda items' reports contain any proposed strategies or recommended Board actions that would be intended to rectify the vast discrepancies between the scope, quality and variety of public transportation infrastructure and services in the NOF and public transportation infrastructure and services in the SOF.

In order to begin rectifying the NOF/ SOF economic development imbalance and the vast discrepancies between NOF public transportation infrastructure and services and SOF public transportation infrastructure and services, the Metro Vancouver GVRD Board is needed to take actions that would create an explicit, loudly articulated focus on the SOF sub-region in MV planning processes and initiatives during the coming 2 to 3 decades.

Towards this objective, MV should provide active leadership to *South of Fraser* member municipalities (cities of Delta, Surrey, Langley and White Rock, and the Township of Langley) and require (or at least facilitate) these municipalities' planning departments to formally collaborate with each other in the designation and promotion of:

- a) SOF "*Economic Development and Densification Hubs*"** (*Urban Centres and Regional City Centres* in Metro Vancouver parlance);
- b) A network of to-be-built SOF SkyTrain lines** that are intended to connect existing and to-be- developed SOF "*Economic Development and Densification Hubs*"; and
- c) SOF Transit Hubs** (SkyTrain lines' stations, *Urban Centres* and *Regional City Centres*);

Actions from MV are needed to ensure that:

- d) In situations where an SOF Urban Centre or Regional City Centre is located on lands of 2 or more neighbouring municipalities**, there is substantial consistency and similarity between these municipalities' building height limits and floor area ratio limits for the area;

e) Existing and to-be-designated SOF “Urban Centres”, “Regional City Centres” and “Municipal Town Centres”- that are intended to be connected by a **network** of SkyTrain lines- are formally identified- and jointly promoted by SOF municipalities domestically and internationally for investment;

Request: that the MV GVRD Board will pass motion(s) directing the establishment of a

"South of Fraser Economic Development & Densification Task Force (or committee)"

Membership: Representatives of the cities of Delta, Surrey, White Rock, and Langley, and the Township of Langley, Translink & Metro Vancouver;

Purpose(s): Formally designating economic development and densification hubs (Urban Centres/ Regional City Centres) within the SOF that are adjacent to a **network** of to-be-built SOF SkyTrain lines... lines that will connect existing and to-be-designated SOF “Urban Centres”, “Regional City Centres”, and “Municipal Town Centres”;

Meetings: Publicly no less than 4 times annually;

Reporting: 4 times annually to MV’s Regional Planning Committee and to the MV GVRD Board;
=====

The above request is intended to (if implemented) facilitate the following "Strategies" contained in MV's "**Metro Vancouver 2040**" planning document:

<http://www.metrovancouver.org/metro2040> , or <http://www.metrovancouver.org/services/regional-planning/PlanningPublications/RGSAadoptedbyGVRDBoard.pdf> -

STRATEGY 1.2: Focus growth in Urban Centres and Frequent Transit Development Areas

1.2.1 Explore, in collaboration with municipalities, other governments and agencies, **the use of financial tools and other incentives** to support the location of major commercial, office, retail, and institutional development in Urban Centres.

1.2.2 Work with municipalities, TransLink, 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.

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

" Metro Vancouver's priorities for the expansion of the Frequent Transit Network and other transit services are:

"i) staging rapid transit expansion (busways or rail), in the following priority corridors:

".. Connecting Surrey Metro Centre to one or more of the following Urban Centres south of the Fraser River: Fleetwood Municipal Town Centre, Guildford Municipal Town Centre, Newton Municipal Town Centre, and Langley Regional City Centre; "

The above list of SOF Urban Centres should include- Northeast Delta's/ Northwest Surrey's defacto Urban Centre/ Regional City Centre of "**Scottsdale**" (roughly 70th Avenue & 120th Street to 84th or 96th Avenue and 120th Street (& adjacent blocks)); and South Surrey's booming in commercial & residential developments defacto Urban Centre/ Regional City Centre of "**Morgan Crossing/ Morgan Heights/ Grandview Heights**" (roughly 24th Avenue and 158th Street to 24th Avenue and 168th Street (and adjacent blocks))...

Roderick Louis

City of White Rock Resident

To speak to April 26-2019 MV GVRD mtg agenda Items

2.1 Transit-Oriented Affordable Housing Study Phase 2 – Key Findings;

2.2 Land Value Capture & Opportunities for (**generating funding to pay for**) Regional Transportation and Transit-Oriented Affordable Rental Housing;

2.3 Regional Long-Range Growth & Transportation Scenarios- Report;

2.4 Towards Metro 2050: Updating *Metro Vancouver 2040: Shaping our Future*; And

4.1 George Massey Crossing- Project Principles and Goals;

➤ All of today's agenda items' reports are directly related to facilitating economic development and generating tax-revenues in the Metro Vancouver region...

➤ **None** contain strategies or recommended Board actions that are intended to rectify the decades-old **substantial economic development imbalance** between MV's "***North of Fraser***" (NOF) sub-region and MV's "***South of Fraser***" (SOF) sub-region.

None of today's agenda items' reports contain any strategies or recommended Board actions that are intended to rectify the vast discrepancies between the scope and qualities of public transportation infrastructure and related services in the NOF; and public transportation infrastructure and services in the SOF.

➤ Remedying the NOF/ SOF economic development imbalance and ending the vast discrepancies between NOF public transportation infrastructure and services and SOF public transportation infrastructure and services...

... should be **top priorities** for the MV GVRD Board during 2019- 2029

➤ Take actions to establish an explicit focus on the SOF sub-region in MV's planning processes and initiatives during the coming 2 to 3 decades!!

➤ Assist the *South Of Fraser* sub-region to “catch up” with the *North Of Fraser*...

Needed:

- Establishment & promotion of SOF ***Economic Development & Densification Hubs*** (Urban Centres/ Regional City Centres)
- Formal identification & promotion of routes of a to-be-built **network** of SOF SKyTrain lines

Today's submissions' requests would (if implemented) facilitate the following "Strategies" contained in MV's "**Metro Vancouver 2040**" planning document:

STRATEGY 1.2: Focus growth in Urban Centres and Frequent Transit Development Areas

1.2.1 Explore, in collaboration with municipalities, other governments and agencies, the use of financial tools and other incentives to support the location of major commercial, office, retail, and institutional development in Urban Centres.

1.2.2 Work with municipalities, TransLink, 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.

Today's submissions' requests also would (if implemented) facilitate the following "Strategies" contained in MV's "**Metro Vancouver 2040**" planning document:

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

" Metro Vancouver's priorities for the expansion of the Frequent Transit Network and other transit services are:

*"i) **staging rapid transit expansion** (busways or rail), in the following priority corridors:*

".. Connecting Surrey Metro Centre to one or more of the following Urban Centres south of the Fraser River: Fleetwood Municipal Town Centre, Guildford Municipal Town Centre, Newton Municipal Town Centre, and Langley Regional City Centre; "

MV's catalogue of SOF Urban Centres should include:

- Northeast Delta's/ Northwest Surrey's defacto Urban Centre/ Regional City Centre of “**Scottsdale**” (roughly 70th Avenue & 120th Street to 84th or 96th Avenue and 120th Street (& adjacent blocks)); and
- South Surrey's booming in commercial & residential developments defacto Urban Centre/ Regional City Centre of “**Morgan Crossing/ Morgan Heights**” (roughly 24th Avenue and 158th Street to 24th Avenue and 168th Street (and adjacent blocks)...

MV/ South of Fraser Economic Development & Densification Task Force

Membership??

- a) Representatives of the cities of Delta, Surrey, White Rock, and Langley, and the Township of Langley, Translink & Metro Vancouver;

Purpose(s):

- b) Designating densification and economic development hubs (Urban Centres/ Regional City Centres) within the SOF that are adjacent to a **network** of to-be-built SOF SkyTrain lines...
- c) ... lines that will connect existing and to-be-designated SOF “Urban Centres”, “Regional City Centres”, and “Municipal Town Centres;
- d) **Meet publicly no less than 4 times annually;**
- e) **Report 4 times annually** to MV’s Regional Planning Committee and to the MV GVRD Board;

- **Actions Requested:**
- Pass motion to establish a ***South of Fraser Economic Development & Densification Task Force***
- ... comprised of representatives of: Metro Vancouver, Translink & the cities of Delta, Surrey, White Rock, and Langley, and the Township of Langley;

**To: Metro Vancouver Regional District
Board of Directors,**
4515 Central Boulevard,
Burnaby, BC, Canada,
V5H 0C6 ;
publichearing@metrovancover.org
chair@metrovancover.org
604-432-6250, 604.432-6284

From: Mr Roderick V. Louis,
[REDACTED]
White Rock, BC,
Canada, [REDACTED]
[REDACTED]
[REDACTED]

April 18-2022

Hi,

Pls consider this 10 page PDF as "**submission #6**" (from myself) regarding the draft **Metro Vancouver 2050** Regional Growth Strategy that is the subject of the upcoming April 20-2022 public hearing...

This PDF contains:

- 1 page letter (cover page);
- 2 pages copy of my *Delegation Executive Summary** for the **October 04-2019** MV RD board meeting:
http://www.metrovancover.org/boards/GVRD/RD_2019-Oct-4_AGE.pdf (pages 21 and 22);
- Copies of the 7 PPT slides*:
http://www.metrovancover.org/boards/GVRD/RD_2019-Oct-4_PPT.pdf

... that I presented at the October 04-2019 MV RD board meeting;

... all merged as one PDF file...

* Mainly regarding agenda items:

E 2.2: Metro 2050 Engagement Plan

E 2.3: Metro 2050 Scope and Status Update

E 2.4: Establishment of an Intergovernmental Advisory Committee for the Update to the Regional Growth Strategy;

Pls confirm that this 10 page PDF displays acceptably,

Sincerely,

Mr Roderick Louis,
Alternative email:

[REDACTED]
[REDACTED]

To: Metro Vancouver Regional District Board of Directors, C/O Board and Information Services, #4730 Kingsway, Burnaby, BC, Canada, V5H 0C6, delegations@metrovancover.org gvrldsec@metrovancover.org 604-432-6250, 604.432.6284	From: Mr Roderick V. Louis, [REDACTED] White Rock, BC, Canada, [REDACTED] [REDACTED] [REDACTED]
--	---

September 30-2019

2-pages;

Pls regard this as a request to appear before the MV RD Board at its October 04-2019 meeting:

<http://www.metrovancover.org/boards/search/Pages/default.aspx>

http://www.metrovancover.org/boards/GVRD/RD_2019-Oct-4_AGE.pdf (35 Mb, 266 pages);

The Item I would like to speak to is **E 2.3 “Metro 2050 Scope and Status Update”** (pages 63 to 67 of agenda package)

I own property and pay taxes in the City of White Rock, and as such am financially affected by whatever decisions are made regarding long term planning for the region. The MV RD Board’s long term planning decisions will be affected by public engagement methods, and flaws/ deficiencies in public engagement methods that are used in the development of Metro 2050....

Mr Stiver’s (E 2.3) report states that:

“At its meeting of April 5, 2019 the MVRD Board adopted the following resolutions:

That the MVRD Board:

a) initiate a comprehensive update to Metro Vancouver 2040: Shaping our Future

b) direct staff to prepare a Stakeholder Engagement Plan for the update to Metro Vancouver 2040: Shaping our Future for Board consideration; and

*c) authorize staff to **partner with TransLink** in its May to September 2019 ‘Vision and Values’ public engagement process for the future of the region.”*

And

*“Regional public survey on future of the region (**partnership with TransLink**) ...*

” The results will inform Metro 2050 work associated with updating the regional vision and potentially adding guiding principles to Metro 2050....

*“Metro Vancouver **and TransLink** are partnered on several engagement opportunities...”*

As part of my submissions I would like to request the MV GVRD Board passes a motion:

1) that requires MV staff to, as part of their public engagement “partnership with Translink”

- plan for and facilitate at least 6, preferably 10, **public forums**, where members of the public are provided opportunities to make open-ended comments and requests, and ask questions to senior MV and Translink officials- regarding existing and potential (new) public transit services, transportation infrastructure (such as bridges and tunnels), frequent transit networks, and existing and potential densification of developments in MV’s Urban Centres, Municipal Town Centres, and Regional City Centres...

2) that requires at least 6, preferably 10, of these public forums to occur in different Metro Vancouver locations; and

3) that requires these public forums to occur on days, at times of day that are convenient for potential attendees (after 05:30 PM M- F), and in afternoons on weekends); and

4) that requires at least 2 of these public forums to be convened at a prominent, well known South Surrey/ White Rock location...

=====

Pls consider this a 2-page executive summary (printable PDF attached)....

I will bring a PowerPoint presentation file to the October 04-2019 meeting...

Sincerely,

Roderick V. Louis,

[REDACTED]
[REDACTED]
[REDACTED]

Roderick V. Louis

To speak to agenda Items:

E 2.2 “Metro 2050 (Public) Engagement Plan”

And

E 2.3 “Metro 2050 Scope and Status Update”

Metro Vancouver is collaborating with Translink

- **In development of *Metro 2050***

(MV's Regional Growth Strategy)

- **In Development of “*Transport 2050*”**

(Translink's Regional Transportation Strategy)

Metro Vancouver collaboration with Translink

- Agenda Item E 2.2 report states- As part of Metro 2050 development:
- A ***Transportation Policy Review*** is in progress and being undertaken in coordination with Translink's development of ***Transport 2050***
- MV's Regional Planning dept *is working closely with TransLink to ensure integration and alignment between Metro 2050 and Transport 2050, the Regional Transportation Strategy.*

Metro Vancouver collaboration with Translink

- **On April 5, 2019** the Board directed staff to partner with TransLink in its May to September 2019 ‘Vision and Values’ public engagement process for the future of the region.
- Process did **not** include any “***Public Forums***”

Metro Vancouver has plans to conduct “forums”- but none for general public

- According to agenda Item E 2.2 report:
- As part of the *Environment Policy Review* part of Metro 2050 development- MV staff hosted a **public_“forum”**;
- Pages 55- 57 indicate MV staff plan to conduct “**forums**” with: Translink officials; MV Boards & Committees; MV staff; Province of BC; Govt of Canada; Non-signatory but affected local govts; regional interests and organizations;
- No good reasons why MV can not partner with Translink to co-host **public forums** that have existing and potential new public transit services, and transportation infrastructure as subject matters...

Requested Motion #1:

- Require MV staff to, as part of their public engagement “*partnership with Translink*”:
- Plan for and facilitate **at least 6, preferably 10, public forums**, where members of the public are provided opportunities to make open-ended comments and requests, and ask questions to senior MV and Translink officials- regarding:
 - 1) Existing and potential (new) public transit services, transportation infrastructure (such as bridges and tunnels), frequent transit networks;
 - 2) Existing and potential (new) Urban Centres, Municipal Town Centres, and Regional City Centres- that are connected by existing & to-be-developed rail rapid-transit lines...

Requested Motion #2:

- Require at least 6, preferably 10, of the Metro Vancouver/ Translink public forums to occur in different Metro Vancouver member cities;
- Require public forums to occur on days, and at times of day that are convenient for potential attendees (after 05:30 PM M- F, and in afternoons on weekends);
- Require that at least 2 public forums are convened at a prominent, well known South Surrey/ White Rock location...

**To: Metro Vancouver Regional District
Board of Directors,**
4515 Central Boulevard,
Burnaby, BC, Canada,
V5H 0C6 ;
publichearing@metrovancover.org
chair@metrovancover.org
604-432-6250, 604.432-6284

From: Mr Roderick V. Louis,
[REDACTED],
White Rock, BC,
Canada, [REDACTED]
[REDACTED]
[REDACTED]

April 19-2022

Hi,

Pls delete my earlier-today email... and refer to this corrected "**submission #7**" instead... re the draft **Metro Vancouver 2050** RGS that is the subject of the upcoming April 20-2022 public hearing... (A printable PDF of this email is attached, 2 pages))

Although the draft **Metro Vancouver 2050 Regional Growth Strategy**:

<http://www.metrovancover.org/metro2050> ,

<http://www.metrovancover.org/services/regional-planning/PlanningPublications/Metro2050.pdf>

... comments on "housing", ... the document

a) Does not contain any objectives or statistics that identify the types of housing that are projected to be required within the Metro Vancouver Region during 2022-2050;

b) Does not contain any statistics or objectives that identify the demographic components (ages, numbers of children, sizes of households, et cetera) of Metro Vancouver's projected population 2022- 2050...

This appears to be in direct conflict with:

A) the requirements of BC's Local Government Act: (LGA) sections 429 (2)(c)(i) and (2.1) (a) and (b) and sections 585.1- 585:

https://www.bclaws.gov.bc.ca/civix/document/id/complete/statreg/r15001_13#section429

https://www.bclaws.gov.bc.ca/civix/document/id/complete/statreg/r15001_14#division_d1e58247

(2.1) Unless a board is exempted, or is in a class of local governments exempted, under section 585.11, the board must consider the most recent housing needs report the board received under section 585.31, and the housing information on which the report is based,

(a) when developing a regional growth strategy,

(b) when amending a regional growth strategy...,

B) the requirements of sections 2 and 3 (statistical information about housing types and population) of the LGA **Housing Needs Reports** Regulation:

https://www.bclaws.gov.bc.ca/civix/document/id/complete/statreg/90_2019

https://www.bclaws.gov.bc.ca/civix/document/id/crbc/crbc/90_2019 , (PDF 17 pages)

According to the BC govt's Municipal Affairs Ministry website:

<https://www2.gov.bc.ca/gov/content/housing-tenancy/local-governments-and-housing/policy-and-planning-tools-for-housing/housing-needs-reports> , and

https://www2.gov.bc.ca/assets/gov/housing-and-tenancy/tools-for-government/uploads/summaryhnrrequirements_apr17_2019.pdf

*Municipalities and regional districts in B.C. are required to complete **housing needs reports** by April 2022 and every five years thereafter...*

Materials and reports provided to the board (during 2019- 2022 by MV staffers) regarding research and preparation that resulted in the draft MV 2050 RGS... do not contain any references to MV's member municipalities' housing needs reports..

The draft MV 2050 RGS does not contain any references to information contained in any of MV's member municipalities' housing needs reports...

Pls regard this as a request that the MV board takes prompt actions to:

- 1) Rescind first and second readings of the draft Metro Vancouver Regional Growth Strategy;
- 2) Obtain copies of the most recent Housing Needs Reports of all of MV's member municipalities;
- 3) Consider information contained in member municipalities' Housing Needs Reports for inclusion in an amended draft Metro Vancouver 2050;

References:

Local Government Act (RSBC):

https://www.bclaws.gov.bc.ca/civix/document/id/complete/statreg/r15001_13#section429

429) Content of regional growth strategy

(1) A board may adopt a regional growth strategy for the purpose of guiding decisions on growth, change and development within its regional district.

(2) A regional growth strategy must cover a period of at least 20 years from the time of its initiation and must include the following:

(a) a comprehensive statement on the future of the region, including the social, economic and environmental objectives of the board in relation to the regional district;

(b) population and employment projections for the period covered by the regional growth strategy;

*(c) to the extent that these are regional matters, actions proposed for the regional district **to provide for the needs of the projected population in relation to***

(i) housing,

Pls confirm receipt of this email,

Sincerely,

Mr Roderick Louis,
Alternative email:

[REDACTED]
[REDACTED]



COALITION OF VANCOUVER NEIGHBOURHOODS

<http://coalitionvan.org>

April 20, 2022

Metro Vancouver Regional District Board of Directors

Re: April 20 Public Hearing to consider Metro Vancouver Regional District Regional Growth Strategy (RGS) Bylaw No. 1339, 2022 (METRO 2050)

Agenda: http://www.metrovancouver.org/boards/GVRD/RD_2022-Apr-20_AGE.pdf

Report: <http://www.metrovancouver.org/metro2050>

<http://www.metrovancouver.org/services/regional-planning/PlanningPublications/Metro2050.pdf>

The Coalition of Vancouver Neighbourhoods (CVN) includes resident groups from across the City of Vancouver. We have major concerns regarding the proposed Metro 2050 Bylaw and therefore are **opposed** to it as currently written.

Promotion of Growth: This document is more about promoting unsustainable growth than anything else. There are many substantial issues, some of which are as follows.

- **Lack of Transparent Data** - The projections for population and dwellings are not shown by municipality, so there is no way to measure how any municipal-level Regional Context Statements or Official Community Plans line up with regional plans or census data. Having Vancouver grouped with Burnaby and New Westminster, without any breakdown, makes no sense. The projection years should also be aligned with the census years so that data can be compared.
- **Reliance on “Aspirational” Targets** - With this draft bylaw the approach to growth shifts from data-based projections to “aspirational” targets. The result is promoting development beyond what actual population growth would justify, and is unsustainable.
- **Impacts on Climate** - The proposed increased growth will substantially increase the embodied carbon and ecological footprint in the region. Many municipalities have declared a climate emergency, but the approaches taken in the proposed bylaw are not compatible efforts to fight climate change.
- **Development Is Promoted Ahead of Transit** - The new designation of “**Major Transit Growth Corridors**” is proposed along routes that are currently only bus routes where there are no immediate plans, approvals or resources for major transit expansion. This means that for 1 kilometer, or 1000 meters, in each direction from existing transit routes, the new “corridors” will cover most of some neighbourhoods. There could be vast impacts, including significant disruptions of existing housing (including existing secondary rentals), and major construction/development growth could race ahead without any meaningful transit improvements.

For example, in Vancouver the proposed corridors cover:

- **Kingsway, Grandview Hwy., and Hastings St.** - These areas are currently only planned for buses and go through neighbourhoods that are historically amenity- and infrastructure-deficient. As just one example, to this day, no amenities that were promised with the rezoning of the Norquay neighbourhood over a decade ago have been delivered.

- 41st / 49th Ave. - These routes currently only have buses running on them, and they are not a regional priority for upgrades.
- Broadway corridor extension to UBC - This area currently only has bus transit services and is NOT a regional priority for a subway extension. At one kilometer in each direction along the route, development, which would certainly occur long before transit improvements, would affect the whole neighbourhoods of Kitsilano and West Point Grey without the supporting transit or infrastructure.
- Vancouver Was Designed for Grid Arterial Transit Not Corridors - Vancouver was designed pre-war, before the common use of the automobile. It is inherently transit-oriented, so everywhere is within a 10-minute walk of an arterial road. Vancouver was designed around the streetcar (on rail) and later converted to be served by trolley buses (on roads). All Vancouver really needs is more electric bus service to electrify the transit system. It doesn't need the whole city to be rebuilt into only a few expensive corridors.
Transit corridors and tall towers is an American model that doesn't apply to Vancouver, due to its fundamentally different design with arterial grid transit system. We just need more electric bus service for each arterial.
- Lack of Infrastructure and Financing Options - The proposed growth written into the bylaw will also put significant pressure on all aspects of infrastructure, without the resources to provide these needed increases and upgrades. The result will be significant upward pressure on property taxes and fees, and negative impacts on affordability and livability. At the same time, the bylaw proposes the waiving of development fees for "affordable" housing, meaning that infrastructure would be 100% funded by property taxes, without other sources identified.
- School Districts Are Underfunded - There is already a lack of provincial funding for schools to meet current growth in the region. Existing schools are being closed and sold to fund new schools. This is cannibalizing the school system and not sustainable. The proposed growth will then require more funding for land acquisition and construction for new schools.
- Lack of Health and Social Infrastructure - The province is not currently providing enough family doctors for the current population. Hospitals are stretched. Communities lack addiction and mental health treatment and supports. More growth means more displacement, forcing many to fall further behind or into homelessness. The provincial and federal governments are not keeping up with current needs, and there is no consideration of how they will provide the resources for this growth. The bylaw fails to consider such issues.

Weak Green Zone Protections from Urban Sprawl: The primary role of regional planning is to protect the green zones of conservation, recreation and Agricultural Land Reserve from urban sprawl to create a livable and sustainable region. This proposed plan continues to weaken these protections from what existed in the original Livable Region Strategic Plan and has already been weakened by Metro 2040, the Regional Growth Strategy adopted in 2011.

- Urban Sprawl in North Shore – Also of concern is the expansion of the Urban Containment Boundary that allows "General Urban" into green zones such as exist on the North Shore. The proposed bylaw also has a huge "Special Study Area" that could allow urban sprawl to move even further up the mountainside. There are many implications, including the fact that these mountain views also play an important role in regional identity and their ecosystems are a carbon sink to fight climate change.

- UBC Golf Course - This should be in the “Conservation and Recreation Lands,” not “General Urban.” The golf course is not available for potential development until 2080, well beyond the scope of this proposed bylaw.
- Special Study Areas – The proposed bylaw only requires a 50% + 1 weighted vote of the MVRD board to remove Special Study Areas from a green zone and convert into General Urban. This is lower than the currently-required 2/3 vote and should not be reduced. Under the Livable Region Strategic Plan, a 100% vote was required. The current vote threshold is already very weak and should not be weakened further.

Lack of Process: There has been little to no resident involvement by the residents of the City of Vancouver in this plan. Most residents are unaware that this Metro 2050 discussion, Bylaw, and Public Hearing is even happening. What we have enumerated above is just a small indication of many concerns about Metro 2050 and its implications for the people of Vancouver and for the entire Metro Vancouver region.

Further, we are alarmed that in this bylaw formulation there has also been no involvement of any of the Boards of Education across the region, B.C. ministry of Education and Child Care, police departments across the region, or B.C.'s Solicitor General and Attorney General Ministries. Input from all of them needs to be considered to respond to the proposed growth.

In conclusion, we request that the Metro Vancouver Board reject the Metro Vancouver Regional District Regional Growth Strategy (RGS) Bylaw No. 1339, 2022 (METRO 2050).

Sincerely,

Elizabeth Murphy
On behalf of the Steering Committee,
Coalition of Vancouver Neighbourhoods (CVN)
www.coalitionvan.org, info@coalitionvan.org

Member Groups of the Coalition of Vancouver Neighbourhoods

Arbutus Ridge Community Association
Arbutus Ridge/ Kerrisdale/ Shaughnessy
Visions
Cedar Cottage Area Neighbours
Dunbar Residents Association
Fairview/South Granville Action Committee
False Creek Residents Association
Grandview Woodland Area Council
Granville-Burrard Residents & Business Assoc.
Greater Yaletown Community Association
Kitsilano-Arbutus Residents Association
Kits Point Residents Association

Marpole Residents Coalition
NW Point Grey Home Owners Association
Oakridge Langara Area Residents
Residents Association Mount Pleasant
Riley Park/South Cambie Visions
Shaughnessy Heights Property Owners Assoc.
Strathcona Residents Association
Upper Kitsilano Residents Association
West End Neighbours Society
West Kitsilano Residents Association
West Point Grey Residents Association
West Southland Residents Association