

**METRO VANCOUVER REGIONAL DISTRICT
REGIONAL PLANNING COMMITTEE**

REGULAR MEETING

September 11, 2020

9:00 A.M.

28th Floor Boardroom, 4730 Kingsway, Burnaby, British Columbia

REVISED A G E N D A¹

1. ADOPTION OF THE AGENDA

1.1 September 11, 2020 Regular Meeting Agenda

That the Regional Planning Committee adopt the agenda for its regular meeting scheduled for September 11, 2020 as circulated.

2. ADOPTION OF THE MINUTES

2.1 June 12, 2020 Regular Meeting Minutes

That the Regional Planning Committee adopt the minutes of its regular meeting held June 12, 2020 as circulated.

3. DELEGATIONS

- Added** **3.1 Anita Huberman, CEO, Surrey Board of Trade and Carla Guerrero, CEO, Purpose Driven Development**
Subject: Fraser River Waterfront Revitalization Initiative

4. INVITED PRESENTATIONS

5. REPORTS FROM COMMITTEE OR STAFF

5.1 Metro 2050 Update

Verbal Update

Designated Speakers: Heather McNell, General Manager, and Sean Galloway, Director Regional Planning and Electoral Area Services, Regional Planning and Housing Services

¹ Note: Recommendation is shown under each item, where applicable.
September 11, 2020

Revised

5.2 2020 Declaration for Resilience in Metro Vancouver Communities

That the Regional Planning Committee:

- a) endorse the *2020 Declaration for Resilience in Metro Vancouver Communities* as presented in the report dated July 27, 2020, titled “2020 Declaration for Resilience in Metro Vancouver Communities”; and
- b) forward the *2020 Declaration for Resilience in Metro Vancouver Communities* to the Metro Vancouver COVID-19 Response Task Force requesting their consideration and endorsement.

5.3 Metro 2040 Urban Centre and FTDA Policy Review Recommendations

That the MVRD Board endorse the Urban Centres and Frequent Transit Development Area policy recommendations as presented in the report dated August 24, 2020, titled “*Metro 2040 Urban Centre and FTDA Policy Review Recommendations*” as the basis for *Metro 2050* growth framework updates and associated policies.

5.4 Metro 2040 Environment Policy Review Recommendations

That the MVRD Board endorse the *Metro 2040* Environment Policy Review recommendations as presented in the report dated August 21, 2020, titled “*Metro 2040 Environment Policy Review Recommendations*” as the basis for updating *Metro 2050* Goal 3 – Protect the Environment.

5.5 Engaging and Recognizing First Nations in Metro 2050

That the Regional Planning Committee receive for information the report dated August 20, 2020, titled “Engaging and Recognizing First Nations in *Metro 2050*.”

5.6 Manager’s Report

That the Regional Planning Committee receive for information the report dated August 24, 2020, titled “Manager’s Report”.

5 INFORMATION ITEMS

6.1 Correspondence re 2020 Agriculture Grant Awareness from Kwantlen Polytechnic University Foundation, dated August 20, 2020

6 OTHER BUSINESS

7 BUSINESS ARISING FROM DELEGATIONS

8 RESOLUTION TO CLOSE MEETING

Note: The Committee must state by resolution the basis under section 90 of the Community Charter on which the meeting is being closed. If a member wishes to add an item, the basis must be included below.

9 ADJOURNMENT/CONCLUSION

That the Regional Planning Committee adjourn/conclude its regular meeting of September 11, 2020.

Membership:

Coté, Jonathan (C) - New Westminster
Froese, Jack (VC) - Langley Township
Copeland, Dan - Delta
Dueck, Judy - Maple Ridge
Gamboli, Nora - West Vancouver

Guerra, Laurie - Surrey
Hurley, Mike - Burnaby
Kirby-Yung, Sarah - Vancouver
McEwen, John - Anmore
Muri, Lisa - North Vancouver District

Steves, Harold - Richmond
Stewart, Richard - Coquitlam
Vagramov, Rob - Port Moody
van den Broek, Val - Langley City
West, Brad - Port Coquitlam

**METRO VANCOUVER REGIONAL DISTRICT
REGIONAL PLANNING COMMITTEE**

Minutes of the Regular Meeting of the Metro Vancouver Regional District (MVRD) Regional Planning Committee held at 9:01 a.m. on Friday, June 12, 2020 in the 28th Floor Boardroom, 4730 Kingsway, Burnaby, British Columbia.

MEMBERS PRESENT:

Chair, Mayor Jonathan Coté, New Westminster*
 Vice Chair, Mayor Jack Froese, Langley Township*
 Councillor Dan Copeland, Delta*
 Councillor Judy Dueck, Maple Ridge*
 Councillor Nora Gambioli, West Vancouver*
 Councillor Laurie Guerra, Surrey*
 Mayor Mike Hurley, Burnaby* (arrived at 9:17 a.m.)
 Councillor Sarah Kirby-Yung, Vancouver*
 Mayor John McEwen, Anmore*
 Councillor Lisa Muri, North Vancouver District* (arrived at 9:09 a.m.)
 Councillor Harold Steves, Richmond*
 Mayor Richard Stewart, Coquitlam* (arrived at 9:16 a.m.)
 Mayor Rob Vagramov, Port Moody* (arrived at 9:05 a.m.)
 Mayor Val van den Broek, Langley City*
 Mayor Brad West, Port Coquitlam* (departed at 10:48 a.m.)

MEMBERS ABSENT:

None.

STAFF PRESENT:

Heather McNell, General Manager, Regional Planning and Housing Services
 Jerry W. Dobrovolny, Chief Administrative Officer
 Genevieve Lanz, Legislative Services Coordinator, Board and Information Services

1. ADOPTION OF THE AGENDA

1.1 June 12, 2020 Regular Meeting Agenda

It was MOVED and SECONDED

That the Regional Planning Committee adopt the agenda for its regular meeting scheduled for June 12, 2020 as circulated.

CARRIED

*denotes electronic meeting participation as authorized by Section 3.6.2 of the *Procedure Bylaw*

2. ADOPTION OF THE MINUTES

2.1 May 1, 2020 Regular Meeting Minutes

It was MOVED and SECONDED

That the Regional Planning Committee adopt the minutes of its regular meeting held May 1, 2020 as circulated.

CARRIED

3. DELEGATIONS

No items presented.

4. INVITED PRESENTATIONS

9:09 a.m. Councillor Muri arrived at the meeting.

4.1 Phillip Davies, Principal, Davies Transportation Consulting Inc.

Phillip Davies, Principal, Davies Transportation Consulting Inc., provided members with a presentation on food flows in Metro Vancouver, highlighting estimated food flow volumes, cross-border and offshore trade, and breakdown of food supply by source.

Presentation material titled "Food Flows in Metro Vancouver" is retained with the June 12, 2020 Regional Planning Committee agenda.

Agenda Order Varied

The order of the agenda was varied to consider Item 5.1 at this point.

5.1 Food Flows in Metro Vancouver: Study Results

Report dated May 20, 2020 from Theresa Duynstee, Senior Planner, Regional Planning and Housing Services, providing the results of the *Food Flows in Metro Vancouver Study*.

It was MOVED and SECONDED

That the MVRD Board receive for information the report dated May 20, 2020, titled "Food Flows in Metro Vancouver: Study Results".

CARRIED

Agenda Order Resumed

The order of the agenda resumed with Item 4.2 being before the Committee.

9:16 a.m. Mayor Stewart arrived at the meeting.

9:17 a.m. Mayor Hurley arrived at the meeting.

4.2 Mike Manion, Chair, Metro Vancouver Agricultural Advisory Committee

Mike Manion, Chair, Metro Vancouver Agricultural Advisory Committee, provided members with a presentation on the provincial Food Security Task Force's Future of B.C.'s Food Shortage Report, role of technology in the agriculture sector and labour shortages, concerns related to the allocation of Agricultural Land Reserve land for agricultural-industrial uses and resulting land pricing structure, and opportunities for further engagement and policy development.

Members commented on possible implications for *Metro* 2040 regional land use designations, the supply of industrial and agricultural land, and the reliance on imported goods and food security.

Presentation material titled "AAC Perspectives on the Future of B.C.'s Food System" is retained with the June 12, 2020 Regional Planning Committee agenda.

Agenda Order Varied

The order of the agenda was varied to consider Item 5.2 at this point.

5.2 The Future of B.C.'s Food System Report

Report dated June 1, 2020 from Theresa Duynstee, Senior Planner, Regional Planning and Housing Services, seeking direction to report back to a future meeting of the Regional Planning Committee with information on the alignment of Metro Vancouver's policies and plans regarding regional food security with the Province's "The Future of B.C.'s Food System" report.

It was MOVED and SECONDED

That the Regional Planning Committee direct staff to assess the alignment of the recommendations in the provincial Food Security Task Force's recently released report, *The Future of B.C.'s Food System*, with Metro Vancouver's policies and plans and report back with recommendations.

CARRIED

Agenda Order Resumed

The order of the agenda resumed with Item 4.3 being before the Committee.

4.3 Sarah Tseng, Senior Planner, Strategy and Plan Development, TransLink

Geoff Cross, Vice President, Transportation Planning and Policy and Sarah Tseng, Senior Planner, Strategy and Plan Development, TransLink, provided members with a presentation on TransLink's recent Land Value Capture Study, highlighting funding model and public investment, Land Value Capture mechanisms, and potential approaches through acquisition and disposition, development opportunities, and structure of taxation and development cost charges.

Members commented on transit-oriented affordable housing and the role of Metro Vancouver Housing and TransLink in developing rental housing.

Presentation material titled “TransLink Land Value Capture Policy Study” is retained with the June 12, 2020 Regional Planning Committee agenda.

Agenda Order Varied

The order of the agenda was varied to consider Item 5.3 at this point.

5.3 Update on TransLink’s Land Value Capture Study and Opportunities for Transit-Oriented Affordable Housing

Report dated June 3, 2020 from Mark Seinen, Senior Planner, Regional Planning and Housing Services, seeking MVRD Board direction to send a letter to the TransLink Board expressing support for the *Evaluation of Land Value Capture and Urban Development as Sources of Revenue for TransLink* study recommendations.

It was MOVED and SECONDED

That the MVRD Board send a letter to the TransLink Board expressing support for the Land Value Capture Study’s recommendation that TransLink prepare a statement of objectives for affordable housing that considers an increased role in supporting transit-oriented affordable housing.

CARRIED

Agenda Order Resumed

The order of the agenda resumed with Item 5.4 being before the Committee.

5. REPORTS FROM COMMITTEE OR STAFF

5.1 Food Flows in Metro Vancouver: Study Results

This item was previously considered.

5.2 The Future of B.C.’s Food System Report

This item was previously considered.

5.3 Update on TransLink’s Land Value Capture Study and Opportunities for Transit-Oriented Affordable Housing

This item was previously considered.

5.4 2020 Declaration for Resilience in Canadian Cities – referred from COVID-19 Response Task Force

Erin Rennie, Senior Planner, Regional Planning and Housing Services, provided members with a presentation on the 2020 Declaration for Resilience in Canadian Cities, highlighting recommended actions and broad categories, alignment with policies and planning, and next steps.

Presentation material titled “2020 Declaration for Resilience in Canadian Cities-National Dialogue and Regional Context” is retained with the June 12, 2020 Regional Planning Committee agenda.

It was MOVED and SECONDED

That the Regional Planning Committee receive for information the presentation dated June 12, 2020, titled “2020 Declaration for Resilience in Canadian Cities-National Dialogue and Regional Context”.

CARRIED

5.5 Metro 2050 Q2 2020 Status Update

Report dated May 20, 2020 from Erin Rennie, Senior Planner, Regional Planning and Housing Services, providing members with an update on *Metro 2050* policy review and engagement and next steps.

Members were provided with a presentation on *Metro 2050*, highlighting *Metro 2040* policy review process and phases, engagement activities, and next steps.

Presentation material titled “*Metro 2050 – Q2 Status Update – Policy Reviews and Engagement*” is retained with the June 12, 2020 Regional Planning Committee agenda.

It was MOVED and SECONDED

That the Regional Planning Committee receive for information the report dated May 20, 2020, titled, “*Metro 2050 Q2 2020 Status Update.*”

CARRIED

5.6 Developing a Shared Resiliency Framework for *Metro 2050* and *Transport 2050*

Report dated May 27, 2020 from Erin Rennie, Senior Planner, Mark Seinen, Senior Planner, and Sinisa Vukicevic, Program Manager, Planning Analytics, Regional Planning and Housing Services, providing an update on the development of a shared resiliency framework for *Metro 2050* and *Transport 2050*, and further coordination with *Climate 2050*.

Members were provided with a presentation on the development of a shared resiliency framework for *Metro 2050* and *Metro 2040* policy reviews, highlighting assessments of the impact of the novel coronavirus (COVID-19) pandemic on policy principles, population projections and growth scenarios.

Presentation material titled “*Developing a Shared Resiliency Framework for Metro 2050 and Transport 2050*” is retained with the June 12, 2020 Regional Planning Committee agenda.

It was MOVED and SECONDED

That the Regional Planning Committee receive for information the report dated May 27, 2020, titled “*Developing a Shared Resiliency Framework for Metro 2050 and Transport 2050.*”

CARRIED

5.7 Metro 2040 Complete Communities Policy Review – Scope of Work

Report dated May 20, 2020 from Alex Taylor, Senior Planner, Regional Planning and Housing Services, providing members with the *Metro 2040* Complete Communities policy review scope of work.

10:48 a.m. Mayor West departed the meeting.

It was MOVED and SECONDED

That the Regional Planning Committee receive for information the report dated May 20, 2020, titled "*Metro 2040* Complete Communities Policy Review – Scope of Work".

CARRIED

5.8 Climate 2050 and Clean Air Plan Discussion Papers

Report dated May 22, 2020 from Jason Emmert, Senior Planner, Air Quality and Climate Change, Parks and Environment, providing members with the *Climate 2050* and *Clean Air Plan* discussion papers.

It was MOVED and SECONDED

That the Regional Planning Committee receive for information the report dated May 22, 2020, titled "*Climate 2050* and *Clean Air Plan* Discussion Papers".

CARRIED

5.9 Manager's Report

Report dated May 25, 2020 from Heather McNell, General Manager, Regional Planning and Housing Services, providing members with an update on the Regional Planning Committee 2020 Work Plan, and upcoming *Metro 2050* Webinar.

It was MOVED and SECONDED

That the Regional Planning Committee receive for information the report dated May 25, 2020, titled "Manager's Report".

CARRIED

6. INFORMATION ITEMS

It was MOVED and SECONDED

That the Regional Planning Committee receive for information the following Information Item:

- 6.1 Report dated May 12, 2020, titled "Semi-Annual Report on GVS&DD Development Cost Charges"

CARRIED

7. OTHER BUSINESS

No items presented.

8. BUSINESS ARISING FROM DELEGATIONS

No items presented.

9. RESOLUTION TO CLOSE MEETING

No items presented.

10. ADJOURNMENT/CONCLUSION

It was MOVED and SECONDED

That the Regional Planning Committee conclude its regular meeting of June 12, 2020.

CARRIED

(Time: 10:53 a.m.)

Genevieve Lanz,
Legislative Services Coordinator

Jonathan Côté, Chair



Metro Vancouver Planning Committee

LATE DELEGATION REQUEST

Friday, September 11, 2020 at 9:00am

28th floor Boardroom, 4730 Kingsway, Burnaby, BC.

PURPOSE

- Surrey Board of Trade and Purpose Driven Development & Planning to present on:
Fraser River Waterfront Revitalization Initiative – A Regional Economic Recovery Strategy
- Presenters:
Anita Huberman, CEO, Surrey Board of Trade – Opening remarks
Carla Guerrero, CEO, Purpose Driven Development

SUMMARY

Fraser River Waterfront Revitalization Initiative

Large-scale revitalization strategy in partnership with municipalities, senior governments, industry, business community, and key decision-makers to achieve a new standard of economic vitality and livability.

- Attract, recruit and retain workforce talent
- Address affordable housing
- Create efficient transit-oriented communities
- Create vibrant Innovation District hub
- Connect communities along waterfront
- New social, community and cultural destinations along waterfront
- Develop new amenities (such as daycares, community centres) to support families and the workforce
- Create opportunities for education, training and diversity in workforce development
- Build capacity for skilled labour and innovation in the workforce

Benefits of Waterfront Revitalization

Social Equity & Inclusion

- Re-connect communities to the waterfront through access and placemaking
- Parks, green spaces and pedestrian oriented public spaces

Environmental Protection & Climate Protection

- Create transit first communities with live, work, play neighbourhoods
- Design climate-positive communities that emphasize green growth and reduce greenhouse gas emissions from urban travel

Economic Development & Recovery

- Tax revenues, permitting revenues

- Increase in land value and land capture that can be reinvested back to the city and community priorities
- New sources of municipal revenue

Fraser River Waterfront Revitalization Can Help Achieve Metro Vancouver Policy Priorities

- Supporting the region's economy and economic recovery and prosperity
- Protect the region's valuable natural environment
- Ecological health and supporting land use and transportation patterns to adapt to climate change
- Complete communities with affordable and diverse housing, close to employment and amenities
- Integrating land use and transportation planning to improve movement and reduce ghgs
- **Focus only on underutilized lands along the Fraser River to promote and expand on the goals and priorities of Metro Vancouver and local municipalities to balance growth**
- Focus on protection of industrial lands through this initiative, not converting industrial lands

Partnerships and Alignment For Revitalization and Economic Recovery

- Develop partnerships with First Nations, private sector, tourism, education, healthcare, industry, municipal and regional governments
- **OUR GOAL: To bring all together and align in one direction on the Fraser River Revitalization Strategy to successfully advance this regional initiative to achieve key revitalization priorities and economic recovery**

WHY NOW? Revitalization Leverages Economic Growth and Recovery

- For every **\$1** public sector invested, there is **\$18 to \$31** private sector investment for revitalization initiatives
- For every **1 acre of land revitalized, 9 new jobs are created on average**
- Enhanced land value
- Increased tax base
- Unlocked development opportunities and private sector economic bolstering
- Significant social, environmental and community benefits

Fraser River Waterfront Revitalization Process & Timeline:

- **1. PROJECT INITIATION & BACKGROUND REVIEW**
- **2. OPPORTUNITY & CONSTRAINTS, IDENTIFICATION & ANALYSIS**
- **3. CONSULTATION & ROUNDTABLES**
- **4. DEVELOP A FRASER RIVER WATERFRONT REVITALIZATION STRATEGY**
- **5. DEVELOP A REVITALIZATION ROADMAP**
- **6. IMPLEMENTATION OPTIONS & NEXT STEPS**

What We Are Requesting:

1. Metro Vancouver Representation in Working Group
2. Budget to Deliver Fraser River Waterfront Revitalization Strategy and Roadmap \$250,000 - \$300,000

DELIVERABLES TO BE ACHIEVED

- Vision for Fraser River Waterfront Revitalization
- Established Working Group –
 - Municipalities, First Nations, Business & Industry
- Fraser River Waterfront Revitalization Strategy
- Fraser River Waterfront Revitalization Roadmap

To: Regional Planning Committee

From: Erin Rennie, Senior Planner, and Alex Taylor, Senior Planner, Regional Planning and Housing Services

Date: July 27, 2020 Meeting Date: September 11, 2020

Subject: **2020 Declaration for Resilience in Metro Vancouver Communities**

RECOMMENDATION

That the Regional Planning Committee:

- a) endorse the *2020 Declaration for Resilience in Metro Vancouver Communities* as presented in the report dated July 27, 2020, titled “2020 Declaration for Resilience in Metro Vancouver Communities”; and
 - b) forward the *2020 Declaration for Resilience in Metro Vancouver Communities* to the Metro Vancouver COVID-19 Response Task Force requesting their consideration and endorsement.
-

EXECUTIVE SUMMARY

The *2020 Declaration for Resilience in Canadian Cities* is a national initiative to advance 20 recommended actions to improve sustainability, livability, and prosperity in Canadian communities. Its intention is to support a sustainable and equitable recovery from the COVID-19 pandemic and to advance action on common challenges that Canadian cities were facing pre-pandemic. Per the direction of the COVID-19 Response Task Force, the Declaration has been revised to reflect regional priorities and retitled “*2020 Declaration for Resilience in Metro Vancouver Communities*”. Five of the actions in the 2020 Declaration are highlighted as transformational for our region:

- Allow appropriately scaled multi-tenanted housing, co-housing, laneway housing, and other forms of “gentle density” in all transit-adjacent locations;
- Enact congestion pricing policies and dedicate 100% of revenues to reinvestment in the transportation system, being mindful of equity considerations;
- Enact a funded, detailed plan to achieve a 40% urban tree canopy cover;
- Require all new large buildings to be carbon neutral, resilient to local climate change impacts, and located in Urban Centres or along the Frequent Transit Network; and
- Provide a minimum of 15% affordable housing in developments proximate to rapid transit to increase the supply of affordable housing in transit-oriented locations.

PURPOSE

Provide the MVRD Board with an opportunity to endorse the attached *2020 Declaration for Resilience in Metro Vancouver Communities* (Attachment 1) and forward it to member jurisdictions inviting them to also endorse the Declaration, continue to participate in the ongoing national dialogue for the *2020 Declaration for Resilience in Canadian Cities*, and advance the actions, as appropriate, through the long-range regional plans that are currently being developed / updated by Metro Vancouver and TransLink.

BACKGROUND

At its June 3, 2020, meeting the COVID-19 Response Task Force received a presentation from urbanists Jennifer Keesmaat and Larry Beasley on the topic of the *2020 Declaration for Resilience in Canadian Cities*. The Task Force then passed the following resolution:

That the COVID-19 Response Task Force refer the 2020 Declaration for Resilience in Canadian Cities to the Regional Planning Committee to:

- a) consider how best to participate in the national planning dialogue underway to advance the 2020 Declaration;*
- b) engage with member jurisdictions and TransLink to set the actions in the 2020 Declaration in a regional context and consider how to integrate the actions through supportive regional policies in Metro 2050, Climate 2050 and Transport 2050; and*
- c) report back to the Task Force with recommendations regarding endorsement.*

At its June 12, 2020 meeting the Regional Planning Committee received a report for information titled “2020 Declaration for Resilience in Canadian Cities – referred from COVID-19 Response Task Force” which outlined an approach to set the Declaration in the regional context. This report provides an update to the Committee on the progress made towards these three actions and provides an opportunity for the MVRD Board to consider endorsing a revised and regionally focused Declaration.

2020 DECLARATION FOR RESILIENCE IN CANADIAN CITIES

The *2020 Declaration for Resilience in Canadian Cities* is a national initiative led by planner and urbanist Jennifer Keesmaat. It recommends 20 immediate actions for cities to advance more accessible, equitable, sustainable, and resilient cities across Canada. It has been developed out of a recognition that the COVID-19 pandemic recovery presents a window of opportunity for positive change as well as a responsibility to advance action on common challenges that many cities were facing pre-pandemic.

To date more than 1,000 planners, urbanists, academics, elected officials, and others have signed the Declaration and federal funding partners have shown interest in participating in advancing its implementation (Reference 1). The organizers and champions of the Declaration are now inviting local and regional governments across the country to participate in ongoing dialogue sessions and to formally endorse the Declaration, or similar localized version, as a signal of local government commitment towards building back more resilient communities during the COVID-19 recovery period. The *2020 Declaration for Resilience in Canadian Cities* is made up of 20 actions divided into three themes: ensuring the responsible use of land; accelerating the de-carbonization of our transportation systems; and embracing sustainability in our built and natural environments.

The Declaration notes that the COVID-19 pandemic has brought greater attention to the social inequities facing cities across the country and presents an opportunity to improve upon many areas post-pandemic. It also emphasizes that all of the recommended actions must be planned and implemented with an equity lens in order to bring about true resiliency for all residents.

Staff note that member jurisdictions are the lead agencies in implementing most of the actions, and many jurisdictions have already enacted policies and programs that address some of the actions set out in the Declaration.

PARTICIPATING IN THE ONGOING NATIONAL DIALOGUE AND EFFORTS

The organizers of the Declaration are proposing to further the actions through:

1. A coalition of organizations to advance the conversation;
2. A series of declaration dialogues on the topic areas; and
3. Establishing regional task forces to host conversations on local challenges and priorities.

As more information is made available, staff will identify and report back on appropriate ways for Metro Vancouver to be engaged in the above three activities.

ENGAGING WITH STAKEHOLDERS

Staff presented the Declaration at the Regional Planning Advisory Committee (RPAC) meeting on June 19, 2020. RPAC members expressed support in principle, provided alternative language to better reflect the local context and challenges, and suggested adding actions related to: resiliency, food security, seniors housing, homelessness, and support for local and small businesses.

Staff presented the Declaration to the Climate Action Committee at its meeting on June 19, 2020. The Committee suggested changing the title from “cities” to “communities” and adding actions for ecological health, homelessness, resiliency, food security, and energy policy. The Committee was supportive of the Declaration, and passed the following resolution:

That the Climate Action Committee direct staff to provide a report to the Regional Planning Committee indicating the Climate Action Committee’s support in principle and feedback on the 2020 Declaration for Resilience in Canadian Cities.

Air Quality and Climate Change and TransLink staff were also consulted and expressed general support and made suggestions to better align action language with local and provincial policy, terminology, and priorities.

PROPOSED “2020 DECLARATION FOR RESILIENCE IN METRO VANCOUVER COMMUNITIES”

After reviewing the original Declaration and engaging with the Climate Action Committee, Regional Planning Committee, RPAC members, TransLink staff, and Air Quality and Climate Change staff, staff have developed a revised *2020 Declaration for Resilience in Metro Vancouver Communities* (Attachment 1).

This revised, regionally oriented version of the Declaration incorporates the feedback received and reflects local priorities and terminology. Actions #13 and #14 of the original Declaration have been combined into a single action as have Actions #15 and #19. Twelve new actions related to affordable housing, homelessness, mental health and addictions services, building energy systems, zero waste, sustainable food systems, ecosystem health and inclusive engagement have been added in the *2020*

Declaration for Resilience in Metro Vancouver Communities as these were not addressed in the original Declaration, but are critical regional priorities.

Given the importance of maintaining general consistency with the national initiative, revisions were limited. Attachment 2 demonstrates how the original Declaration has been revised and provides a rationale for each change.

TOP 5 TRANSFORMATIONAL ACTIONS

Of the 30 actions listed in the *2020 Declaration for Resilience in Metro Vancouver Communities* the following five actions present the highest potential to transform sustainability, equity, prosperity, and resiliency in this region:

- Action 1:* Allow appropriately scaled multi-tenanted housing, co-housing, laneway housing, and other forms of **“gentle density” in all transit-adjacent locations**;
- Action 11:* Enact **congestion pricing** policies and dedicate 100% of revenues to reinvestment in the transportation system, being mindful of equity considerations;
- Action 16:* Enact a funded, detailed plan to achieve a **40% urban tree canopy cover**;
- Action 18:* Require **all new large buildings to be carbon neutral**, resilient to local climate change impacts, and located in Urban Centres or in appropriate locations along the Frequent Transit Network; and
- Action 19:* Provide a minimum of 15% affordable housing in developments proximate to rapid transit **to increase the supply of affordable housing** in transit-oriented locations.

Metro Vancouver communities already provide attractive, safe, and sustainable places to live, work, learn and play. While the region is strong in many areas, the affordable housing crisis, climate emergency, and pandemic impacts present serious challenges. To truly transform this region, bold and shared actions, including the five listed above, must be taken to ensure the long-term resiliency of the region.

INTEGRATING THE DECLARATION INTO REGIONAL POLICIES

Making the *2020 Declaration for Resilience in Metro Vancouver Communities* meaningful to Metro Vancouver and member jurisdictions requires successful implementation. This presents an opportunity to combine the vision and momentum of this national initiative with this region’s ongoing strategic planning work to write and update the three long range regional strategies that are currently being prepared: *Metro 2050*, *Climate 2050*, and *Transport 2050*.

Staff will seek appropriate means to integrate the 30 actions in the *2020 Declaration for Resilience in Metro Vancouver Communities* into the policy frameworks of the strategies. Staff will also seek alignment with the shared Resiliency Framework currently being developed in partnership by TransLink and Metro Vancouver and with the Resilient Region Strategic Framework being developed by Metro Vancouver. Endorsing a “made-in-Metro Vancouver” version of the Declaration, the MVRD Board and member jurisdiction councils would provide Metro Vancouver, member jurisdictions, TransLink, and others with a renewed vision and support to collectively undertake these ambitious actions and use the COVID-19 pandemic recovery as a catalyst for positive change.

NEXT STEPS

Staff are recommending that the Regional Planning Committee endorse the *2020 Declaration for Resilience in Metro Vancouver Communities* and forward it to the COVID-19 Response Task Force for their consideration and endorsement. The intent would then be for the COVID-19 Response Task Force to recommend MVRD Board endorsement and that the Board the Declaration to member jurisdictions and invite them to endorse it as well.

ALTERNATIVES

1. That the Regional Planning Committee:
 - a) endorse the *2020 Declaration for Resilience in Metro Vancouver Communities* as presented in the report dated July 27, 2020, titled “2020 Declaration for Resilience in Metro Vancouver Communities”; and
 - b) forward the *2020 Declaration for Resilience in Metro Vancouver Communities* to the Metro Vancouver COVID-19 Response Task Force requesting their consideration and endorsement.
2. That the Regional Planning Committee receive for information the report dated July 27, 2020, titled “2020 Declaration for Resilience in Metro Vancouver Communities” and provide alternative direction to staff.

FINANCIAL IMPLICATIONS

There are no financial implications to this report. Efforts to develop and implement the Declaration for Resilience in Metro Vancouver Communities have been, and will be undertaken, as part of the regular Regional Planning work program.

CONCLUSION

The *2020 Declaration for Resilience in Canadian Cities* is a national call to action which has been supported in principle by Metro Vancouver’s COVID-19 Response Task Force, Regional Planning Committee, Climate Action Committee, and Regional Planning Advisory Committee. Preparing a made-in-Metro Vancouver version of the Declaration is an opportunity to customize, prioritize and implement the actions in our region, as appropriate, through *Metro 2050*, *Climate 2050*, and *Transport 2050*. By doing so, Metro Vancouver can better support a sustainable and equitable recovery to the COVID-19 pandemic, and improve the sustainability, livability, and prosperity of the region.

In consultation with key stakeholders, staff have drafted the *2020 Declaration for Resilience in Metro Vancouver Communities* which is a revised version of the original Declaration, that includes 12 added actions that better reflect local priorities and challenges related to housing affordability, nature and ecosystems, food security, and zero waste. Of the 30 actions, staff have highlighted five transformational actions with the highest potential to accelerate transformative positive change in this region (i.e. Actions 1, 11, 16, 18, and 19).

Staff recommend Alternative 1 that the Regional Planning Committee endorse the *2020 Declaration for Resilience in Metro Vancouver Communities* and forward it to the COVID-19 Response Task Force for consideration.

Attachments

1. 2020 Declaration for Resilience in Metro Vancouver Communities
2. Updating the 2020 Declaration for Resilience in Canadian Cities to Reflect Metro Vancouver Context/Priorities

References

1. [2020 Declaration website](#)
2. [June 3, 2020 MVRD COVID-19 Response Task Force Meeting Minutes, item 4.1](#)

40548579

2020 Declaration for Resilience in Metro Vancouver Communities

Adapted by Metro Vancouver Regional District from the 2020 Declaration for Resilience in Canadian Cities

1. Update zoning policies to allow more households to access existing neighbourhoods by permitting appropriately scaled multi-tenanted housing, co-housing, laneway housing, and other forms of “gentle density” to be built in all transit-adjacent locations.
2. Commit to the creation of 15-minute neighbourhoods in which it is possible to live, work, play, and shop, by among other things permitting corner stores, local retail, community services including child care, and live-work housing, and by adding more local parks equitably throughout cities.
3. Regulate short-term rentals to ensure that rental homes are not once again removed from the rental market post-COVID-19.
4. Incentivize parking reductions and enhance visitor, car share and bicycle parking supply for any new building, particularly along the Frequent Transit Network, to both signal a shift in mobility priorities, and to remove the costly burden of parking on housing. Consider the introduction of parking maximums in transit-oriented locations.
5. Prioritize the use of existing municipally-owned land for the creation of affordable housing that remains affordable in perpetuity, and for strategic public green space that supports increased density.
6. Enact stronger restrictions on low density, auto-dependent residential, commercial, and employment developments.
7. Prioritize the immediate transformation of existing streets and roadways for active transportation - both for the immediate, post-pandemic recovery period and as permanent measures -- by adding additional space for pedestrians and protected bike lanes in a contiguous ‘everywhere-to-everywhere’ network that makes walking, rolling (i.e. mobility devices), and cycling safe mobility choices for every resident, in every neighbourhood and without impeding transit operations or goods movement.
8. Enhance transit service levels, recognizing that interim social distancing requirements will demand high levels of public transit service on existing routes, since passenger limits on buses will be required.
9. On major arterial roadways, reallocate road space to dedicated Bus Priority Lanes, to offer a higher level of service and to incentivize public transit usage as economies transition to normal.
10. To avoid inducing new single-occupancy vehicle demand, enact a moratorium on urban highway expansion, including those in process, and instead focus on Transportation Demand Management strategies including growth management.
11. Enact congestion pricing policies and dedicate 100% of revenues to reinvestment in the transportation system, being mindful of equity considerations
12. Mandate a conversion timetable stipulating that 100% of taxi and Transportation Network Service vehicles will be zero-emission.

2020 Declaration for Resilience in Metro Vancouver Communities

Adapted by Metro Vancouver Regional District from the 2020 Declaration for Resilience in Canadian Cities

13. Commit to zero-emission public sector vehicular fleets (including busses)
14. Require all new buildings that are government-owned (federal, provincial, and municipal) or built using public dollars to be carbon neutral over their lifetime.
15. End the dumping of untreated sewage outflows into lakes, streams, and waterways.
16. Enact a funded, detailed plan to achieve a 40% urban tree canopy.
17. Ensure 100% of all government operations are powered by clean, renewable energy sources.
18. Require all new large commercial, institutional and residential buildings to be carbon neutral, resilient to local climate change impacts, and located in Urban Centres or in appropriate locations along the Frequent Transit Network.
19. Provide a minimum of 15% affordable housing in developments proximate to rapid transit to increase the supply of affordable housing in transit-oriented locations.
20. Increase housing supplement through income assistance or implement Universal Basic Income.
21. Require all Urban Centres to provide shelters and other services /supports to homeless populations.
22. Develop policies to protect tenants, maintain and enhance existing rental and non-market housing, and mitigate the impacts of redevelopment on existing renters.
23. Support the provision of mental health and addictions services (including for the overdose crisis) in all communities.
24. Support the development of local and sustainable food systems including improving local distribution systems.
25. Require new buildings and renovations to utilize low-emission heating, not water and cooking systems, including district energy, heat pumps, energy retrofits etc.
26. Invest in electric vehicle charging infrastructure for use by the general public and shared use vehicles.
27. Adopt circular economy practices to reduce waste and support the creation of more clean waste-to-energy sources.
28. Develop a plan to protect 50% of the land base of the region from development (currently 40%).
29. Integrate natural assets into conventional asset management and decision-making processes.
30. Seek a diversity of perspectives (including Indigenous, racialized, marginalized, and lower-income communities) to ensure that public participation processes and land use policies are culturally sensitive, inclusive, and aim to decrease inequity in our communities.

Updating the 2020 Declaration for Resilience in Canadian Cities to Reflect Metro Vancouver Context / Priorities		
Original Declaration Text	Suggested Revisions and Rationale	Metro Vancouver-Specific Declaration for Resilience
Ensuring the Responsible Use of Land:		
1. Update zoning policies to allow more households to access existing neighbourhoods by permitting appropriately scaled multi-tenanted housing, co-housing, laneway housing, and other forms of “gentle density” to be built, as-of-right, alongside houses in low-rise residential neighbourhoods.	<ul style="list-style-type: none"> • Replace “low rise residential neighbourhoods” with “transit-adjacent locations.” • Rationale: Ensures consistency with Metro Vancouver’s growth management principles of focusing growth in areas well-served by transit. 	1. Update zoning policies to allow more households to access existing neighbourhoods by permitting appropriately scaled multi-tenanted housing, co-housing, laneway housing, and other forms of “gentle density” to be built in all transit-adjacent locations.
2. Commit to the creation of 15-minute neighbourhoods in which it is possible to live, work, and shop, by among other things permitting corner stores, local retail, and live-work housing, and by adding more local parks in all areas of cities	<ul style="list-style-type: none"> • Add “play” and “community services including child care” • Replace “in all areas of” with “equitably throughout” • Rationale: further detail what constitutes a “complete community”. To be equitable, parks should be prioritized for underserved areas. 	2. Commit to the creation of 15-minute neighbourhoods in which it is possible to live, work, play, and shop, by among other things permitting corner stores, local retail, community services including child care, and live-work housing, and by adding more local parks equitably throughout cities.
3. Restrict short-term rentals to ensure that rental homes are not once again removed from the rental market post-COVID-19.	<ul style="list-style-type: none"> • Replace “restrict” with “regulate” • Rationale: Local governments desire a local approach to short-term rentals 	3. Regulate short-term rentals to ensure that rental homes are not once again removed from the rental market post-COVID-19.
4. Remove all mandatory minimum parking requirements for any new building, to both signal a shift in mobility priorities, and to remove the costly burden of parking, on housing.	<ul style="list-style-type: none"> • Replace “Remove” with “incentivize parking reductions, enhance visitor, car share and bicycle parking supply” for any new building particularly along the Frequent Transit Network • Rationale: Metro Vancouver research shows that parking oversupply is nuanced and requires more targeted interventions. 	4. Incentivize parking reductions and enhance visitor, car share, and bicycle parking supply for any new building, particularly along the Frequent Transit Network, to both signal a shift in mobility priorities, and to remove the costly burden of parking on housing. Consider the introduction of parking maximums in transit-oriented locations.
5. Prioritize the use of existing municipally-owned land for the creation of affordable housing that remains affordable in perpetuity, and for strategic public green space that supports increased density.	<i>No change</i>	5. Prioritize the use of existing municipally-owned land for the creation of affordable housing that remains affordable in perpetuity, and for strategic public green space that supports increased density.

Updating the 2020 Declaration for Resilience in Canadian Cities to Reflect Metro Vancouver Context / Priorities

Original Declaration Text	Suggested Revisions and Rationale	Metro Vancouver-Specific Declaration for Resilience
6. Enact stronger restrictions on urban sprawl, including moratoria limiting additional, auto-dependent, suburban sprawl developments	<ul style="list-style-type: none"> • Replace “urban sprawl” and “suburban sprawl” with “low density, auto dependent.” • Specify “residential, commercial and employment” developments. • Rationale: “sprawl” is too subjective to be meaningful. It is preferable to be specific about the types of development that collectively we want to discourage. 	6. Enact stronger restrictions on low density, auto-dependent residential, commercial, and employment developments.
Accelerating the De-carbonization of our Transportation Systems:		
7. Prioritize the immediate transformation of existing streets and roadways for active transportation -- both for the immediate, post-pandemic recovery period and as permanent measures -- by adding additional space for pedestrians and protected bike lanes in a contiguous ‘everywhere-to everywhere’ network that makes cycling a safe mobility choice for every resident, in every neighbourhood.	<ul style="list-style-type: none"> • Add “without impeding transit or goods movement” and “walking, rolling (i.e. mobility devices)” • Rationale: TransLink’s request to ensure active transportation interventions complement rather than impair transit and goods movement strategies in the region. Broaden to include more than cycling. 	7. Prioritize the immediate transformation of existing streets and roadways for active transportation - both for the immediate, post-pandemic recovery period and as permanent measures -- by adding additional space for pedestrians and protected bike lanes in a contiguous ‘everywhere-to everywhere’ network that makes walking, rolling (i.e. mobility devices), and cycling safe mobility choices for every resident, in every neighbourhood and without impeding transit operations or goods movement.
8. Enhance bus service levels, recognizing that interim social distancing requirements will demand high levels of public transit service on existing routes, since passenger limits on buses will be required.	<i>No change</i>	8. Enhance bus service levels, recognizing that interim social distancing requirements will demand high levels of public transit service on existing routes, since passenger limits on buses will be required.
9. On major arterial roadways, transform curbside lanes to dedicated Bus Rapid Transit Priority Lanes, to offer a higher level of service and to incentivize public transit usage as economies transition to normal.	<i>No change</i>	9. On major arterial roadways, transform curbside lanes to dedicated Bus Rapid Transit Priority Lanes, to offer a higher level of service and to incentivize public transit usage as economies transition to normal.
10. Enact an immediate and permanent moratorium on the construction and reconstruction of urban expressways, including those in process.	<ul style="list-style-type: none"> • Replace “urban expressways” with “urban highway expansion,” remove “reconstruction,” and add “instead focus on Transportation Demand Management strategies including growth management.” • Rationale: Specify that induced demand for single-occupancy vehicle trips is the real 	10. To avoid inducing new single-occupancy vehicle demand, enact an moratorium on urban highway expansion, including those in process, and instead focus on Transportation Demand Management strategies including growth management.

Updating the 2020 Declaration for Resilience in Canadian Cities to Reflect Metro Vancouver Context / Priorities

Original Declaration Text	Suggested Revisions and Rationale	Metro Vancouver-Specific Declaration for Resilience
	problem, not highways and that Transportation Demand Management is the real solution, not highway expansion.	
11. Enact congestion pricing policies, and dedicate 100% of the revenues to public transportation expansion.	<ul style="list-style-type: none"> • Add “Include consideration and mitigation of equity concerns.” • Rationale: Mobility Pricing Independent Commission found that equity concerns were a significant barrier to congestion pricing in this region and should be mitigated to be successful. 	11. Enact congestion pricing policies and dedicate 100% of revenues to reinvestment in the transportation system, being mindful of equity considerations.
12. Mandate a conversion timetable stipulating that 100% of taxi and ride-sharing vehicles will be electric.	<ul style="list-style-type: none"> • Replace “ride-sharing” with “Transportation Network Service” and replace “electric” with “zero emissions”. • Rationale: update terminology to align with local terms and priorities. 	12. Mandate a conversion timetable stipulating that 100% of taxi and Transportation Network Service vehicles will be zero-emission.
13. Commit to fully electrify public bus fleets.	<ul style="list-style-type: none"> • Combine with Action 14. • Expand from “public bus fleets” to “public sector vehicular fleets” • Replace “electrify” with “zero emission” • Rationale: simplifies action and updates terminology with local priorities and combines with #14 	13. Commit to zero-emission public sector vehicular fleets (including busses)
14. Require the full electrification of public sector vehicular fleets (this can be achieved through a mass joint Climate Mayors Purchasing Collective).	<ul style="list-style-type: none"> • Combined with #13 	See #13 above
Embracing Sustainability in our Built and Natural Environments:		
15. Require that all new government-owned buildings (federal, provincial, and municipal) be carbon neutral.	<ul style="list-style-type: none"> • Combine with Action #19 and remove LEED certification requirement. • Rationale: Simplify and align environmental building performance priorities with local standards and combines with #19. 	14. Require all new buildings that are government-owned (federal, provincial, and municipal) or built using public dollars to be carbon neutral over their lifetime.
16. End the dumping of untreated sewage outflows into lakes, streams, and waterways.	No change	15. End the dumping of untreated sewage outflows into lakes, streams, and waterways.

Updating the 2020 Declaration for Resilience in Canadian Cities to Reflect Metro Vancouver Context / Priorities

Original Declaration Text	Suggested Revisions and Rationale	Metro Vancouver-Specific Declaration for Resilience
17. Enact a funded, detailed plan to achieve a 40% urban tree canopy.	<i>No change</i>	16. Enact a funded, detailed plan to achieve a 40% urban tree canopy.
18. Ensure 100% of municipal operations are powered by clean energy sources.	<ul style="list-style-type: none"> Expanded to include all government operations, and “renewable” added. Rationale: Aligns with local climate priorities. 	17. Ensure 100% of all government operations are powered by clean, renewable energy sources.
19. Require every new building in Canada built using public dollars achieves LEED status.	<ul style="list-style-type: none"> <i>Combined with #15</i> 	<i>See #14 above</i>
20. Require all new large office buildings to be emissions-free.	<ul style="list-style-type: none"> Expand from “large office buildings” to all “large commercial, institutional and residential buildings.” Replace “emissions-free” with “carbon neutral.” Add a requirement for large new buildings to be resilient to the local impacts associated with a changing climate and located in Urban Centres or in appropriate locations along the Frequent Transit Network. Rationale: Aligns with regional growth management policy and provincial building performance standards. 	18. Require all new large commercial, institutional and residential buildings to be carbon neutral, resilient to local climate change impacts, and located in Urban Centres or in appropriate locations along the Frequent Transit Network.
Additional Actions Reflecting Local Priorities		
	Rationale: Reflects affordable housing, poverty, and homelessness priorities in this region and aligns with regional housing policy.	19. Provide a minimum of 15% affordable housing in developments proximate to rapid transit to increase the supply of affordable housing in transit-oriented locations.
		20. Increase housing supplement through income assistance or implement Universal Basic Income.
		21. Require all Urban Centres to provide shelters and other services / supports to homeless populations.
		22. Develop policies to protect tenants, maintain and enhance existing rental and non-market housing, and mitigate the impacts of redevelopment on existing renters.

Updating the 2020 Declaration for Resilience in Canadian Cities to Reflect Metro Vancouver Context / Priorities

Original Declaration Text	Suggested Revisions and Rationale	Metro Vancouver-Specific Declaration for Resilience
	Rationale: Reflects local public health priorities related to mental health and addictions.	23. Support the provision of mental health and addictions services (including for the overdose crisis) in all communities.
	Rationale: Reflects local food security and accessibility priorities.	24. Support the development of local and sustainable food systems including improving local distribution systems.
	Rationale: building heating systems are top GHG emitter in the Metro Vancouver region.	25. Require new buildings and renovations to utilize low-emission heating, hot water and cooking systems, including district energy, heat pumps, energy retrofits, etc.
	Rationale: Reflects provincial Electric Vehicle targets.	26. Invest in electric vehicle charging infrastructure for use by the general public.
	Rationale: Reflects the financial and environmental cost of solid waste in this region.	27. Adopt circular economy practices to reduce waste and support the creation of more clean waste to energy sources.
	Rationale: Reflects the critical need to stop the loss of sensitive ecosystems and habitat in this region.	28. Develop a plan to protect 50% of the land base of the region from development (currently 40%).
		29. Integrate natural assets into conventional asset management and decision-making processes
	Rationale: Reflects the need to consider diversity, inclusion, and equity in public engagement and land use planning.	30. Seek a diversity of perspectives (including Indigenous, racialized, marginalized, and lower-income communities) to ensure that public participation processes and land use policies are culturally sensitive, inclusive, and aim to decrease inequity in our communities.

To: Regional Planning Committee

From: Erin Rennie, Senior Planner, Regional Planning and Housing Services

Date: August 24, 2020 Meeting Date: September 11, 2020

Subject: ***Metro 2040* Urban Centre and FTDA Policy Review Recommendations**

RECOMMENDATION

That the MVRD Board endorse the Urban Centres and Frequent Transit Development Area policy recommendations as presented in the report dated August 24, 2020, titled “*Metro 2040* Urban Centre and FTDA Policy Review Recommendations” as the basis for *Metro 2050* growth framework updates and associated policies.

EXECUTIVE SUMMARY

The *Metro 2040* Urban Centre and FTDA Policy Review is an initiative to explore areas for improvement to *Metro 2040*'s regional growth framework. The review is now complete and staff have drafted five recommendations intended to address the identified challenges and improve the Urban Centre and FTDA policies that will be included in *Metro 2050*, the update to the regional growth strategy. The five recommendations are to:

1. Include a Frequent Transit Corridor Network Map to Simplify the Use of the FTDA tool
2. Divide the Municipal Town Centres (MTCs) and Frequent Transit Development Areas (FTDAs) into two subtypes to clarify expectations;
3. Introduce a framework to support reclassifying one type of centre to another;
4. Update targets for growth to Urban Centres and FTDAs to align with 2050 projections; and
5. Strengthen compact and complete development policies to support climate change mitigation and adaptation and other regional priorities

PURPOSE

The purpose of this report is to seek MVRD Board endorsement of five recommendations to improve the Urban Centre and Frequent Transit Development Area (FTDA) policies in *Metro 2050*, the update to the regional growth strategy.

BACKGROUND

Metro Vancouver is conducting a series of themed policy reviews to support the development of *Metro 2050*. The *Metro 2040* Urban Centre and FTDA Policy Review began in 2015 as an initiative to better understand how Urban Centres and FTDAs were being used by member jurisdictions and to identify opportunities to enhance them as growth management tools.

At its meeting on March 6, 2020, the Regional Planning Committee passed a resolution to endorse the five recommendations outlined in an earlier version of this report (Reference 4). When the report was then considered by the MVRD Board on March 27, 2020, it was referred back to staff due to the emerging urgency of the COVID-19 pandemic response and a lack of capacity on the part of

decision-makers to consider long-range planning policy directions at that time. The recommendations in this report have been reviewed in light of the known pandemic impacts and has been updated for the Board's reconsideration.

URBAN CENTRE AND FTDA REVIEW

The attached Technical Summary Report includes a summary of the analysis and engagement work that took place between 2015 and 2019 as part of the *Metro 2040* Urban Centre and FTDA Policy Review (Attachment 1). The Technical Summary Report documents the key learnings from the review process and considerations that were part of the development of the recommendations. The report describes in detail five recommendations to enhance the region's growth framework.

Carrying Forward Successful Policies

Many aspects of *Metro 2040's* centres and corridors growth framework have been effective means for focusing growth in this region. Staff propose to carry forward the following effective strategies into *Metro 2050*:

- **The Urban Containment Boundary:** The Urban Containment Boundary continues to be an effective means to contain growth, ensure the efficient provision of utilities, and protect important natural and agricultural lands.
- **The two Metro Centres:** Vancouver Metro Core and Surrey Metro Centre will continue to be the two primary focal points for the region. No new Metro Centres are contemplated through this review.
- **The seven Regional City Centres:** Coquitlam, Langley City, Lonsdale, Maple Ridge, Metrotown, New Westminster, and Richmond will continue to be the Regional City Centres and focal points for sub-regional activity. No new Regional City Centres are contemplated through this review.
- **Focusing growth along the Frequent Transit Network:** The FTN continues to be an effective means to guide transit-oriented development in this region. Focusing growth along the FTN allows more trips to be taken by transit, and will be instrumental in supporting the region's target of achieving carbon neutrality by 2050.

Recommendations

Through the course of research, policy analysis and stakeholder engagement, staff have developed the following five recommendations:

1. **Include a Frequent Transit Corridor Network map to simplify the use of the FTDA tool.** This map would help make it simpler for member jurisdictions to identify new FTDA's in their respective Regional Context Statements. This map would be a defined set of corridors around the current Frequent Transit Network where the introduction of new FTDA's by member jurisdictions would be encouraged. As part of its data monitoring role, Regional Planning would monitor and report out on growth in this corridor network.
2. **Update the Urban Centre and Frequent Transit Development Area typology to:**
 - a) divide the Municipal Town Centres (MTCs) into two subtypes (Municipal Town Centres and High Growth Municipal Town Centres);

- b) divide Frequent Transit Development Areas into two subtypes (Corridor FTDA and Station Area FTDA); and
 - c) further define the criteria and expectations for defining the different centre types.
- 3. **Introduce a centre type reclassification framework** including quantitative requirements and criteria that must be met before an existing Urban Centre or Frequent Transit Development Area would be considered for reclassification to a different centre type.
- 4. **Update and refine Urban Centre and FTDA targets to align with 2050 projections.** Extend today's Urban Centre and FTDA dwelling unit and employment growth targets to the year 2050; refine those growth targets to the municipal and / or sub-regional level; and consider adding other types of targets to support the development of vibrant transit-oriented communities (such as activity density, rental housing unit growth, intersection density, etc.).
- 5. **Strengthen Compact and Complete Development Policies to Support Climate Change Mitigation and Adaptation and other Regional Priorities.** This would better reflect new and emerging regional growth issues such as climate change, child care, and green infrastructure.

Additional detail about each recommendation and the ways in which they address the key challenges of the Policy Review are provided in the attached Technical Summary Report.

Benefits of Recommended Changes

While the fundamental principles of the *Metro 2040* growth framework are largely unchanged, the five recommendations above will provide the following benefits:

- 1. **Clarifying the Frequent Transit Development Area tool:** Adding a Frequent Transit Corridor Network map into *Metro 2050* will help member jurisdictions in identifying preferred locations for new Frequent Transit Development Areas to better encourage transit-oriented growth in the region. It will also help support more useful growth monitoring, allowing Metro Vancouver, TransLink and member jurisdictions to better understand the rate of regional growth taking place in transit-oriented locations regardless of whether an FTDA has been identified.
- 2. **Additional differentiation:** By dividing Municipal Town Centres and Frequent Transit Development Areas into subtypes, the degree of variety within the centre types will be reduced. The addition of new criteria will also help member jurisdictions to further differentiate the centre types while recognizing the unique municipal context of each Urban Centre and Frequent Transit Development Area. This reflects that this region is maturing as a city-region and that additional nuance is required to reflect that maturity as each jurisdiction is unique.
- 3. **Specifying growth expectations:** By refining the Urban Centre and FTDA growth targets to include sub-regional or municipal-level growth targets, the growth expectations for each community will be made more clear and more reflective of the unique context and local aspirations of each member jurisdiction.

4. **Additional integration with regional transportation planning:** Using the Jobs+People / hectare metric as a defining component of the growth framework helps to more closely align the strategies of *Metro 2050* to TransLink's Transit Service Guidelines, thereby improving the integration of land use and transportation planning in the region and helping to set clearer expectations for the level of growth in each of the different centre types.
5. **Climate action:** With the addition of regional accessibility measures, the updated growth framework will better support focusing growth in areas with a high degree of transit accessibility which in turn will support reduced trip length (i.e. Vehicle Kilometres Travelled) and reduced greenhouse gas (GHG) emissions. With the addition of the climate hazard mapping as criteria for centre type reclassification, *Metro 2050's* policies will support better adaptive growth planning by discouraging growth from areas that are at higher risk of climate-related natural disasters such as flooding and sea-level rise.

ENGAGEMENT WITH THE REGIONAL PLANNING ADVISORY COMMITTEE AND OTHERS

Throughout the Policy Review members of the Regional Planning Advisory Committee (RPAC) considered and provided valuable feedback on the recommendations including, focusing on the increasing complexity to the growth framework (with the addition of centre types) and the degree of granularity in some of the policy directions. These comments have been incorporated into the version of the recommendations presented in this report. More discussion on revised policy language that implement the five recommendations will be required, and will be shaped by the outcomes of the other *Metro 2040* policy reviews, the social equity study and resiliency work that are all underway. RPAC, the Intergovernmental Advisory Committee (IAC), and Regional Planning Committee members will be involved in shaping the development of draft content of *Metro 2050* in early 2021.

FURTHER ANALYSIS

The recommendations set out in the Technical Summary Report are not policy changes. Additional analysis is required before policy language can be developed. This additional analysis includes:

1. **Updated growth projections:** Updating Metro Vancouver's population, housing and employment projections are required as a first step towards updating the growth targets for the Urban Centres and FTDA's to the year 2050. This work is underway and will be done in partnership between Metro Vancouver, TransLink, and member jurisdictions. Draft growth targets are anticipated to be completed by early 2021 (Reference 2).
2. **Development of regional accessibility measures:** Regional Accessibility will be an important new component that will guide the update to the centre typology, updated growth targets, and the new policies for centre type reclassification. This will involve the spatial analysis of areas in the region with high degrees of transit accessibility. This work is anticipated to be completed by the end of 2020.
3. **GHG modelling:** Regional Planning is partnering with Metro Vancouver's Air Quality and Climate Change Division to model potential policy changes with a view to considering how policy changes can reduce GHG emissions in the region from the "Business as Planned"

scenario to a “Climate Neutral” scenario. The policy options being considered include exploring the GHG emission impacts of focusing more growth in Urban Centres and along frequent transit corridors over and above that which is targeted today. This work will inform the update to the growth targets and proposed policy directions for *Metro 2050* with a climate change lens.

- 4. Development of climate risk map(s):** A spatial analysis of the areas with different degrees of climate risk (e.g. from flooding and sea level rise) is required to guide the update to the centre typology, growth target update, reclassification policies, and new implementation policies. This work is anticipated to be completed by the end of 2020.
- 5. Consider social equity and resiliency:** The second phase of the Social Equity in Regional Growth Management study is underway, and will develop a social equity framework that can be used to evaluate and ensure any new or updated policies proposed for *Metro 2050* improve upon or, at a minimum, do not aggravate social inequities. This work is anticipated to be completed by late 2020 / early 2021. In addition, Metro Vancouver and TransLink are collaborating on the development of a Resiliency Framework which will inform *Metro 2050* and *Transport 2050* policies.

IMPLICATIONS OF THE COVID-19 PANDEMIC RESPONSE

In light of the COVID-19 pandemic, staff assessed Metro Vancouver’s regional planning principles and policies to determine if shifts are required as a result of the new circumstances. Staff concluded that the established regional planning principles and the regional policies in *Metro 2040* are sound, and in fact, in the post-pandemic recovery period, are more important than ever. This includes the principles of: managing sprawl to avoid costly utility extensions that put the region at financial risk; coordinating land use and transportation to support the development of complete and resilient communities with good access to transit, jobs and amenities like schools, shops and services; and protecting and enhancing important lands like conservation and recreation lands given the heightened importance of park and green space access during the pandemic and agricultural lands in terms of food security.

Staff are working with TransLink and others to develop a Resiliency Framework which will help inform *Metro 2050* and *Transport 2050* policies. This will help ensure that long-range regional plans are more resilient to a wide variety of shocks and stressors including but not limited to pandemics.

There are some who are arguing that the pandemic will put pressure on the region’s vision of a compact urban area as the increase in telework and remote access enables more residents to choose to live farther from their places of work or school. This could include reduced support for infill development in Urban Centres and increased pressure on roads and highways as commuter sheds expand. However, continuing to support a compact urban area results in multiple benefits to the region beyond reinforcing the Urban Centre and FTDA framework, such as: maintaining efficient and cost-effective utility and infrastructure provision; protecting agricultural lands, sensitive ecosystems, watersheds, and wildlife habitat; and reducing traffic congestion and GHG emissions. For these multiple co-benefits, creating a compact urban area should continue to be central to the regional vision.

ALTERNATIVES

1. That the MVRD Board endorse the Urban Centres and Frequent Transit Development Area policy recommendations as presented in the report dated August 24, 2020, titled “*Metro 2040 Urban Centre and FTDA Policy Review Recommendations*” as the basis for *Metro 2050* growth framework updates and associated policies.
2. That the Regional Planning Committee receive for information the report dated August 24, 2020, titled “*Metro 2040 Urban Centre and FTDA Policy Review – Recommendations.*”

OTHER IMPLICATIONS

If the Board approves Alternative 1, staff will complete the additional analysis outlined above and begin work to develop associated policy language for *Metro 2050* in conjunction with that of the other policy reviews. Member jurisdiction staff, RPAC, TransLink, the Metro 2050 Intergovernmental Advisory Committee, the Regional Planning Committee and MVRD Board will have opportunities to consider and provide feedback on analytical components and policy language as it is developed in the coming months.

If the Regional Planning Committee chooses Alternative 2, staff will seek guidance on how to revise the recommendations stemming from the *Metro 2040 Urban Centre and FTDA Policy Review*.

Project Timelines

As part of the *Metro 2040* update, Regional Planning is conducting 11 policy reviews to support the development of *Metro 2050*. The project scope, as approved, has identified July 2022 as the completion date. Over the next few months, Regional Planning Committee and the MVRD Board will be requested to endorse recommendations from these policy reviews. In order for the project to remain on its approved timeline, staff will require direction from the Committee and ultimately the Board on these reviews.

With regards to the COVID-19 pandemic response, Regional Planning is preparing the policy reviews within a context of the pandemic. As noted in this report, even with the pandemic, planning principles currently found in the *Metro 2040* are still sound and reflect a responsible way forward for the region to grow in a healthy and cost effective manner. Staff will continue to monitor the COVID-19 situation. Should any scenarios occur that impact current planning principles, the regional growth strategy can be amended to reflect any new realities. Overall, long range planning for the region continues to be critical for better preparing communities for any possible changes in the future.

CONCLUSION

The *Metro 2040 Urban Centre and FTDA Policy Review* considered how Metro Vancouver’s growth framework could be enhanced in *Metro 2050*, the update to the regional growth strategy. Between 2015 and 2019 staff led a robust research and engagement process with the staff from partner agencies to develop options to improve Urban Centre and FTDA policies. The Policy Review is now complete and staff have developed five recommendations for improving the growth framework and associated policies. These recommendations include integrating a Frequent Transit Corridor Network

map into *Metro 2050* for monitoring and communication purposes, updating the centre typology, developing reclassification policies, refining the Urban Centre and FTDA targets, and strengthening the compact development policies to support climate action and other regional objectives.

Further analysis and discussion is required to develop draft policy language for *Metro 2050*. Staff anticipate that these recommended changes to the growth framework will provide additional clarity to Metro Vancouver, TransLink, and member jurisdiction staff to improve the integration with regional land use and transportation planning, while better supporting climate change mitigation and adaptation efforts in the region.

Attachment

Report titled “Urban Centre and Frequent Transit Development Area Policy Review Recommendations – Technical Summary Report,” dated September 2020 (40822033)

References

1. [Metro 2040 Urban Centre and Frequent Transit Development Area Policy Review - Policy Review - Policy Directions For Consideration](#)
2. [Scope of Work for Updating Metro 2040's Population, Dwelling Unit, and Employment Projections](#)
3. [Towards Metro 2050: Updating Metro Vancouver 2040: Shaping our Future](#)
4. [Metro 2040 Urban Centre and FTDA Policy Review – Final Recommendations](#)

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Metro 2040 Urban Centre and Frequent
Transit Development Area
Policy Review Recommendations
Technical Summary Report

Metro Vancouver Regional Planning and Housing Services
September 2020

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INTRODUCTION

Urban Centres and Frequent Transit Development Areas (FTDAs) are critical concepts in realizing the regional vision as articulated in *Metro Vancouver 2040: Shaping our Future (Metro 2040)*, the regional growth strategy. Focusing growth in a network of compact, complete communities linked by transit has been a long standing and successful strategy for regional planning in Metro Vancouver. Urban Centres are the primary focal points for concentrated growth, while FTDAs, a newer regional planning tool, are seen as additional locations for more concentrated growth along frequent transit corridors. While Urban Centres and FTDAs are largely growth management successes, since the adoption of *Metro 2040* in 2011, several issues with the Urban Centres and FTDA policies and their implementation have been identified. The development of *Metro 2050*, the update to *Metro 2040*, presents an opportunity to make improvements to this growth framework and the way growth is shaped in this region.

KEY CONCEPTS

Urban Containment Boundary (UCB): A stable, long-term, regionally-defined area for urban development. The function of the UCB is to protect important environmental and agricultural lands from development and to contain development so as to discourage dispersed development patterns (sprawl).

Frequent Transit Network (FTN): TransLink's Frequent Transit Network is the network of roadways where transit service runs every 15 minutes or better, in both directions, 7 days a week, all day and into the evening. Because transit services on the FTN is frequent enough that riders do not need to rely on a schedule and are therefore more likely to choose transit for more trips, the FTN provides a strong organizing framework around which to focus dwelling unit and employment growth and development.

Growth Overlay: Growth overlays are a mapping layer that may be overlaid on top of a regional land use designation, that signal the intention of higher levels of residential and employment growth and higher density residential and commercial development. While growth overlays do not directly confer development rights, where a growth overlay exists, it signals that local governments are intending to enable higher density forms of development through local plans. The intention of the growth overlays is to encourage more focused growth into compact, complete communities that are close to transit; this, in turn, supports community vibrancy, commercial viability, and transit performance. *Metro 2040* lists two kinds of Growth Overlays: Urban Centres and FTDAs, and includes regional growth targets for these areas.

Centre Type: The term "centre type" is used to signify the different types of growth overlay tools that exist in *Metro 2040* to distinguish the different roles played by centres throughout the region. Metro Centres, Regional City Centres, Municipal Town Centres, and FTDAs are all considered "centre types."

Urban Centre and FTDA Growth Targets: Urban Centre and FTDA Growth Targets refer to targets for the proportion of the region's total employment growth (new jobs) and the proportion of residential growth (new homes) that are located inside the growth overlay areas. The intention of the growth targets is to support the implementation of the growth overlays.

Transit-Oriented Development (TOD): an urban development best practice that concentrates the residential, business, and leisure development within walking distance of public transport with the objective of maximizing the number of riders with access to high quality transit.

Transit-Oriented Communities: Transit-oriented communities in Metro Vancouver are places that make walking, cycling, and transit use convenient and desirable and that maximize the efficiency of existing transit services by focusing development around transit stations, stops, and exchanges. TransLink encourages the development of Transit Oriented Communities near transit through the Transit-Oriented Communities Design Guidelines (Reference 13).

Activity Density: Activity Density is a measure of the average number of residents plus the number of jobs per hectare within a given geography (Jobs+People/hectare). Activity Density is used by many regional and transportation planning agencies including TransLink to support land use and transportation planning for urban centres (Reference 14).

POLICY REVIEW BACKGROUND AND SCOPE

Urban Centres and FTDA are both considered “growth overlays” in *Metro 2040*. Urban Centres and FTDA are the primary ways in which Metro Vancouver communities achieve “Transit Oriented Development” (TOD), an urban development best practice that maximizes the amount of residential, employment, commercial, and amenities within walking distance of public transport with the objective of maximizing the number of riders with access to high quality transit.

The Urban Centres and FTDA Policy Review began in the spring of 2016. Three challenges with the *Metro 2040* Urban Centres and FTDA tools were identified at the outset of the project.

Challenges to be address by Urban Centre and FTDA Policy Review:

1. A lack of clarity in the Urban Centre or FTDA typology or “hierarchy.” A clearer typology would enable more directed policy implementation and refined performance monitoring.
2. Limited and varied identification of FTDA in regional context statements. FTDA have only been identified in small, limited sections of the full FTN. Some are linear shaped while others are nodal shaped or too large to allow for walking distance to transit.
3. The value proposition for municipalities to identify FTDA is not clear, and the role for Metro Vancouver and TransLink in planning for and implementing FTDA is not well defined. In addition, the need to further integrate the use of corridors into regional planning and monitoring to align with bus-based frequent transit service was identified later as a key challenge to be addressed through this policy review.

Phasing and Objectives

The project was divided into two phases:

- Phase 1: Policy Assessment (2016-2017)
- Phase 2: Identifying Opportunities for Policy Enhancement (2017-2019)

Phase 1 focused on gaining a better understanding of how Urban Centres and FTDA are performing and have been evolving on the ground since the adoption of *Metro 2040*. Based on the results of Phase 1, the objectives of Phase 2 were to identify opportunities to improve Metro Vancouver’s growth structuring tools by:

1. Clarifying the types, definitions, and identification criteria of the Urban Centres and FTDA;
2. Defining the relationships among the Urban Centres and FTDA and between the Urban Centres and FTDA and regional services, including (but not limited to the Frequent Transit Network);
3. Developing the policies to support the implementation of Urban Centres and FTDA; and
4. Further integrating the use of corridors into regional planning and monitoring.

ENGAGEMENT AND RESEARCH KEY LEARNINGS

The policy review included a robust research and engagement process. The engagement process is described in Appendix A and associated policy research is described in Appendix B.

ENGAGEMENT AUDIENCES

The following audiences were engaged through the course of the Policy Review.

Engagement Audience	How they were Engaged
Regional Planning Advisory Committee	<ul style="list-style-type: none"> • Helped to scope the Policy Review • Reviewed Background Paper • Reviewed and commented on all policy research • Hosted Knowledge Sharing Walking Tours of Urban Centres and FTDA's • Participated in Phase 2 Workshop (April 2019) • Policy Directions Survey • Reviewed and commented on Policy Recommendations Technical Summary Report
Regional Planning Committee	<ul style="list-style-type: none"> • Reviewed and commented on all policy research, Background Paper, and Policy Directions • Endorsed Policy Recommendations in February 2020
TransLink Staff	<ul style="list-style-type: none"> • Participated in Phase 2 Urban Centre and FTDA Workshops • Reviewed and provided comment on Background Paper, Policy Directions, and Policy Recommendations
Member jurisdiction staff	<ul style="list-style-type: none"> • Participated in Phase 1 workshops • Participated in Knowledge Sharing Walking Tours of Urban Centres and FTDA's • Reviewed and commented on Policy Directions
Provincial Staff	<ul style="list-style-type: none"> • Meeting to Review Policy Recommendations
General Public	<ul style="list-style-type: none"> • Participated in the Online Comment Form • Attended and provided comment at the Webinar
Developers	<ul style="list-style-type: none"> • Participated in Phase 1 Workshops

KEY LEARNINGS FROM ENGAGEMENT

1. Multiple issues have been identified with the FTDA tool:

- Confusion around location, function, value, and expectations for FTDA's.
- Time needed to conduct a neighbourhood planning process means FTDA's are emerging slowly.
- Corridor-shaped growth areas present a neighbourhood planning challenge (land acquisition, cross-jurisdictional issues etc.)
- Bus-based transit-oriented development is a newer concept in this region and communities have less experience with it.
- There is concern that building communities along busy arterials may expose residents and workers to air contaminants and noise.
- The geography used to set the *Metro 2040* FTDA growth targets was different from the geography being used to focus and monitor growth leading to confusion and monitoring gaps.

2. There are many areas served by high capacity frequent transit that have not yet been identified as areas for growth. This negatively impacts transit performance and limits

TransLink's ability to improve transit service in those areas. Meanwhile, there is a strong desire for the identification of FTDA's to be paired with transportation funding programs and more certainty around transit service increases.

3. **Urban Centres are an important tool** for municipalities, developers, TransLink, and utility planners. They support the creation of more livable communities, more coordinated planning, better transit service provision, lower water consumption, more efficient service provision, and more. As much as possible, the region should avoid identifying additional Urban Centres however, to avoid detracting from the existing Urban Centres.
4. **Stakeholders want more clear, quantifiable criteria and more refined targets** to help set the expectation for Urban Centres and FTDA's and to support the integration of growth and transportation planning. This must be balanced with the need to avoid being too prescriptive and to leave room for member jurisdictions to respond to local needs and aspirations.
5. **There is a need for additional Urban Centre and FTDA planning guidance** related to urban design and community amenity provision. This planning guidance should align with TransLink's Transit Oriented Communities Design Guidelines, emphasizing the "6Ds."
6. **There is too much variety within the Municipal Town Centre and FTDA categories.** Many MTCs are dissimilar to each other and are on different trajectories. Similarly, FTDA's are manifesting in a wide variety of different ways across the region. This is a reflection of the fact that the region is maturing and becoming more complex. It's a problem because it dilutes the meaning of the centre type and is confusing to residents and decision makers.
7. **It is important to limit growth in areas at risk of natural hazards** by tying the growth framework to known flood risk and earthquake risk maps.
8. **In order to reduce GHG emissions, more growth must take place in areas with the high transit accessibility and walkability.** Transportation is the leading source of Greenhouse Gas Emissions in Metro Vancouver and limiting growth in areas with low transit accessibility and low walkability has the potential to support the reduction of drive alone trips, Vehicle Kilometres Travelled (VKT), and GHGs.
9. **There is strong support for continuing the use of the FTN as a framework for organizing and focusing growth** and transit planning. However, there's a recognition that walking access to transit isn't enough to motivate significant transportation behavior change and that regional accessibility also needs to be considered if long range growth planning is to support VKT and GHG reduction.
10. **Directing employment growth to Urban Centres has proven to be difficult.** Between 2006 and 2016 only about 15% of the region's total employment growth has been in Urban Centres as compared to the *Metro 2040* target of 50%.
11. **Regional service providers, including TransLink and Metro Vancouver utilities, require better and longer-term growth planning information** from member jurisdictions and from First Nations to support long term capital planning. This is a challenge for member jurisdictions because of the need to conduct community planning processes before long-range growth planning decisions can be made and because political priorities and the development markets are unpredictable and can shift over time. It is also a challenge because non-treaty First Nations are not members of Metro Vancouver's boards and are not required to provide growth planning information to Metro Vancouver.

RECOMMENDATIONS

The following improvements to the regional growth framework are recommended:

1. Include a Frequent Transit Corridor Network Map to Simplify the Use of the FTDA tool
2. Update the Urban Centre and FTDA Typology
3. Introduce a Centre Type Reclassification Framework
4. Update and Refine Urban Centre and FTDA Targets to align with 2050 Projections
5. Strengthen Compact and Complete Development Policies to Support Climate Change Mitigation and Adaptation and other Regional Priorities

Recommendations are described in detail below.

Recommendation #1: Include a Frequent Transit Corridor Network Map to Simplify the Use of the FTDA Tool

Staff recommend the introduction of a new map into the regional growth strategy called the “Frequent Transit Corridor Network” (FTCN) to support the identification of more FTDAs in transit-oriented locations and to support growth monitoring in transit-oriented locations. It will not be used for target-setting or performance evaluation purposes.

The FTCN will be developed using the following methodology:

1. Starting with TransLink’s FTN, draw the following buffers:
 - a. 1200m from existing SkyTrain Stations
 - b. 1000m from RapidBus Stops
 - c. 400m from all remaining frequent bus routes (FTN)²
2. Remove from the above geography the following:
 - a. Lands outside the Urban Containment Boundary,
 - b. Lands with Agricultural, Conservation-Recreation, Industrial, or Rural regional land use designations,
 - c. Parks and waterways,
 - d. High hazard areas including known climate change-related risk areas (to be identified)
 - e. Federal lands including First Nations Reserves, and
 - f. Existing FTDAs and Urban Centres.
3. The resulting geography shall be called the Frequent Transit Corridor Network.

FTCN Map Function

The FTCN Map will serve two functions:

1. **Support the Identification of Frequent Transit Development Areas (FTDAs):** New Frequent Transit Development Areas of both subtypes (Station Areas and Corridors) may be identified inside the FTCN. FTDAs may be considered outside the FTCN only if the respective member jurisdiction provides sufficient evidence that the location is transit-oriented as well as provides written support from TransLink staff. In addition, Metro Vancouver must agree that the location is an appropriate area for

regionally-significant growth.

2. **Monitor transit-oriented growth:** The FTCN will be used to monitor transit-oriented residential and employment growth along the FTN. A custom data order will be submitted to Statistics Canada following each Census and the residential and employment growth in this geography will be reported through Metro Vancouver's committees and other reporting structures. The growth will be reported as the proportion of the region's total residential and employment growth that is taking place within the FTCN. No growth targets will be set for this geography. Growth monitoring in this geography will be done in addition to monitoring growth associated with the Urban Centre growth targets. Improvements to target-setting approaches are described under Recommendation 4.

Updating the FTCN

The FTCN will be updated periodically to reflect TransLink's updates to the FTN. This will require more iterative planning between TransLink, Metro Vancouver, and member jurisdictions but will support a stronger degree of integration of land use, growth, and transportation planning. Iterative updates to the FTCN geography are consistent with iterative updates to the boundaries of the Urban Centres and FTDAAs which are regularly adjusted by member jurisdictions.

How does this recommendation address the identified challenges?

This policy recommendation is intended to address the challenge of FTDAAs being identified slowly and inconsistently across the region. By defining a clear baseline geography, the FTCN makes it easier to understand the range of locations where FTDAAs could potentially be identified. This geography will serve as a visual guide that will help member jurisdictions identify new FTDAAs. It will also serve as an important communication tool to help clarify the intention, expectations, function, and benefits of FTDAAs. This will help deter the identification of FTDAAs that fall outside the current FTN, thereby discouraging the creation of new auto-dependent, higher-density neighbourhoods away from transit.

This recommendation also helps the region observe how much new growth is taking place in appropriate transit-oriented locations. This circumvents the issue of Frequent Transit Development Areas taking time to identify (Metro Vancouver recognizes the considerable community engagement and policy work required to identify an FTDA) and allows Metro Vancouver to monitor and report on transit-oriented growth on a regular basis.

² Where a Frequent Transit Corridor Study has taken place, Metro Vancouver, in coordination with affected member jurisdictions, may elect to use the custom corridor geography defined through the Corridor Study process.

Recommendation #2: Update the Urban Centre and FTDA Typology

Staff recommend updating the Centre Typology in *Metro 2050* by dividing Municipal Town Centres and FTDAs into two subtypes each. In addition, new criteria would be added to help provide more nuance and distinction between the centre types. A draft version of this criteria has been included in Table 1. Additional detail about the typology update is provided below.

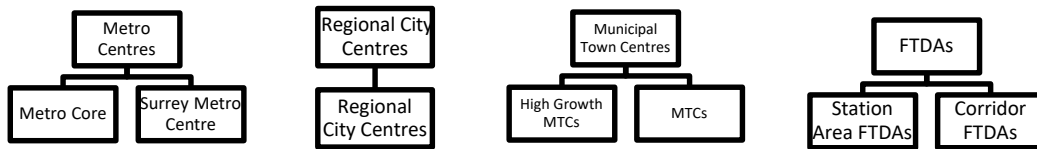


Figure 1: Proposed Urban Centre and FTDA Typology

- **The Municipal Town Centre overlay would be divided into two subtypes:**
 - **Municipal Town Centre:** All existing Municipal Town Centres would initially be considered “Municipal Town Centres” until a reclassification was initiated by a member jurisdiction through a Type 3 amendment to the regional growth strategy or Regional Context Statement update. The Municipal Town Centre centre type remains the municipal hub of activity important within a sub-regional context (location for community centres, municipal hall, libraries etc.) and is expected to accommodate dwelling unit and employment growth.
 - **High Growth Municipal Town Centre:** The High Growth Municipal Town Centre centre type would be expected to accommodate higher levels of both residential and employment growth but not necessarily be expected to be the *primary* municipal hub of activity. Only existing Municipal Town Centres would be eligible for reclassification to this centre type and only if they met certain criteria including a high degree of regional accessibility (i.e. the ability to reach a high number of destinations in under a certain amount of time on transit¹), high walkability, low risk of flooding and other natural hazards, and have existing high-capacity transit service (i.e. SkyTrain).
- **Divide the Frequent Transit Development Area overlay into two subtypes:** The FTDA tool would be divided into different sub-types to reflect the type of transit service that is currently operating there. These categories would be:
 - **Station Area FTDA:** A nodal area located up to 1200m from an existing SkyTrain or RapidBus station; and
 - **Corridor FTDA:** A linear area located up to 800m from the Frequent Transit Network served by frequent bus.

Existing FTDAs would be encouraged to reclassify if they qualify for one of the new subtypes.

- **Add criteria defining the general expectations, function, and locations of each centre type and subtype:** Table 1 below includes new criteria to help distinguish the characteristics, functions, and optimal locations for each centre type and subtype. These criteria help to clarify what makes the centres within a type or subtype similar but also helps to explain why they are different and recognizes the local context influencing the character and scale of development.

- **Quantifiable Activity Density Criteria:** In addition to qualitative criteria mentioned above, a new measure of “activity density” has been added to the centre typology: Jobs+People / hectare. This measure recognizes that while centres are intended to be mixed use, some centres are accommodating primarily employment growth and others are accommodating primarily residential growth and neither is more or less important. By measuring residents instead of dwelling units it also recognizes that housing units do not ride transit, people do. The centre typology includes general ranges for expected density levels for each centre type. This measure is currently used by TransLink to guide transit service levels (2018 Transit Service Guidelines) and by incorporating it into the centre typology in *Metro 2050* the transit service expectations and the growth and density targets for Urban Centres can be more closely aligned. Note that the exact Activity Density standards for Table 1 below may be revised based on best practices research.

How does this recommendation address the identified challenges?

This recommendation provides additional nuance to the centre typology; the added centre subtypes better reflects the growing variety across the region’s Urban Centres and FTDA’s. The additional subtypes provide a category for Urban Centres and Frequent Transit Development Areas that may have evolved beyond the original category and are no longer a good fit. It also helps to strengthen the relationship between land use and transportation planning by incorporating the “activity density” criteria (Jobs+People / hectare) which is now used by TransLink to set transit service levels. Bringing in the measure of regional accessibility to the new centre type also helps to address concerns about GHG emissions and natural hazard risk by encouraging additional levels of higher density growth in highly accessible parts of the region that are not at risk of natural hazards.

By dividing Frequent Transit Development Areas into two subtypes, the relationship between transit service and the FTDA growth overlay will be more clearly communicated. This will support the identification of more FTDA’s in transit-oriented locations on the FTN. This may also discourage the identification of FTDA’s in inappropriate locations (i.e. too far to be walkable to the existing FTN) or as geographies that are inappropriately large (which disperses growth and activity).

The recommended buffer areas for FTDA’s are larger than those in *Metro 2040* (1200m for SkyTrain and 800m for the FTN instead of *Metro 2040*’s 800m for SkyTrain and 400m for FTN) to reflect findings from the Transit Oriented Affordable Housing (TOAH) Study which identified two key opportunity areas for affordable housing: 1) shoulder areas of rapid transit station planning areas (i.e. about a five to ten-minute walk) and 2) areas along the FTN. More housing per dollar can be provided in these areas, and costs can be further reduced with wood frame construction (five to six storeys). The TOAH Study also notes that affordable housing units in these areas could be subsidized by the rezonings that occur in higher-density, higher-value locations around rapid transit stations.

¹ Regional Accessibility to be further defined through the development of *Metro 2050*

TABLE 1 Updated Centre Typology

Centre Type	General Expectations	Function	Location
Growth Overlays			
Frequent Transit Development Area - All	Locations for transit-oriented employment and/or housing growth located along the Frequent Transit Corridor. Walkable and bike-friendly urban design. Managed parking supply. Transit priority measures. Provides appropriate noise, vibration, and air quality buffers separating residential uses from transit corridors.	Location for transit-oriented development forms. Location for employment. Location for affordable rental housing.	Located in appropriate locations along the Frequent Transit Network (FTN)
Corridor Frequent Transit Development Area	35-100 ¹ Jobs+People/hectare. Linear shaped.	Support frequent transit service. Location for mid-range densities and missing middle housing forms. Location for affordable housing. Support bus-based frequent and rapid transit.	Up to 800m from the FTN Along a corridor identified in an investment plan for frequent bus.
Station Area Frequent Transit Development Area	Restricted parking supply. 60-350 ¹ Jobs+People/hectare. Nodal shaped.	Location for office employment. Accommodate significant residential and employment growth. Support high-capacity rapid and frequent transit.	Up to 1200m from an existing SkyTrain or RapidBus Station or a station that has been identified in an approved investment plan.
Urban Centre - All	Complete communities with a balanced mix of housing, employment, services, and amenities. primary focal points for concentrated growth in the region. Walkable and bike-friendly urban design.	Accommodate regional residential and employment growth. Provides a range of amenities and services.	Located in appropriate locations along the Frequent Transit Network (FTN)
Municipal Town Centre	Municipally-serving shops, services, uses, and amenities. Medium to high density residential uses. 20-150 ¹ Jobs+People/hectare.	Centre of activity for a municipality. Accommodate municipal growth.	Any location on the FTN.
High Growth Municipal Town Centre	Previously a Municipal Town Centre. High Regional Accessibility. Existing SkyTrain Transit Service. Commercial Uses. 60-200 ¹ Jobs+People/hectare. High density residential uses.	Locations for significant levels of regional employment and residential growth.	Maximum 1200m from a SkyTrain station. Locations in areas that are not at risk from natural or climate-related risks or hazards. locations with high regional accessibility scores.
Regional City Centre	Sub-region serving uses (hospital, post-secondary). Office uses. Existing frequent transit services. 60-350 ¹ Jobs+People/hectare.	Accommodate significant levels of residential and employment growth. Sub-regional hub of activity.	Any location on the Frequent Transit Network
Metro Centre - Surrey	Existing SkyTrain Transit Service. High degree of cycling connectivity and cycling network completeness. High walkability index score. Office uses.	Centre of activity South of the Fraser River. Accommodate significant levels of regional employment and residential growth.	Surrey
Metro Centre - Vancouver	Existing SkyTrain Transit Service. High degree of cycling connectivity and cycling network completeness. High walkability index score Office uses. Region-serving uses.	The Region's downtown Region-serving uses (arenas, entertainment district, central business district). Accommodate significant levels of regional employment and residential growth.	Vancouver

Recommendation #3: Introduce a Centre Type Reclassification Framework

While *Metro 2040* does have an amendment process for adding or deleting Urban Centres and FTDA's, and a process to adjust the boundaries of Urban Centres and FTDA's, it does not have a process for reclassifying centre types. To address this gap, staff recommend the following framework to guide the reclassification of centre type:

- Only existing Urban Centres or Frequent Transit Development Areas could be considered for reclassification to a different centre type.
- Metro Vancouver would only consider an application for reclassification if the applicable required criteria in Table 2 are met.
- Reclassification of an Urban Centre or Frequent Transit Development Area type would require an amendment to the regional growth strategy. The amendment type thresholds are indicated in Table 2.
- New Urban Centres (where no growth overlay existed prior) would continue to require a Type 2 Amendment while new Frequent Transit Development Area (FTDA's) continue to be a Type 3 Amendment (both status quo in *Metro 2040*).
- Written staff support from TransLink would be required in advance of any centre type reclassification. This is to ensure that the location is appropriate for transit-oriented growth and is aligned with transit service plans.

How does this recommendation address the identified challenges?

Through the engagement process a majority of stakeholders articulated a need to better distinguish the different centre types from each other. Staff recognized the need to create better differentiation while also acknowledging that the region must not impose a change in centre type on a member. Therefore, a framework for reclassifying centre types is required to allow member jurisdictions to initiate any changes to an Urban Centre or FTDA centre type. The intention is to allow centres to change type so that centres within each centre type category have less variability among them, recognizing that areas and a member jurisdiction's development priorities can change over time. The above framework for reclassifying centre types is also structured to promote transit-oriented development and resiliency. The intent is to set clear standards for reclassification to avoid the over-proliferation of Urban Centres and FTDA's and the watering down of the centre type clarity of purpose.

The reclassification framework has been defined using a 'climate lens', in that a reclassification from Municipal Town Centre to High Growth Municipal Town Centre or from FTDA to a Municipal Town Centre would need to demonstrate that the area has a high Regional Accessibility Score (details to be determined) and that it is not in a known hazard area. The working planning principle is that new growth should not contribute to increasing the region's GHG emissions by increasing Vehicle Kilometres Travelled, nor should new growth be encouraged in locations at risk of flooding, sea-level rise, or other natural hazards both because they cannot accommodate underground parking and because they put people and infrastructure at risk.

The reclassification framework also supports improved coordination with regional services and utilities by better aligning the existing activity densities (jobs+people / hectare) with the identified centre type, thereby creating a clearer signal to TransLink and Metro Vancouver utility planners regarding the level of demand that exists and is planned in the areas going forward.

Table 2: Centre Type Reclassification Framework		
Centre Type	Required Criteria for a new Urban Centre or Urban Centre reclassification	Amendment Type
In order to become...	The area must meet the following criteria...	
Frequent Transit Development Area - All	<i>Required for all FTDA types:</i> Located in Frequent Transit Corridor Network (FTCN) Transit service that has 15 min (or better) frequencies all day, every day. Policies supportive of sidewalk and cycling network connectivity. Policies supportive of managed parking supply. Not in a known hazard area. OCP Land Use Map and policies supportive of residential and/or employment growth.	Type 3 or Regional Context Statement Update
Corridor FTDA	Located on the FTN Located up to 800m from the FTN Linear shaped	Type 3 or Regional Context Statement Update
Station Area FTDA	Located on the FTN Located up to 1200m from an existing SkyTrain or RapidBus station May be nodal shaped.	Type 3 or Regional Context Statement Update
Urban Centre - All	<i>Required for all Urban Centre types:</i> Located on the FTN. Not in a known hazard area. OCP Land Use Map and policies supportive of residential and employment growth.	
Municipal Town Centre	Evidence that the area is a primary hub of activity within a municipality. Minimum of 100 ¹ Jobs+People / hectare. Minimum area of 40 hectares.	Type 3
High Growth Municipal Town Centre	Existing SkyTrain service. High Regional Accessibility Score. Not in a known hazard area. Minimum 100 ¹ Jobs+People / hectare. Formerly a Municipal Town Centre or FTDA. Minimum area of 40 hectares.	Type 3
Regional City Centre	Evidence that the centre is the primary hub of activity for a subregion. Formerly a Municipal Town Centre. Not in a known hazard area. Minimum 100 ¹ Jobs+People / hectare. Minimum area of 160 hectares.	Type 1
Metro Centre	Existing SkyTrain service. High degree of cycling connectivity and cycling network completeness. High walkability index score. Not in a known hazard area. Region-serving uses. Formerly a Regional City Centre.	Type 1

¹ Exact Activity Density standards may be revised based on best practices analysis

Recommendation #4: Update and Refine the Urban Centre and FTDA Targets to Align with 2050 Projections

Staff recommend undertaking future work to update and refine the growth-focusing targets for Urban Centres and FTDA's to align with the updated 2050 growth projections. This task would include:

- **Replacing the FTDA Target with a growth target for appropriate areas along the FTN.** This would reflect the original intention of setting a growth target for FTDA's and allow the region to monitor transit-oriented growth while respecting the local need to conduct neighbourhood planning processes prior to identifying FTDA's.
- **Extending the employment and residential growth targets for Urban Centres and areas along the FTN from 2041 to 2051:** *Metro 2040's* targets were set using a combination of projections and planned capacity out to the year 2041. Now that the region's growth projections will be extended to the year 2050, the associated growth targets should be extended accordingly.
- **Adjusting the employment and residential growth targets for Urban Centres and areas along the FTN to support regional and municipal objectives.** This is an opportunity to adjust the growth targets to ensure they are both realistic and supportive of the ultimate vision for the future of the region. This could include lowering the employment growth targets for Urban Centres to reflect market trends. It could also include increasing growth targets for some Urban Centres that are in locations that are more resilient to climate impacts and supportive of reduced regional GHG emissions while reducing growth targets for other Urban Centres that are in locations with less climate impact resiliency and which are less accessible by transit.
- **Refining the targets by sub-region or municipality:** Currently the growth targets are set at the regional scale by centre type. It is recommended that these targets be further refined to the municipal or sub-regional level. This will support transit service planning and utility service planning.
- **Add new complete community targets:** In addition to targets for residential and employment growth it is recommended that targets be set by centre type for other measures such as activity density (Jobs+People / hectare), rental housing unit growth, intersection density, and others to be determined. This supports other regional objectives and recognizes that Urban Centres and FTDA's are intended to be complete communities with other values in addition to locations to accommodate growth. The addition of targets related to rental housing units and intersection density better supports the integration of the regional growth strategy with TransLink's 6 Ds (i.e. Destinations, Distance, Design, Density, Diversity, and Demand Management).

Updated targets are under development and are not presented in this report. Draft targets may be incorporated into the draft of *Metro 2050* or may be incorporated as a future amendment.

How does this recommendation address the identified challenges?

The recommendation addresses the concern that growth expectations for Urban Centres and FTDA's are unclear; in *Metro 2040* the targets are rolled up to a region-wide target which does not help

municipalities understand the role each individual Urban Centre will play in accommodating regional growth. Municipalities are directed to set growth projections for Urban Centres and FTDA's, but a limited number of member jurisdictions have set dwelling unit and job projections for these geographies in Regional Context Statements.

This recommendation also emphasizes the region's objective of supporting transit ridership through the development of transit-supportive communities as defined through the 6 Ds. By expanding the Urban Centre targets to support the other determinants of transit ridership, land use and transportation are more aligned. This also reinforces the new *Metro 2040* GHG reduction targets of achieving carbon neutrality by 2050.

Recommendation #5: Strengthen Compact and Complete Development Policies to Support Climate Change Mitigation and Adaptation and other Regional Priorities

Staff recommend the addition of the following Urban Centre and FTDA implementation policies.

Actions for Member Jurisdictions – Under Consideration for Metro 2050

- Adopt Regional Context Statements which:

Municipal Role: Growth Management

- Include an Official Community Plan (OCP) Land Use map consistent with *Metro 2050* including land use designations for Urban Centres and FTDAs that are supportive of transit-oriented residential growth, employment growth, and affordable housing. This includes limiting the proportion of the area within an Urban Centre or FTDA designated for single detached housing and highway-oriented commercial forms of development.
- As part of the following planning initiatives, consider the identification of new FTDA locations for appropriate locations along the FTN:
 - During an Area Planning Process
 - During a Neighbourhood Planning Process
 - During a Master Planning Process
 - During an Official Community Plan Update
- Define “major trip generating uses” to include, but not be limited to the following uses: office or business parks, large-format retailers, outlet malls, post-secondary institutions, large-format casinos, large-format movie theatres, large-format sport/concert venues, and any public-serving Health Authority facilities. Continue to exclude new major trip generating uses from all areas outside of Urban Centres and FTDA locations (*Metro 2040* 1.2.6.d.iv).
- Set out dwelling unit and employment growth targets for each Urban Centre and FTDA and demonstrate how those targets support the municipal, sub-regional and regional targets.

Municipal Role: Housing Affordability

- Within Urban Centres and FTDA locations consider the identification of appropriate lands for new secure affordable housing, particularly rental units, prior to transit service investments and support partnerships to build new affordable housing in transit-oriented locations, develop policy to protect and / or replace existing affordable rental housing, and develop policy to mitigate the displacement of existing renters.
- Support the development of a tenant protection and relocation policy.

Municipal Role: Transportation Choices

- Consider where appropriate transit speed and reliability measures that prioritize transit service along the FTN, particularly RapidBus corridors.
- Consider strategies to improve secure bicycle parking standards and supply in apartments, workplaces, and other new buildings.
- In Urban Centres and FTDA locations, develop and implement street design standards that support increased use of active modes, improved road-user safety, and improved goods movement.

Municipal Role: Health and the Built Environment

- In alignment with public health guidance, consider buffers and / or additional air quality, noise, and vibration mitigation strategies for new buildings located within 250m of the Major Road Network and Provincial and Federal highways.

Municipal Role: Climate Mitigation and Adaptation

- Require additional risk management strategies or development in locations at risk of sea-level rise, flooding, or other natural hazards.
- Consider climate adaptation and resiliency strategies for new infrastructure in Urban Centres and FTDA's.

Municipal Role: Complete Communities

- Support the provision of child care spaces in Urban Centres, FTDA's, and appropriate locations along the FTN.
- Support the use of green infrastructure in Urban Centres, FTDA's, and appropriate locations along the FTN.
- For Urban Centres and FTDA's develop urban design guidelines that support walking, rolling, and cycling. This may include strategies to implement universal design, improve pedestrian connectivity, reduce block length, increase intersection density, increase sidewalk connectivity, increase cycling network connectivity, reduce crossing distances, reduce motor vehicle speeds and volumes, optimize signal timing, improve lighting, provide protection from the elements, increase retail store frontage, reduce surface parking, accommodate bicycle parking, and ensure appropriate building setback lengths.

Municipal Role: Coordination

- Include policies supporting long-term growth and transportation planning coordination with neighbouring municipalities and First Nations for bus corridors that run through or along two or more adjacent jurisdictions.
- Include policies that define how the member jurisdiction will inform Metro Vancouver utilities (Liquid Waste, Water Services, Solid Waste Services) of the scale, phasing and locations of planned growth (in Urban Centres, FTDA's, and elsewhere) to support coordinated and right-sized utility upgrades.

Actions for Metro Vancouver - Under Consideration for Metro 2050

Metro Vancouver Role: Accepting Regional Context Statements:

- Continue to discourage the identification of new Urban Centres.
- Not accept the identification of an entirely new Urban Centres in a location where an Urban Centre or FTDA did not exist prior unless all criteria below are satisfied:
 - It is on the current FTN;
 - Written support is provided by TransLink;
 - A market study has been conducted to show that the area has both regionally-significant levels of employment and residential growth market potential; and
 - A parcel of land equivalent to (minimum) one quarter of the area to be identified as an Urban Centre that was previously designated General Urban is re-designated to

Conservation and Recreation (this does not necessarily need to be inside or directly adjacent to the new Urban Centre but is intended to help balance the need for additional Conservation and Recreation lands to support a growing population and high density living.)

- Not accept the identification of new FTDA's that are over 1200m away from the current FTN.
- Not accept the identification of new FTDA's that are in known flood hazard areas or areas known to be at risk of natural hazards.
- Not accept the reclassification of Urban Centres or FTDA's in any areas that are in known flood hazard areas or areas known to be at risk of natural hazards.

Metro Vancouver Role: Research and Implementation Guidelines

- In partnership with TransLink and member jurisdictions, continue to conduct corridor studies to support coordinated long-term growth planning in corridors where a RapidBus has been identified in a TransLink investment plan and where a corridor passes through more than one jurisdiction.
- Update the FTDA Implementation Guideline and prepare a Corridor Planning Implementation Guideline and a Station Area Planning Implementation Guideline to support local government implementation of *Metro 2050*. Include a list of benefits of identifying FTDA's including:
 - Candidacy for TransLink walking and cycling infrastructure funding programs.
 - Potential for additional stop amenity standards over and above regular service areas.
- Conduct research and prepare a planning guidance document for member jurisdictions on the topic of supporting growth management in areas outside Urban Centres and FTDA's including the provision of "missing middle" housing forms.

Metro Vancouver Role: Advocacy

- Advocate to the Provincial and Federal governments to support the further coordination of growth, land use, and transportation planning at the regional scale through legislation, regulations, partnerships, plans, and funding programs.
- Advocate to the Provincial and Federal governments to support the implementation of the growth framework by linking funding programs to the growth framework.
- Advocate to the Provincial and Federal Governments to support the implementation of the growth framework by directing Provincial and Federal public service employment locations and other non-residential trip-generators in the region (including but not limited to hospitals, post-secondary institutions, secondary schools, public-serving health care service facilities, and government-owned / funded affordable or supportive housing developments) to Urban Centres and appropriate areas along the FTN, especially identified FTDA's.
- Advocate to the Federal government to support community public health objectives by continuing to require the Port and Airport Authorities to measure, report, and manage traffic, noise, pollution, and vibration impacts on adjacent communities.
- Advocate to the Provincial Government that they, in conjunction with local Health Authorities and TransLink, develop guidance on appropriate setbacks and building standards along the Major Roads Network, railways, and Federal / Provincial Highways to minimize public exposure to:
 - Unhealthy levels of noise and vibration;
 - Air Contaminants

Actions for TransLink - Under Consideration for Metro 2050

- Continue to review member jurisdiction proposals to identify new FTDA's.
- Continue to review member jurisdiction proposals to reclassify FTDA's and Urban Centres.
- Continue to develop walking and biking infrastructure programs that are linked to the growth framework and which prioritize improvements in Urban Centres and FTDA's.
- Prioritize major transit service capital improvements within and between Urban Centres and FTDA's.
- Use surplus lands to support the development of secure affordable rental housing.
- Continue to update MVRD on long range transit service expansion plans.

How does this recommendation address the identified challenges?

The above implementation policy recommendations for Urban Centres and FTDA's represent a wide variety of actions for both member jurisdictions and Metro Vancouver and therefore address the identified challenges in a variety of ways.

These policy recommendations address some of the barriers and concerns identified by member jurisdictions that challenge the identification of FTDA's or the implementation of the vision of Urban Centres and FTDA's. For example, Metro Vancouver will be responsible for advocating to the Provincial and Federal Governments for support of the revised growth framework. Metro Vancouver will also be responsible for updating the Implementation Guidelines to support member jurisdiction planning efforts around Urban Centres and FTDA's.

Finally, these policy recommendations integrate some new and emerging policy issues such as the consideration of the provision of child care, green infrastructure, transit-oriented affordable housing, major regional infrastructure planning, and the impacts of climate change. These implementation policies are informed by numerous policy research initiatives which are described in the Appendix.

BENEFITS AND LIMITATIONS OF RECOMMENDED CHANGES

Benefits

While the fundamental principles of the Metro Vancouver growth framework remain largely unchanged, the five recommendations will provide the following benefits:

- 1. Clarifying the Frequent Transit Development Area (FTDA) tool:** Integrating the Frequent Transit Corridor Network geography into *Metro 2050* will help signal to member jurisdictions the preferred locations for new FTDA's to better encourage transit-oriented growth in the region. It will also help support more useful growth monitoring, allowing staff to understand the rate of regional growth taking place in transit-oriented locations regardless of a Transit Community being identified.
- 2. Additional differentiation:** By dividing Municipal Town Centres and Frequent Transit Development Areas (FTDA's) into subtypes the degree of variety within a centre type will be reduced. The addition of new criteria will also help to further differentiate the centre types while recognizing the unique local context of each Urban Centre and Frequent Transit Development Area.
- 3. Specifying growth expectations:** By refining the growth targets to include sub-regional or municipal-level growth targets for Frequent Transit Development Areas and Urban Centres the growth expectations for each community is made more clear and more reflective of the unique context of each member jurisdiction.
- 4. Additional integration with regional transportation planning:** Using the Jobs+People / hectare "Activity Density" metric as a defining component of the growth framework helps to more closely align the strategies of *Metro 2050* to TransLink's Transit Service Guidelines, thereby improving the integration of land use and transportation planning in the region and helping to set clearer expectations for the level of growth expected in the different centre types.
- 5. Climate action:** With the addition of regional accessibility measures the updated growth framework will better support focusing growth in areas with a high degree of transit accessibility which in turn will support reduced trip length (Vehicle Kilometres Travelled) and reduced GHG emissions. With the addition of the climate hazard mapping as criteria for centre type reclassification, the region will support adaptive growth planning, guiding growth away from areas that are at higher risk of climate-related natural disasters.

NEXT STEPS

Feedback

Member jurisdiction feedback on these recommendations will be considered by Metro Vancouver staff in the development of policy wording recommendations that will go forward to the MVRD Board.

Additional Analysis

Additional analysis is required to fully develop the policy recommendations above. Progress on this analysis will be brought to RPAC and the Regional Planning Committee periodically for review. This additional analysis includes:

- 1. Updated growth projections:** Metro Vancouver's updated growth projections are required as a first step towards updating the growth targets to 2050. Draft projections are anticipated in early 2021 and the growth targets will be developed subsequent to that.
- 2. Development of Regional Accessibility measures:** Regional Accessibility will be an important new component guiding the update to the centre typology, updated growth targets, and the new policies for centre type reclassification. This will involve spatial analysis of areas in the region with greater degrees of transit accessibility. This work is anticipated by late 2020.
- 3. GHG Modelling:** Regional Planning is partnering with the Metro Vancouver's Air Quality and Climate Change Division to model potential policies alternatives to reduce GHG emissions in the region from the "Business as Planned" Scenario to a "Climate Neutral" Scenario. This work will explore the GHG impact of further focusing growth over and above what is targeted and will help to inform the update to the growth targets.
- 4. Development of Climate Risk map(s):** Spatial analysis of areas with higher degrees of climate change and natural hazard risk are required to guide the update to the centre typology, growth target update, reclassification policies, and new general policies. This work is anticipated by late 2020.
- 5. Application of a Social Equity Lens:** The second phase of the Social Equity in Regional Growth Management study will develop a 'social equity lens' that can be used to evaluate and ensure policies proposed for *Metro 2050* do not aggravate social inequities. This work is anticipated for late 2020 or early 2021.

REFERENCES

1. [Update on the Review of Frequent Transit Development Areas and Urban Centres Review](#) dated March 27, 2015
2. [Urban Centre and Frequent Transit Development Area Review](#) dated February 18, 2016
3. [Urban Centre and Frequent Transit Development Area Review - Profiles](#) dated February 23, 2016
4. [Urban Centres and Frequent Transit Development Areas Review – Update](#) dated August 24, 2016
5. [Urban Centres and FTDA Review – Phase I Findings and Next Steps](#) dated April 18, 2017
6. [Urban Centre and FTDA Review Phase 2 Update and Request for Input](#) dated October 6, 2017
7. [Centres and Corridors Literature Review and Case Studies](#) dated January 2, 2018
8. [Urban Centre and FTDA Knowledge Sharing Series](#) dated October 23, 2018
9. [Urban Centre and FTDA Review Update - Phase 2 Stakeholder Engagement](#) dated October 24, 2018
10. [Urban Centre and Frequent Transit Development Area Policy Review – Policy Directions](#) dated July 3, 2019
11. [Growth in Urban Centres and Frequent Transit Development Areas 2006-2016](#) dated September 27, 2019
12. [Metro 2040 Urban Centre and FTDA Policy Review – Final Recommendations](#) dated February 19, 2020
13. [Transit Oriented Communities Design Guidelines: Creating more livable places around transit in Metro Vancouver](#) dated July 2012, TransLink
14. [Guidelines for a Polycentric Region to Reduce Vehicle Use and Increase Walking and Transit Use](#), Keunhyun Park, Reid Ewing, Sadegh Sabouri, Dong-ah Choi, Shima Hamidi & Guang Tian(2020), Journal of the American Planning Association, 86:2, pages 236-249
DOI: [10.1080/01944363.2019.1692690](#)

APPENDIX A

Urban Centre and FTDA Policy Review – Engagement Report

Phase 1

Activity 1. 2011 Urban Centre and FTDA Data Profiles: In March 2016, staff brought forward the 2011 Urban Centre and FTDA Data Profiles that reported out custom Census data from all Urban Centres and FTDA in the region (Reference 3). The Data Profiles revealed significant differences in characteristics among Urban Centres within the same “centre type.” Staff at the time suggested that the Urban Centres and FTDA centre types could be realigned in terms of planned capacity.

Activity 2. Municipal and Stakeholder Meetings: In 2016 and 2017, staff met with municipal staff, TransLink staff, and representatives from the development community to explore how the Urban Centre and FTDA growth overlays were being interpreted, and used (Reference 4 and 5). Generally, participants reported that Urban Centres as a regional growth overlay and tool are valued as a galvanizing force to garner public and political support for increased density and growth and attracting multiple forms of development to transit-oriented locations. In addition, municipalities support an increased planning focus in developing complete communities with a mix of uses, a mix of housing types and access to public transit.

The primary challenge with Urban Centres that became apparent from these meetings is related to attracting and retaining employment uses outside the Metro Core, especially office uses. The meetings also identified the following barriers to identifying FTDA: preoccupation with planning for Urban Centres first, concern about diluting growth and vibrancy away from Urban Centres, lack of value propositions for identifying an FTDA if transit infrastructure already exists, land economics challenges in achieving mid-rise “missing middle” densities along transit corridors, design challenges in fostering a complete and healthy community along a busy commuter arterial, and difficulty in engaging the public in planning for growth when there is no certainty that additional transit service improvements over and above existing FTN service levels would be forthcoming after identification as an FTDA. There was some interest expressed in corridors (in addition to nodes) as a growth management tool and in the corridor study process to better support the integration of corridors into regional planning and monitoring.

Phase 2

Activity 3. Centres and Corridors Literature Review and Case Studies: In January 2018 staff presented a Literature Review and set of Case Studies on the topic of Growth Centres and Corridors (Reference 7). Some of the key themes emerging from this research were:

- Recognition that, in general, growth corridors especially multi-jurisdictional corridors, are more challenging to implement than growth centres;
- Evidence supporting the further differentiation of centre and corridor types based on size, function, context, and level of development priority;
- Evidence supporting the need for quantifiable designation criteria and specific targets for centres and corridors; and
- Recognition of the power of tying funding or other financial incentives to regional centre and corridor overlays.

Activity 5. Urban Centre and FTDA Knowledge Sharing Series: Through the course of 2018, staff worked with municipal staff to coordinate an “Urban Centre and FTDA Knowledge Sharing Series” comprising a series of walking tours of different Urban Centres and FTDAs throughout the region (Reference 8): Brentwood Municipal Town Centre, Burquitlam FTDA, 22nd Street Station FTDA, Surrey Metro Centre, and the Cambie Corridor FTDAs. These tours highlighted key themes that were identified in Phase 1 and proven strategies for addressing those challenges. Themes emerging from the series include:

- Some FTDAs are emerging more as “SkyTrain station” planning areas, rather than linear corridor-shaped growth overlays. This suggests the need for a more nuanced set of FTDA options that reflect the different kinds of transit service options in this region.
- Several communities emphasized the importance of reducing block size and improving intersection density (ie: the number of intersections / hectare) in Urban Centres and FTDAs as a strategy to convert older suburban shopping centres to more walkable, urban communities. Block size and intersection density are measurable and proven indicators that could be incorporated into the regional growth framework to better support active and sustainable transportation choices.
- All of the tours emphasized the role of community amenities to support both the development of livable higher density communities as well the development of community amenities for growth. However, it is clear that some types of community amenities are easier to secure than others. This suggests a need for a stronger alignment between regional complete community policies and the growth framework.

Activity 6: Stakeholder Engagement: In November 2018, staff presented the Growth Framework Background Paper to support subsequent stakeholder engagement activities in early 2019 (Reference 9). Engagement activities included workshops with members of the Regional Planning Advisory Committee (RPAC), TransLink staff, and Metro Vancouver utilities staff:

- **TransLink Workshop and Other Feedback:** On April 8, 2019, staff hosted a workshop for TransLink staff on the topic of Urban Centres and FTDAs. Themes emerging from that workshop included:
 - Significant interest in targets for centres. TransLink staff consider growth targets to be an important link between transit planning and land use planning and nuance and specificity can support transit planning objectives. However, there is a need for more clarity between the *Metro 2040* projections, targets, and estimates.
 - Strong support to continue using the FTN as a framework for organizing and focusing growth as well as transit service planning.
 - It was suggested that new mobility may change the nature of public transit-planning agencies and that a long-range growth plan would need to be cognizant of the potential of fixed-route bus service being replaced by other on-demand services over time.
 - In discussions and correspondence outside of the workshop, TransLink staff provided the following feedback:

- Having defined Urban Centres is very important for helping TransLink prioritize transit, cycling, and walking investments.
 - The approach for defining Local Centres has been inconsistent and requires updating.
 - The rationale for how Urban Centre and FTDA boundaries are defined is unclear for TransLink staff and seems to have limited relationship to transit- service catchment. TransLink identified how having major transit hubs excluded from growth overlays is problematic for planning and monitoring. Going forward it would be helpful for local governments to provide a rationale for the Urban Centre or FTDA boundaries they select.
- **RPAC Workshop:** On April 12, 2019, staff hosted a workshop with RPAC members focused on reviewing existing *Metro 2040* policy language related to Urban Centres and FTDAs and identifying opportunities to improve it. Feedback from RPAC members included:
 - There is no need for any changes related to the Metro Centres.
 - When it comes to Regional City Centres, *Metro 2050* should emphasize the importance of sub-regional scale amenities and services, rail-based rapid transit, the protection and creation of jobs, the creation of affordable housing, the need for updated centre area plans, senior government commitment to siting employment in Regional City Centres, and a quantifiable jobs-to-residents ratio. Participants questioned the current criteria for Regional City Centres which includes the expectation for office uses and continued industrial uses.
 - When it comes to Municipal Town Centres, *Metro 2050* should emphasize further differentiating linkages to regional services by centre type; including MVHC services as an expectation of regional services; and including quantifiable minimums such as jobs-to-residents ratio, a minimum residential density, and a target housing tenure and affordability mix. Participants questioned the need for parcel based maps of Municipal Town Centres and the need to identify goods movement routes to, from, and within Urban Centres and FTDAs in RCSs.
 - When it comes to FTDAs, participants suggested that *Metro 2050* should emphasize creating greater linkages to transit services including eligibility for TransLink cost-share programs, higher densities and a mix of uses, requiring FTDAs to be more urban, encouraging the identification of geographically smaller FTDAs, the use of quantifiable 6 Ds (Destinations, Distance, Design, Density, Diversity, and Demand Management) expectations, and the expectation for focused growth. Participants requested the clarification between the role of FTDAs and the FTN. Participants also questioned whether all of UBC should be an FTDA, the need for district energy systems in FTDAs, the presence of industrial lands in FTDAs, current requirements for parks and greenspace in FTDAs, and whether FTDAs risk furthering land speculation.
 - **Metro Vancouver Utilities Workshop:** On July 23, 2019 Regional Planning held a workshop with staff from Metro Vancouver's utilities departments (Liquid Waste and Water Services) to provide an overview of the Policy Review, and to provide an opportunity for input. Overall, the input participants provided focused on the importance of receiving more and better information from member jurisdictions about the location, scale and phasing of future growth to allow for better

planning of major infrastructure upgrades. A challenge in this regard is that Metro Vancouver Utilities are planning at longer timeframes than both the regional growth strategy and official community plans (100-year infrastructure cycles vs 30 year plans). Participants suggested that member jurisdictions provide the region with regular updates about future population and land use distribution, relative change, and speed of change / growth for time frames longer than the regional growth strategy. Utilities planners would like growth information for areas inside and outside of Urban Centres and FTDA's. There is also a need for more information about growth planned for First Nations lands.

Activity 7. Policy Directions: At its July 2019 meeting, RPAC received fifteen possible “policy directions” for the Urban Centre and FTDA policy review for consideration (Reference 10). These policy directions represented concept-level opportunities for enhancing the regional growth strategy. A summary of stakeholder feedback is listed below.

- **RPAC Feedback:** Seven RPAC members provided detailed written feedback on the policy directions. Most expressed general support for most of the directions and provided helpful considerations for strengthening the concept. The most concern coalesced around policy directions for refining and imposing growth targets, phasing growth, and sharing long-term growth concepts. Members suggested that some of these policies could be limited by the fact that political priorities and the development market are unpredictable and can shift. Members had some reservations about adding new centre types, questioning whether it would be redundant. Members also cautioned against being too prescriptive when it comes to local planning activities.
- **TransLink Feedback:** Participants were generally supportive of the fifteen policy directions. TransLink staff recommended tying new criteria for Urban Centres and FTDA's to the TransLink Service Guidelines and the “6Ds of Transit Oriented Communities” wherever possible. TransLink staff also recommended removing the “Local Centres” reference from the regional growth strategy or make it a more standardized and useful concept. TransLink staff cautioned that adding new centre types and refining the growth targets may add complexity and an additional administrative burden. There was also discussion of whether emphasizing growth in RapidBus (formerly B-Line) corridors could have the unintended consequence of impacting bus speed and reliability performance goals.
- **Metro Vancouver Utilities Feedback:** Utilities staff suggested that it would be helpful for Metro Vancouver to report on the rate of growth in different Urban Centres and FTDA's. Staff also suggested that infrastructure efficiency should be emphasized as a goal of the growth framework, recognizing that higher density housing types have lower per capita water consumption. Utilities staff also pointed out that none of these policy directions address the outstanding issue of inadequate growth projection information for lands outside member jurisdiction (i.e. First Nations).

- **Metro 2040 Climate and Natural Hazards Policy Review Feedback:** The Climate and Natural Hazards Policy Review team reviewed and provided comments on the Urban Centre and FTDA Policy Directions to ensure they are supportive of the region's climate change adaptation and mitigation objectives. Some of the suggestions included:
 - Limiting growth in areas at risk of flooding, earthquake liquefaction, and other hazards by tying the growth framework to known flood risk and earthquake risk maps.
 - Including general policy language related to protecting and enhancing Sensitive Ecosystems in Urban Centres and FTDA.
 - Including general policy language to encourage green infrastructure in Urban Centres and FTDA.
 - Adding policies that support the reduction of Vehicle Kilometres Travelled (VKT) and Greenhouse Gas Emissions (GHGs) including limiting new growth in areas with low regional accessibility and low walkability and focusing growth in areas with high regional accessibility and high walkability.
 - Including general policy language requiring shaded transit stop amenities along the FTN to support extreme heat resiliency.

Activity 8. Urban Centre and FTDA Data Profiles and Growth: In the fall of 2019, staff analyzed Urban Centre and FTDA performance against the *Metro 2040* regional growth targets. This was an interim update on progress towards the targets for 2006 to 2016 (recognizing that the targets are set for growth between 2006 and 2041). The results of the analysis found that the region is on target for achieving its Urban Centre residential growth targets (40.25% of regional dwelling unit growth took place in Urban Centres as compared to a target of 40%) but below target when it comes to job growth in Urban Centres (14.61% of new jobs are in Urban Centres as compared to a target of 50%). 2.66% of dwelling unit growth took place in FTDA and 3.38% of new jobs are in FTDA – however, it was noted that these numbers do not reflect growth that has taken place along the FTN in areas that are not identified as an FTDA. This revealed an important gap in the region's understanding and measurement of the extent of transit-oriented growth.

APPENDIX B

Associated Policy Research

Metro Vancouver Regional Planning staff led and partnered on a number of associated research studies that have important implications or lessons for the Urban Centre and FTDA Policy Review. These are summarized below.

Long-Range Growth and Transportation Scenarios (2019): This project found that some of the emerging influences on regional growth and transportation include the impact of automation on employment, the impact of global trade on the economy, and the impact of climate change on the built and natural environments. Incorporating resiliency into the regional growth framework will help ensure that communities can adapt to the impact of potential external forces over time. This could include focusing growth away from flood and seismic risk areas, including strategies to adapt to extreme heat and rainfall, and increasing strategies for reducing GHG emissions.

Regional Parking Study (2018): This study found that for both rental and strata buildings, apartment parking supply is exceeding demand across the region. It also found that transit use is generally higher where apartment parking use is lower, especially in rental buildings. Finally, this study found that design and capacity of bicycle parking facilities in many apartments in the region is inadequate and does not meet the needs of residents. Implications for the Urban Centre and FTDA Policy Review include the need to revisit parking standards and maximums in new buildings close to the FTN, especially for rental and non-market buildings to more accurately reflect needs. In addition, there may be need for regional policy encouraging improved bicycle parking standards in new apartment buildings.

Where Matters: Health and Economic Benefits of Where We Live (2019): This study quantified the relationship between built environment factors such as walkability and health outcomes (and the associated public costs of those health outcomes). The study found that improved walkability is associated with lower rates of many chronic diseases such as heart disease and diabetes. However, the study also found that in the most walkable places there tends to be higher rates of some mental health and respiratory conditions. The implications for this policy review include considering adding new policies for Urban Centres and FTDAs that encourage improving walkability through increased intersection density, land use mix, commercial floor area ratio, sidewalk completeness, and residential density. The findings correlating highly walkable neighbourhoods with some respiratory and mental health conditions also suggest that additional mitigation measures to address the impact of urban noise, pollution, isolation, and vibration are also required to support healthy higher density communities.

Marine Main Frequent Transit Corridor Study (2018): This study modelled what level of transit service was achievable along the Marine–Main Corridor between the District of North Vancouver, the City of North Vancouver and the District of West Vancouver over the long term and will continue to monitor land use changes on this corridor to understand the relationship to the new RapidBus service. Some of the key findings of this study include:

- It may be difficult to start the conversation about creating a new growth overlay geography before a neighbourhood planning process has taken place.
- Some municipalities are not ready to talk about removing street parking / parking lanes.
- Street right-of-way width is a key issue for accommodating speed and reliability requirements of RapidBus (relates to street parking availability and setback width).
- It can be difficult to get communities thinking about transit corridors as land beyond the street right-of-way.

Lougheed Land Use and Monitoring Corridor Study (2019): This partnership looked at the long-term growth potential on the Lougheed corridor between Coquitlam RCC and Maple Ridge RCC in advance of the new RapidBus service implementation by TransLink. Some of the implications from the findings of this study include:

- Consider using custom geographies for FTDC target setting in next RGS instead of 400m from FTN and 800m from rapid transit.
- Defining Urban Centre types should consider floodplain risk.
- Urban Centres should be differentiated into “Urban Centres where growth is directed” and “Urban Centres expected to grow” and “Urban Centres expected to grow significantly.”
- Require policies to encourage inter-municipal corridor coordination in RCSs.
- Further differentiate the role of Urban Centres from corridors.

Transit Oriented Affordable Housing Study (2017-2019): Metro Vancouver and several study partners are working to better understand the opportunities and constraints for building new affordable rental housing in transit-oriented locations across the region. In 2017, the study partners examined the challenges and opportunities with building new affordable rental housing. In 2018-2019, the partners undertook detailed research about the effectiveness and applicability of specific policies and financial tools.

Possible policy applications for Urban Centres and FTDA:

- Set out regional policy priority of equitable transit-oriented communities; one element of equity being affordable rental housing in transit locations.
- Incorporate / evolve the appropriate actions in Goal 4 of the *Regional Affordable Housing Strategy* (RAHS) into *Metro 2050* (for municipalities, TransLink, Province, Federal Government).
- Establish affordable rental housing supply targets in Urban Centres and along the Frequent Transit Network; requirement of Regional Context Statements.

Potential additional or enhancement of existing actions:

- Role of non-profit entities: evaluate their land holdings to look at opportunities to support affordable rental housing and potentially deploy them to support affordable rental housing development in transit locations.
- Role of Province: provide TransLink with a clear mandate to consider and support affordable rental housing through actions such as strategic land acquisition and deployment associated with transit infrastructure implementation.
- Role of TransLink:

- broaden its real estate function to include the early strategic acquisition and disposition of transit-oriented lands to support affordable rental housing; seek out opportunities and partnerships to encourage new affordable rental housing in transit locations;
- update its Transit-Oriented Communities Guidelines to include equity and affordable rental housing elements;
- update its *Adjacent and Integrated Development Project Consent Process Guide* for Project Owners to design transit infrastructure in a way that creates opportunities for urban development integration and affordable rental housing;
- create a planning / technical service (in coordination with HousingHub and Metro Vancouver) to offer early corridor / station area / neighbourhood planning support to help municipalities and non-profit entities identify housing targets and lands in frequent transit corridors for affordable housing and other growth management objectives;
- Update the scope and requirements of the Area Transport Plans.
- Role of Metro Vancouver: create a planning / technical service (in coordination with HousingHub and TransLink) to offer early corridor / station area / neighbourhood planning support to help municipalities and non-profit entities identify housing targets and lands in frequent transit corridors for affordable housing and other growth management objectives.
- Role of municipalities (building on Goal 4g of RAHS)
 - Prepare plans or policy statements for station area shoulder areas and frequent transit corridors;
 - Conduct an analysis of lands owned by public sector and non-profit entities;
 - Designate areas for affordable housing.

To: Regional Planning Committee

From: Laurie Bates-Frymel, Senior Planner, Regional Planning and Housing Services

Date: August 21, 2020 Meeting Date: September 11, 2020

Subject: ***Metro 2040 Environment Policy Review Recommendations***

RECOMMENDATION

That the MVRD Board endorse the *Metro 2040* Environment policy recommendations as presented in the report dated August 21, 2020, titled “*Metro 2040 Environment Policy Review Recommendations*” as the basis for *Metro 2050* environment related policies.

EXECUTIVE SUMMARY

This report provides the Regional Planning Committee and MVRD Board with an overview of the scope, objectives and process of the *Metro 2040* Environment Policy Review, followed by a summary of recommendations. Staff are recommending several updates to environmental policies, including:

- clarifying the definition for the Conservation and Recreation regional land use designation;
- setting an aspirational target for protecting ecosystems in the region;
- integrating sensitive ecosystems;
- supporting a regional green infrastructure network; and
- supporting member jurisdictions’ emerging environmental planning policies.

Staff will draft specific policy language for *Metro 2050* in late 2020, which will be informed by input from other *Metro 2040* policy reviews underway, including work being undertaken on social equity, climate change, and resiliency.

PURPOSE

The purpose of this report is to convey to the Regional Planning Committee and MVRD Board the *Metro 2040* Environment Policy Review recommendations and to provide opportunity for comment.

BACKGROUND

The *Metro 2040* Environment Policy Review is being undertaken as part of the review and update to *Metro Vancouver 2040: Shaping our Future (Metro 2040)*, the regional growth strategy. Metro Vancouver initiated the review of *Metro 2040*’s environmental policies in early 2019 when the Regional Planning Committee and MVRD Board received the project scope. The Policy Review is now complete, and policy recommendations are ready for Committee and Board review prior to draft policy language being drafted.

METRO 2040 ENVIRONMENT POLICY REVIEW

The objectives of the Policy Review were to:

- Evaluate Strategies 3.1 (Protect Conservation and Recreation lands) and 3.2 (Protect and enhance natural features and their connectivity) of *Metro 2040*;
- Ensure that member jurisdictions participate in the review process; and
- Develop a set of policy options to inform an update to the regional growth strategy.

The Policy Review proceeded in three phases as described below.

Phase 1 - Evaluation and Research

To inform policy directions, Regional Planning: reviewed past regional growth strategies; conducted a scan of member Regional Context Statements and Official Community Plans; compared the lands regionally-designated Conservation and Recreation (Con/Rec) to the Sensitive Ecosystem Inventory; assessed existing policies on greenways, ecosystem connectivity, and green infrastructure; and retained a consultant to explore regional-level best practice policies in other jurisdictions related to several emerging local environmental priorities. An analysis of sensitive ecosystem loss from 2009-2014 was presented to the Regional Planning Committee at its meeting on September 13, 2019.

Phase 2 - Environmental Land Use Policy Forum

Regional Planning hosted an Environmental Land Use Policy Forum in June 2019 with municipal staff, health professionals, researchers, and consultants to discuss gaps in regional environmental land use policies. The Forum results and a summary of a consultant's analysis of best practice policies were presented to the Regional Planning Committee at its meeting on September 13, 2019.

Phase 3 - Policy Ideas and Options

Building on the input from the Forum, staff created policy ideas and options, and sought feedback from the Regional Planning Advisory Committee (RPAC) and its Environment Subcommittee through two surveys. The generally positive feedback from the first survey was summarized and presented to the Regional Planning Committee at its meeting on February 7, 2020.

RECOMMENDATIONS

Based the research findings and feedback received throughout the review process, staff refined the policy options considered into seven recommended directions as summarized below. Additional details are provided in a Technical Summary Report (Attachment). It should be noted that specific policy language for *Metro 2050*, the update to the regional growth strategy, is not provided at this time as it will be informed by the other *Metro 2040* policy reviews and related work also underway, including work being undertaken on social equity, climate change, and resiliency.

Recommendation	Benefits
1. Clarify the definition of uses and activities for the regional Conservation and Recreation (Con/Rec) Land Use Designation. A definition of Con / Rec land use appears in two locations in <i>Metro 2040</i> , with slightly different terminology and land uses identified. Staff recommend consolidating these definitions,	These updates will provide clarity about the types of land uses included in the Con / Rec designation, aiming to increase the consistent

Recommendation	Benefits
<p>and including updated definitions for ‘major parks’ and ‘commercial uses in Con / Rec’, with consideration of local context. Staff also recommend identifying ‘renewable resource extraction areas’ (e.g. recently logged forest, a landfill, a quarry, drinking water and wastewater treatment plants) within the Con/Rec designation for tracking and reporting purposes, and discussing the long term intent for these lands with member jurisdictions. Member jurisdictions could consider proposing amendments to some parcel-based land use designations as part of Regional Context Statements after the adoption of <i>Metro 2050</i>.</p>	<p>application of policies for the same land uses across the region, and improving understanding of changes in this designation over time.</p>
<p>2. Include a new regional vision by setting aspirational regional targets for protecting, enhancing and restoring ecosystems. Through consultation, it was identified that an important role for the region is to set a vision and aspirational targets for ecosystem protection. This will assist local governments to collectively respond to shared regional objectives. An example target could be protecting an additional 10% of the region to reach the international ‘Nature Needs Half’ movement’s vision of 50% protected land, but further consultation and analysis are needed to assess the achievability of such a target.</p>	<p>Working collectively to better protect ecosystems across the region will ensure these lands remain healthy, providing residents with vital ecosystem services (the benefits people obtain from nature such as carbon storage, flood attenuation, shading, cooling, and pollination).</p>
<p>3. Add policy actions that support a regional green infrastructure network. Several member jurisdictions have adopted green infrastructure / ecological network plans to improve ecosystem connectivity. Green infrastructure includes natural assets (e.g. forests, wetlands, parks), enhanced assets (e.g. urban trees, rain gardens), and engineered assets (e.g. permeable pavement, green roofs). Staff recommend including policies to collaboratively identify, protect, enhance and restore natural and urban elements of a regional green infrastructure network using various tools. Metro Vancouver could provide support with data, convening, best practices, and assistance with cross-boundary partnerships.</p>	<p>A region-wide network of green infrastructure would maximize the climate resiliency, biodiversity and human health benefits of each local network, building relationships, capacity, and fostering cross-boundary cooperation. Multi-jurisdictional partnerships may attract additional funding from other governments and foundations.</p>
<p>4. Integrate the Sensitive Ecosystem Inventory (SEI) and add supportive policy actions. The SEI was not available in 2011 when <i>Metro 2040</i> was adopted, but this dataset now fills a significant information gap about which ecosystems should be considered for protection across the region. Recommended policy actions for Metro Vancouver could include assisting member jurisdictions with data and best practices guidance. It</p>	<p>Between 2009 and 2014, over 1,600 hectares of sensitive ecosystems were lost in this region, both within and outside the Conservation and Recreation land use designation. Including SEI-</p>

Recommendation	Benefits
is also recommended to replace the existing Map 10 (Natural Features and Land Cover) with reference to the SEI, aligning with an existing <i>Metro 2040</i> performance measure introduced in 2015 regarding Sensitive and Modified Ecosystems.	related policy actions in <i>Metro 2050</i> will strengthen the scientific basis for ecosystem protection and restoration measures.
5. Include ecosystem services valuation, urban forestry, and invasive species management policy actions. <i>Metro 2040</i> lacks content on some of the current environmental land use planning priorities of member jurisdictions. The addition of policy actions to support local efforts to enhance tree canopy cover, manage invasive species, and increase the consideration of ecosystem services in decision making across the region is recommended.	Collective leadership on these local priorities will help member jurisdictions continue to address the effects of climate change and biodiversity loss in their communities.
6. Add policy actions that support equitable access and exposure to green space in urban areas. Local health authorities and researchers have highlighted the need to enhance green space access and exposure (i.e. routine, every day ‘micro-contacts’ provided by street trees or pocket parks) within neighbourhoods to mitigate the urban heat island effect by providing shade and cooling for residents, and increasing opportunities to enhance health and well-being. Staff recommend including new policy actions, with a focus on reducing climate-related health risks.	Actions to enhance green space urban areas, particularly in underserved neighbourhoods, can improve health outcomes and create more complete and equitable communities.

Develop *Metro 2050* Implementation Guidelines for Goal 3

During the consultation process for the Policy Review, several member jurisdictions expressed a need for an Implementation Guidelines document for Goal 3, similar to those for other *Metro 2040* policy areas (e.g. Affordable Housing Initiatives, Frequent Transit Development Areas, Industrial Land Protection and Intensification, and Purpose-Built Rental Housing) to support the understanding and implementation of environmental policies and actions in the regional growth strategy. This work would take place after the adoption of *Metro 2050*. The guidelines would point member jurisdictions to relevant regional data sets, additional definitions, and best practices (e.g. model tree bylaws, recommended buffering distances for various land types, land protection tools, funding sources).

Regional Planning Advisory Committee Feedback

Staff received written responses from the City of Coquitlam, City of Delta, City of Surrey, District of North Vancouver, and Fraser Health Authority regarding these recommendations. The responses were generally positive, and respondents looked forward to being involved in discussions about the detailed policy language.

NEXT STEPS

With consideration of feedback on these recommendations from the Regional Planning Committee and the MVRD Board; work underway on social equity, climate change, and resiliency; the findings from other policy reviews; collaboration with TransLink on *Transport 2050*; and public engagement on *Climate 2050*, staff will begin to draft policy language for *Metro 2050* in late 2020.

Project Timelines

As part of the *Metro 2050* update, Regional Planning is conducting 11 policy reviews to support revisions within the current regional growth strategy. The project scope, as approved, has identified July 2022 as the completion date. Over the next few months, Regional Planning Committee and the MVRD Board will be requested to make recommendations on these policy reviews. In order for the project to remain on its approved timeline, staff will require direction from the Committee and ultimately the Board on these reviews.

In regards to COVID-19, Regional Planning is preparing the policy reviews within a context of the pandemic. As noted in this report, even with the pandemic, planning principles currently found in the regional growth strategy are still sound and reflect the responsible way forward for the region to grow in a healthy and cost effective manner. In addition, Regional Planning staff will continue to monitor the COVID-19 situation. Should any scenarios occur that impact current planning principles, the regional growth strategy can be amended to reflect any new realities. Overall, long range planning for the region continues to be necessary, critical and will assist with better preparing our communities and neighbourhoods for any possible changes in the future.

COVID-19 PANDEMIC AND RESILIENCY CONSIDERATIONS

In light of the COVID-19 pandemic, Regional Planning undertook an assessment of Metro Vancouver's regional planning policies and established principles to determine if any shifts were required as a result of the new circumstances. Staff concluded that the established planning principles in *Metro 2040* remain sound. In fact, it is more important than ever to protect environmental lands as they increase our resilience to climate change, growth pressures, pandemics and other stressors. For example, during the COVID-19 pandemic:

- Park visitation has increased dramatically (67% higher in April 2020 than April 2019) as residents spend more time in nature to support their mental and physical health needs; and
- Remote work options have enabled more residents to live farther from their workplaces and this may put pressure on the Urban Containment Boundary, but a stable Urban Containment Boundary protects ecosystems that provide valuable ecosystem services, among other benefits.

ALTERNATIVES

1. That the MVRD Board endorse the *Metro 2040* Environment Policy Review recommendations as presented in the report dated August 21, 2020, titled "*Metro 2040* Environment Policy Review Recommendations" as the basis for *Metro 2050* environment related policies.
2. That the Regional Planning Committee receive for information the report dated August 21, 2020, titled "*Metro 2040* Environment Policy Review Recommendations".

FINANCIAL IMPLICATIONS

The *Metro 2040* Environmental Land Use Policy Forum and a consultant's study completed as part of the Policy Review cost approximately \$4,000 and \$10,000, respectively. Both were budgeted through the Board-approved 2019 Regional Planning budget. There are no other financial implications to this report.

CONCLUSION

The *Metro 2040* Environment Policy Review has been completed and this report presents six recommendations for consideration to better protect ecosystems so they continue to provide residents with valuable ecosystem services, such as clean water, clean air, carbon storage and sequestration, stormwater management, shading, cooling, and pollination, as well as a multitude of mental and physical health benefits. Policy language for *Metro 2050* will be drafted in late 2020, informed by other *Metro 2040* policy review recommendations, including work being undertaken on social equity, climate change, and resiliency.

Attachment

Report titled "*Metro 2040* Environment Policy Review Recommendations – Technical Summary Report dated August, 2020 (40673891)

Metro 2040 Environment Policy Review
Recommendations
Technical Summary Report

Metro Vancouver Regional Planning and Housing Services

August 2020

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EXECUTIVE SUMMARY

Over the past year, Regional Planning conducted research and consulted with stakeholders on a number of land use policy options as part of the *Metro 2040* Environment Policy Review. Based the research findings and feedback received, staff recommend the following changes to the regional growth framework:

1. **Clarify the definition of uses and activities for the regional Conservation and Recreation Land Use Designation.** A definition of Conservation and Recreation land use appears in two locations in *Metro 2040*, with slightly different terminology and land uses identified. It is recommended to consolidate these definitions and include updated definitions for ‘major parks’ and ‘commercial uses in Con / Rec’, with consideration of local context. These updates will provide clarity about the types of land uses included in the designation, aiming to increase the consistent application of policy actions for the same land uses across the region, and improving our shared understanding of changes in this designation over time.

An analysis of the lands with the Conservation and Recreation designation also revealed that there are existing land uses (e.g. recently logged forest, a landfill, a quarry, drinking water and wastewater treatment plants) that do not align with the intent of the designation. It is recommended to identify these uses as ‘Renewable Resource Extraction Areas’ within the designation for tracking and reporting purposes. Member jurisdictions will need to consider amendments to some parcel-based land use designations based on these updated definitions. Those changes could be considered as part of the update to Regional Context Statements after the adoption of *Metro 2050*.

2. **Include an updated regional vision and aspirational regional targets for protecting, enhancing and restoring ecosystems.** Through consultation, it was identified that an important role for the region is to set a vision and aspirational targets for ecosystem protection. These will assist local governments to collectively respond to shared regional objectives. Example targets could include protecting an additional 10% of the region to reach the international ‘Nature Needs Half’ movement’s vision of 50% protected land, but further consultation and analysis are needed to assess the achievability of such a target.
3. **Add policy actions that support a regional green infrastructure network.** Several member jurisdictions have adopted green infrastructure / ecological network plans to improve ecosystem connectivity. Developing a region-wide network of connected natural assets (e.g. forests, wetlands, parks), enhanced assets (e.g. urban trees, rain gardens), and engineered assets (e.g. permeable pavement, green roofs) would maximize the climate resiliency, biodiversity and human health benefits of each local network. Staff recommend including policy actions to collaboratively identify, protect, enhance and restore elements of a regional green infrastructure network using various tools. The recommended policy actions would apply to lands within and outside the Urban Containment Boundary, and Metro Vancouver could provide support with data, best practices, and assistance with cross-boundary partnerships.
4. **Integrate the Sensitive Ecosystem Inventory (SEI) and add supportive policy actions.** The SEI was not available in 2011 when *Metro 2040* was adopted, but this dataset now fills a significant

information gap about the importance of different ecosystems across the region. Nearly 13% of sensitive ecosystems fall within land use designations other than Conservation and Recreation. Therefore, staff recommend the addition of policy actions to protect sensitive ecosystems both within and outside of Conservation and Recreation lands, and policy actions for Metro Vancouver to assist member jurisdictions with data, information to aid prioritization, and the creation of best practices. Replacement of the existing Map 10 (Natural Features and Land Cover) with the SEI would align with an existing *Metro 2040* performance measure introduced in 2015 regarding Sensitive and Modified Ecosystems. Including SEI-related policy actions in *Metro 2050* will strengthen the scientific basis for ecosystem protection and restoration measures.

5. **Include ecosystem services valuation, urban forestry, invasive species management policy actions.** *Metro 2040* lacks content on some of the current environmental planning priorities of member jurisdictions. The addition of policy actions to support local efforts to enhance tree canopy cover, manage invasive species, and increase the consideration of ecosystem services / natural asset valuation in decision making across the region is recommended. Collective leadership on these local priorities will help member jurisdictions continue to address the effects of climate change and biodiversity loss in their communities.
6. **Add policy actions that support equitable access and exposure to green space in urban areas.** Local health authorities and researchers have highlighted the need to enhance green space access and exposure (i.e. routine, every day ‘micro-contacts’ provided by street trees or pocket parks) within neighbourhoods to mitigate the urban heat island effect by providing shade and cooling for residents, and increasing opportunities to enhance health and well-being. Staff recommend including new policy actions, with a focus on reducing climate-related health risks. Since these policy actions would relate mostly to urban areas, they may be better placed under Goal 1 (Create a Compact Urban Area) or Goal 4 (Complete Communities) rather than under Goal 3.
7. **Develop *Metro 2050* Implementation Guidelines for Goal 3.** During the consultation process for the Policy Review, several member jurisdictions expressed a need for an Implementation Guidelines document for Goal 3, similar to those for other *Metro 2040* policy areas, to support the understanding and implementation of environmental policy actions in the regional growth strategy. This work would take place after the adoption of *Metro 2050*. The guidelines would point member jurisdictions to relevant regional data sets, additional definitions, and best practices (e.g. model tree bylaws, recommended buffering distances for various land types, land protection tools, funding sources).

INTRODUCTION

Metro Vancouver residents clearly value green space. During the peak of the COVID-19 pandemic in April 2020, visits to Metro Vancouver Regional Parks were up 67% from the same time last year. In a survey of over 30,000 Metro Vancouver residents conducted in 2019, 72% stated they valued “natural areas like parks and forests” most in their Metro Vancouver neighbourhoods, and when asked about the future of this region, residents noted “loss of green space” as one of their top three concerns¹.

Metro 2040 includes several policy actions for Metro Vancouver, member jurisdictions and other levels of government to protect important ecosystems, but those policy actions were developed without a consistent, science-based inventory of ecosystems. New data sets have revealed that sensitive ecosystems, both within and outside of Conservation and Recreation lands, are being lost due to human development. Between 2009 and 2014, 1,600 hectares of sensitive and modified ecosystems loss were lost in this region, including roughly 1,000 hectares of forest, 120 hectares of wetland, and 100 hectares of riparian areas. Ecosystem degradation and loss impedes the ability of these ecosystems to provide ‘ecosystem services’, the benefits people obtain from nature, such as clean water, clean air, carbon storage, stormwater management, crop pollination, shading, cooling, and physical and mental health benefits. As our climate changes, it will become more important to protect and restore ecosystems to ensure they continue to provide these vital ecosystem services.

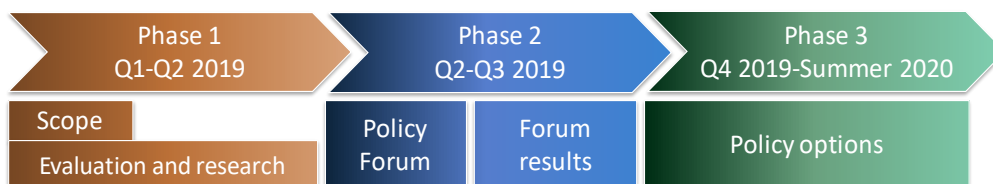
The development of *Metro 2050*, the update to *Metro 2040: Shaping our Future (Metro 2040)*, the regional growth strategy, presents an opportunity to reinforce the importance of natural areas and urban ecosystems by strengthening protection and enhancement policy, and reflecting current local environmental planning priorities, both within and beyond urban areas. This report provides an overview of the process Metro Vancouver staff took to review the environmental policy actions in *Metro 2040* and describes the recommended revisions under consideration for *Metro 2050*.

BACKGROUND, PROCESS AND SCOPE

The *Metro 2040* Environment Policy Review commenced in spring 2019. The objectives of this review are to:

- Evaluate Strategies 3.1 (Protect Conservation and Recreation lands) and 3.2 (Protect and enhance natural features and their connectivity) of *Metro 2040*;
- Ensure that member jurisdictions participate in the review process; and
- Develop a set of policy options to inform an update to the regional growth strategy.

The review unfolded in three phases:



¹ TransLink’s *Transport 2050* Phase 1 public engagement survey of over 30,000 Metro Vancouver residents. Respondents included 8,300 youth aged 25 or younger, 2,600 seniors, 2,300 New Canadians, and 9,700 drivers.

Phase 1: Scope, evaluation and research (Spring 2019)

Regional Planning evaluated the existing *Metro 2040* policy actions under Strategy 3.1 and 3.2 by:

1. Reviewing past policy reports and regional growth strategies;
2. Comparing Conservation and Recreation designated lands to the Sensitive Ecosystem Inventory;
3. Conducting a scan of the regional context statements of member jurisdictions;
4. Assessing existing policy actions on greenways, ecosystem connectivity, and green infrastructure; and
5. Exploring regional growth strategy policy actions related to green space within urban areas.

Phase 2: Policy forum (Summer 2019)

Regional Planning hosted a policy forum on June 6, 2019 with key stakeholders (including RPAC members, RPAC-Environment Subcommittee members, provincial staff, academics, and other Metro Vancouver staff) to obtain feedback about existing policy gaps and implementation challenges. Results of this forum were provided to RPAC in July 2019 and the Regional Planning Committee in September 2019.

Phase 3: Policy options exploration (Fall/Winter 2019 – Summer 2020)

During this phase, staff built on the results from the background research and the policy forum to develop policy ideas and options. Feedback on these ideas and options were obtained through two surveys sent to RPAC via email in October 2019 and March 2020, and the results of these surveys were provided to RPAC in November 2019 and April 2020, respectively.

As part of the policy options exploration, staff also reviewed the existing policy actions with a 'climate lens'. That review is summarized under Phase 3 and future climate policy work is described in the FURTHER WORK section of this report.

WHAT WE DID AND WHAT WE LEARNED

This Policy Review included background research and a variety of engagement activities as described below. Summaries of key findings from each phase and activity, and subsequent steps are also included.

Phase 1 Scope, Evaluation and Research

Activity 1. Review past reports and regional growth strategies.

- **1996 GVRD [Livable Region Strategic Plan](#) (LRSP):** Regional Planning conducted a scan of the LRSP and past staff reports. With respect to environmental lands, one of the LRSP's main policy directions was to "Protect the Green Zone". The Green Zone served two purposes: 1) to define the limit to urban expansion; and 2) foster a shared sense of commitment between the region's municipalities to protect the lands within it. Based on the submissions endorsed by each municipality, the Green Zone was composed of community health lands, such as watersheds and floodplains; ecologically important lands, such as forests, wilderness areas, wildlife habitat and wetlands; outdoor recreation and scenic lands, such as major parks and recreation areas; and renewable resource lands, such as agricultural and forestry areas. Related policies focused on GVRD's roles in developing partnerships on the establishment of the Green Zone and seeking development of the 'Parks and Outdoor Recreation System'. Of particular note were policies to

seek “increased protection for Green Zone areas at risk of urban development” and “the viability of the region’s ecology through such measures as an interconnected system of wetlands, upland habitats and wildlife corridors”.

- **Metro 2040:** Adopted by the Board in 2011, [Metro Vancouver 2040: Shaping Our Future \(Metro 2040\)](#), the regional growth strategy set an ‘urban containment boundary’ to “establish a stable, long-term, regionally defined area for urban development” and “reinforce the protection of agricultural, conservation and rural areas”. The Green Zone was essentially replaced by three non-urban designations regional land use designations: Conservation and Recreation, Agricultural, and Rural. Conservation and Recreation lands-related policy actions fell under Strategy 3.1, and policy actions to protect and enhance natural features and their connectivity were included under Strategy 3.2.

Records from the *Metro 2040* consultation process and staff reports from 2008-2011 were reviewed. At that time, some member jurisdictions expressed concern about loss of the Green Zone due to high public buy in and a perceived weakening of protection. Others expressed strong support for clarifying the appropriate uses (conservation, recreation, agriculture, and rural) in the former Green Zone lands, although several highlighted that conservation and recreation uses are not always compatible. Member jurisdictions and staff spent considerable time refining the designations for specific parcels.

Activity 2. Compare lands with a regional Conservation and Recreation designation to the Sensitive Ecosystem Inventory.

Since *Metro 2040* was adopted, the region’s first Sensitive Ecosystem Inventory (SEI) was compiled in 2013, providing consistent mapping of the most ecologically important areas. It was not available previously to help determine which lands could be included in the regional Conservation and Recreation designation, nor is it referred to in *Metro 2040* policy actions. Staff analyzed the SEI in relation to *Metro 2040*, and conclusions from that analysis are described below.

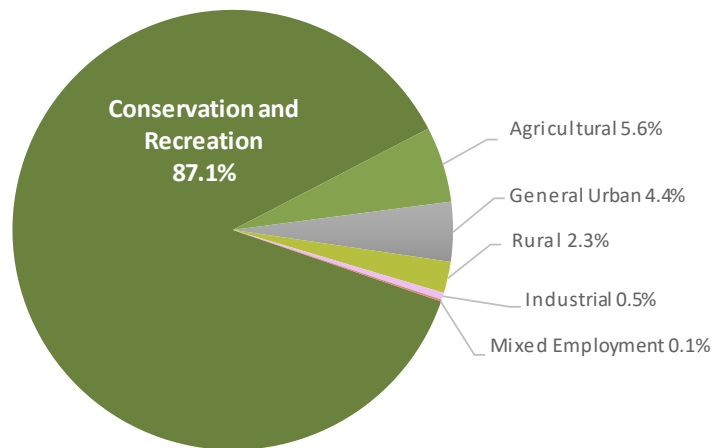
1. Locations of sensitive ecosystems

In 2014, over 133,000 ha of sensitive and important modified ecosystems existed within the lands covered by *Metro 2040*. Over 87% of those ecosystems are located within the Conservation and Recreation designation, but the remaining 13% (~17,000 ha) are currently found on lands within the other regional land use designations (see Figure 1 and Table 1).

Table 1. Sensitive Ecosystems by Metro 2040 Land Use Designation

Metro 2040 Land Use Designation	Area of Sensitive Ecosystems (hectares)	% of Sensitive Ecosystems extant within Metro 2040 area	% of the Metro 2040 area (280,120 hectares)
Conservation and Recreation	116,191	87.1%	41.4%
Agricultural	7,422	5.6%	2.6%
General Urban	5,843	4.4%	2.1%
Rural	3,072	2.3%	1.1%
Industrial	685	0.5%	0.2%
Mixed Employment	183	0.1%	0.1%
TOTAL	133,395	100%	47.6%

Figure 1. Percentage of Sensitive Ecosystems Contained Within in Each *Metro 2040* Land Use Designation



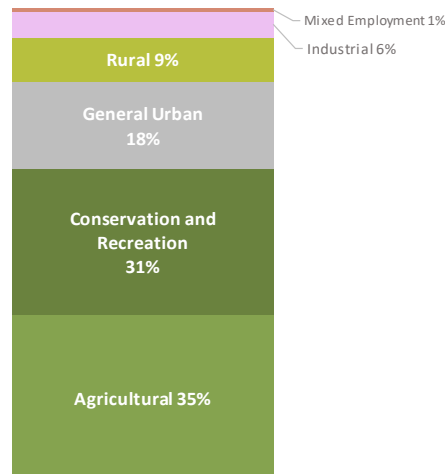
Not all of the ecosystems in other land use designations are at risk of development; a proportion are protected within municipal parks not included in the Conservation and Recreation designation, or indirectly protected due to geographical constraints such as steep slopes or riparian areas. However, several thousand hectares of important ecological areas are likely at risk from future development within the urban areas. Metro Vancouver’s growth projections assume that by 2040, the remaining General Urban designated, but as yet undeveloped areas within the Urban Containment Boundary, will be “fully developed”². These areas alone contain over 2,400 ha of sensitive and modified ecosystems and without intervention it is likely that they will be partially or fully lost.

2. Recent sensitive ecosystem losses

The SEI was updated in 2018 and staff reported ecosystem losses of 1,600 ha between 2009 and 2014. As illustrated in Figure 2, losses occurred within all regional land use designations, including Conservation and Recreation. In fact, 31% (490 ha) of the loss occurred within Conservation and Recreation. Just over 76% (375 ha) of losses within Conservation and Recreation lands were due to logging. Outside of the Conservation and Recreation lands, losses were associated with agriculture (27%, 296 ha), mowing/clearing (27%, 294 ha), residential development (19%, 212 ha), transportation and communication (9%, 110 ha), and other activities (e.g., utilities, industrial, extraction, in transition, recreation).

² For this analysis, 80% of District of West Vancouver’s upper lands special study area was not included within the area considered developable, given the District’s RCS commitment to transfer much of this area to the Conservation and Recreation designation.

Figure 2. Sensitive Ecosystem Loss from 2009 to 2014
by Metro 2040 Land Use Designation



Subsequent step taken: In Phase 2 of this Policy Review, Regional Planning discussed with member jurisdictions how *Metro 2050* policy actions could better support protection or retention of sensitive ecosystems in all land use designations.

3. Other uses on lands with the regional Conservation and Recreation designation

Over 16,000 ha of land is designated Conservation and Recreation, but is not sensitive or modified ecosystem. These areas include:

- A landfill and quarry;
- Utilities, including a wastewater and drinking water treatment plants, and utility lines;
- Railway lines and roads, including highways, and causeways to port and ferry terminals;
- Open greenspace within parks, sports fields, golf courses and other outside sport clubs; and,
- Young vegetation from earlier logging activities.

Subsequent step taken: In Phase 2 of this Policy Review, Regional Planning discussed with stakeholders whether the definition of the Conservation and Recreation lands should be updated in *Metro 2050* to better align with the designation's intended purpose.

Activity 3. Scan member jurisdiction's regional context statements for good practices and gaps.

In 2018, staff requested feedback from members of the RPAC-Environment Subcommittee about their environmental land use priorities as part of the development of the Subcommittee's 2019 work plan. They collectively identified the following priorities: sensitive ecosystems; ecosystem connectivity; green infrastructure; ecosystem services / natural asset valuation; and urban forestry.

With these priorities in mind, staff reviewed the regional context statements (RCSs), the official community plans (OCPs), and other relevant environmental land use policy documents from each member jurisdiction. Staff also included invasive species and urban green space in this scan since these were also identified as priorities for other RPAC subcommittees. Key findings and conclusions are summarized in Table 2.

Table 2. Key Findings and Next Steps from Scan of Member Jurisdiction Regional Context Statements, Official Community Plans and Other Plans

<i>Metro 2040</i> elements in RCSs, OCPs or other plans	Findings	Subsequent steps taken by staff
Lands with the Conservation and Recreation Designation	The majority of Regional Context Statements, but not all, include maps showing the <i>Metro 2040</i> Conservation and Recreation land use designation and applicable policy actions.	None
Sensitive Ecosystems (also known as 'Natural Features' in <i>Metro 2040</i>)	<ul style="list-style-type: none"> The majority of Regional Context Statements include natural feature protection policies, but very few specifically reference Map 10 (Natural Features and Land Cover). Most refer to their own maps showing development permit areas or environmentally sensitive areas. One plan references Metro Vancouver's Sensitive Ecosystem Inventory. 	<ul style="list-style-type: none"> Propose the removal of Map 10 or replace it with the Sensitive Ecosystem Inventory in <i>Metro 2050</i>. Explore how other jurisdictions include 'important environmental lands' and 'sensitive ecosystems' in their regional plans. (see Activity 4b)
Ecosystem Connectivity	<ul style="list-style-type: none"> Most Regional Context Statements refer to regional greenways or Map 9 (Regional Recreation Greenway Network - concept), and the majority reference the map in the context of connectivity for the purpose of recreation. In fact, some include greenways policies in their transportation section. Several plans include policies to protect and enhance 'wildlife corridors' or improve 'ecosystem connectivity'. Several municipalities have ecological or green infrastructure network strategies (e.g. City of Surrey, City of Richmond, City of Vancouver) and others are working on them. 	<ul style="list-style-type: none"> Consider providing definitions for terms such as 'connectivity' and 'greenway'. Discuss with member jurisdictions about whether policy actions should be included in <i>Metro 2050</i> regarding ecosystem connectivity, in addition to recreational connectivity (Phase 2). Explore how other jurisdictions reflect 'ecosystem connectivity' and 'regional green infrastructure' in their regional plans. (See Activity 4b)
Other emerging environmental planning priorities (green infrastructure, ecosystem services / natural assets)	<ul style="list-style-type: none"> Most mention green infrastructure, although definitions vary and it is often referred to in the context of stormwater management. 	<ul style="list-style-type: none"> Discuss with member jurisdictions about including new policy actions in <i>Metro 2050</i> that address these

Metro 2040 elements in RCSs, OCPs or other plans	Findings	Subsequent steps taken by staff
valuation, urban forestry, invasive species, urban green space)	<ul style="list-style-type: none"> • Most use some form of the term ecosystem services or generally refer to the benefits of parks and natural areas. • Many included urban forest policies and several have set tree canopy cover targets. Several municipalities have urban forest strategies and most have tree protection bylaws. • The majority include language encouraging the use of native plants and controlling invasive species. Most have invasive species management plans. • Most include policies regarding urban green space in the context of parks/open spaces/public amenities. 	<p>emerging priorities. (see Phase 2)</p> <ul style="list-style-type: none"> • Explore how other regional jurisdictions reflect 'ecosystem services', and 'urban green spaces' in their plans.

Metro Vancouver also retained a consultant to review 25 progressive regional plans from across the globe and identify policies on all of the priority topics. The following general findings emerged during that review:

- Ecological monitoring is generally poor, compared to other focus areas such as the economy, infrastructure, and housing, environmental sections generally lacked targets and monitoring.
- Climate change is an emerging focus. While climate change was not a specific focus of this study, it is emerging as a critical issue, especially in newer plans.
- Strong development controls are often described as a critical backdrop to effective environmental protection policy.
- Agricultural lands are important environmental lands. While out of the scope of this review, several plans include complimentary policies and tools that recognize and enhance the ecological value of agricultural lands.
- Urban green spaces are multi-functional. Some plans emphasize the importance of urban green spaces serving multiple functions, including the health benefits and the importance of equal and just access to these spaces.

Activity 4. Assess existing policy actions on greenways, green infrastructure, and ecosystem connectivity.

Metro 2040 contains policy actions to develop and maintain a network of recreational 'greenways' (multi-use trails connecting users to parks and communities) in collaboration with member jurisdictions. Regional Parks staff are currently developing a Regional Greenways Plan. Most local RCS/OCP greenway policies focus on active transportation and recreational connectivity; very few emphasized ecosystem connectivity when referring to this section of *Metro 2040*.

Metro 2040 does not explicitly include green infrastructure policy actions. The term is mentioned once in the context of potential climate actions.

Metro 2040 includes one policy action that explicitly supports ecosystem connectivity (Action 3.2.3)
- Metro Vancouver will:

Accept Regional Context Statements that advance the protection and enhancement of a connected network of ecosystems, features and corridors throughout the region, and that meet or work towards Actions 3.2.4 to 3.2.7.

Action 3.2.4 mentions the need to include in RCSs “maps and/or policies that indicate how ecologically important areas will be managed (as conceptually shown on Map 10 Natural Features and Land Cover) (e.g. steep slopes and ravines, intertidal areas and other natural features not addressed in Strategy 3.1)”. Action 3.2.5 mentions the municipal role in the Regional Recreation Greenway Network, 3.2.6 mentions ecologically important systems and buffers, features and corridors, and 3.2.7 touches on watershed and ecosystem planning. However, no *Metro 2040* policy actions explicitly mention the role of member jurisdictions in protecting, enhancing and restoring ecosystem connectivity between natural areas or working across municipal boundaries.

Since 2011, Regional Planning has supported research on ecosystem connectivity by:

- a) Assessing existing ecosystem connectivity across the region.
Researchers at UBC’s Landscape Ecology Lab in the Department of Forest and Conservation Sciences have initiated work to identify ‘critical hubs, corridors and stepping stones’ to ensure adequate habitat for several key wildlife species. This analysis should be completed by the end of 2020 and could inform regional green infrastructure network planning. Additional research and multi-stakeholder consultation will be needed to generate a network map.
- b) Learning how these topics are addressed in other regional plans.
As part of Activity 3, a consultant discovered policies in plans from Capital Regional District, Okanagan Region, Greater Golden Horseshoe, King County Washington, Auckland, Melbourne, Greater Newcastle, Greater Manchester, and Brussels Capital Region that aim to create a connected green infrastructure network. Most of these plans focus on preventing the erosion of the remaining ecosystem networks by intensifying growth in existing development areas and acquiring lands, rather than restoration or enhancement. Several plans incorporated water sensitive urban design principles (i.e. ‘blue infrastructure’) in addition to green infrastructure.
- c) Better understanding the needs of members regarding green infrastructure.
Metro Vancouver has been assisting researchers with SFU Adaptation to Climate Change Team to engaging planners, engineers, environmental professionals, municipal finance staff and elected officials across the region to understand green infrastructure barriers, opportunities and knowledge gaps that could inform policies and planning.

Subsequent step taken: Regional Planning assessed support from stakeholders for a regional green infrastructure network in Phase 2 of this Policy Review.

Activity 5. Explore regional growth strategy policies related to green space within urban areas.

As noted under Activity 3, a consultant retained by Metro Vancouver found several regional plans in other regions emphasized the importance of green spaces (street trees, landscaping, community gardens, city parks) in urban areas to serve multiple functions, including the provision of physical and mental health benefits. Some emphasized the importance of equal access to parks and vegetated areas.

Subsequent step taken: As part of Phase 2 of this Policy Review, Regional Planning discussed with stakeholders whether urban green space policy actions should be included in *Metro 2050*.

Phase 2 Policy Forum

Multi-stakeholder Environmental Land Use Policy Forum

On June 6, 2019, Regional Planning hosted a half-day forum to engage with subject matter experts and discuss gaps in regional environmental land use policy identified through the *Metro 2040* Environment Policy Review, including ways of:

1. Improving How We Protect Our Ecologically Important Areas;
2. Exploring Biodiversity-led Regional Green Infrastructure; and
3. Linking Green Space in Urban Areas to Human Health.

This policy forum brought together 38 individuals, 17 from member jurisdictions and the remainder representing academia, consulting practice, the Federal Government, a local health authority, and Metro Vancouver Regional Parks and Liquid Waste Services Departments. Participants identified several potential suggestions to address *Metro 2040* policy gaps, including:

- Clarifying the definition of the Conservation and Recreation regional land use designation.
- Developing a vision/target for a 'sustainable amount' of land to protect and restore, and prioritize both high and low quality ecosystems across the region in collaboration with planners, engineers, biologists, landscape architects, health authorities, other levels of government, First Nations, land owners, TransLink, and academics.
- Including the Sensitive Ecosystem Inventory and related policy actions in *Metro 2040* and Official Community Plans.
- Exploring a regional green infrastructure network that maximizes climate adaptation, biodiversity, and positive health outcomes.
- Incorporating ecosystem services / natural asset valuation into planning and decision making.
- Increasing awareness of the benefits of green spaces in urban areas and the priority of retention, enhancement and restoration for many reasons, not just health.
- Providing data and develop practical implementation tools (e.g. model bylaws and policies, targets, guidelines, best practices, development / engineering standards) collaboratively with member jurisdictions.

- Including stronger protection measures in Official Community Plan policies and larger buffers for lands of high ecological value.

Participants identified the lack of awareness, funding, capacity, and competing priorities (e.g. affordable housing, climate change mitigation) as potential challenges.

Phase 3 Policy Option Exploration

Environment Policy Ideas and Options

During this phase of the review, two surveys were circulated to RPAC and others. The results of these surveys provide a description of the challenges associated with each topic and possible solutions. A summary of the feedback is provided below.

1. Improve alignment of the Conservation and Recreation Regional Land Use Designation with its intended purpose

CHALLENGE: Inconsistencies in the types of land uses included in the Conservation and Recreation designation mean that *Metro 2040* policy actions do not apply to the same land uses across the region, which hampers understanding of changes in this designation at a regional scale since each member jurisdiction's designation is comprised of different types of land uses.

FEEDBACK: Respondents felt that clarification is needed about lands included in the Conservation and Recreation designation. Suggestions were made to define 'major parks' based on size or visitation numbers, and define 'significant ecological and recreation assets' based on function (e.g. coastal areas / waterfront, watersheds, mature forests) or ecosystem service provision. Definitions were also requested for 'limited agricultural use' and 'commercial uses'. One respondent suggested that drinking water treatment plants are appropriate uses in watersheds and should remain within Conservation and Recreation.

Questions were also raised about what 'delineation' means; how First Nations, Crown Lands and 'lands subject to timber harvesting' would be represented; and how modifications to the delineated areas would be made.

2. Develop a regional vision and aspirational targets for ecosystem protection, enhancement and restoration

CHALLENGE: This region lacks a common vision for protecting, enhancing and restoring ecosystems and urban green spaces (e.g. 'nature needs half'). While member jurisdictions, Metro Vancouver Regional Parks and Water Services Departments, and other land managers have different objectives for nature-based climate change adaptation efforts, a collective regional vision for ecosystem protection, enhancement and restoration could support and improve overall effectiveness. Additional information is needed to better define the desired outcome or end point, and any vision or associated guidance will also need to consider the land use context where these ecosystems exist (i.e. urban, rural, agricultural, etc.).

FEEDBACK: All respondents supported potential *Metro 2050* actions for Metro Vancouver to shepherd a collective vision for ecological health, and for member jurisdictions to participate in

implementing it. Some provided ideas for elements to include (e.g. urban ecosystems / forests, greenways, watersheds, large and small scale connectivity elements).

3. Explore a regional green infrastructure network

CHALLENGE: Since the adoption of *Metro 2040* in 2011, the importance of connected green infrastructure networks has been broadly recognized by many member jurisdictions other regions in BC, and across the globe. A connected region-wide network of natural, enhanced and engineered green infrastructure would improve ecosystem connectivity, maximizing biodiversity, climate resilience, and human health benefits. *Metro 2040* does not contain clear actions to support green infrastructure or ecosystem connectivity.

FEEDBACK: Survey respondents felt that a *Metro 2050* action should be included for Metro Vancouver to collect data, assist with mapping a regional green infrastructure network, and develop tools to support the network (such as guidance on financial options, incentives for different land use types and densities, maintenance requirements for built or engineered green infrastructure, and model bylaws). Several respondents mentioned the need for collaboration with numerous interest groups, stakeholders, and jurisdictions, working across municipal boundaries and with partners outside the region (e.g. SLRD, FVRD and Whatcom County).

4. Integrate the Sensitive Ecosystem Inventory

CHALLENGE: Since *Metro 2040* was adopted, the SEI has been compiled, providing consistent mapping of the region's most ecologically important areas. It was not available previously to help determine which lands could be included in the Con / Rec designation, nor is it referred to in *Metro 2040* policy actions. On July 28, 2017, *Metro 2040* was amended to reflect SEI-based ecosystem health performance measures, but none of the current policy actions in *Metro 2040* were amended to directly relate to the SEI or these measures.

Within Metro Vancouver, there are over 133,000 hectares of sensitive ecosystems, 87% of which are located within the Conservation and Recreation designation. The remaining 13% (17,000 hectares) of ecosystems mapped by the SEI are found on lands with other regional land use designations. From 2009-2014, approximately 1,600 hectares of sensitive and modified ecosystems were lost to logging, residential development, agriculture and other activities.

FEEDBACK: All survey respondents supported the integration of the SEI into *Metro 2050* as an overlay since sensitive ecosystems can be found within all land use designations. Several respondents mentioned the need to update the SEI overlay on a regular basis, and some questions were raised about the process to add or remove areas from the SEI overlay.

Some respondents noted the importance of policy actions for Metro Vancouver to provide best practices for buffering and developing guidelines for prioritizing sensitive ecosystems. One suggested that a prioritized map showing areas where protection would be most beneficial could be used to guide local decisions regarding land use changes and restoration. Two survey participants supported the inclusion of regional and local sensitive ecosystem performance targets (e.g. 'no net loss').

5. Capture current and emerging environmental planning priorities

CHALLENGE: *Metro 2040*, adopted in 2011, does not reflect current and emerging environmental planning priorities identified by member jurisdictions and other stakeholders related to: [ecosystem services](#)/natural asset valuation (e.g. carbon storage, flood control, human health benefits); [urban trees and forests](#); and [invasive species](#).

FEEDBACK:

- a) **Ecosystem services / natural asset valuation** (e.g. carbon storage, flood control, human health benefits): Survey respondents supported the addition of *Metro 2050* policy actions for Metro Vancouver to continue collecting data and exploring tools and methodologies to assist with ecosystem services / natural asset valuation. Most suggested the need for a standardized approach so each member jurisdiction could avoid redeveloping methodologies as they begin considering natural asset valuation in land use decisions and climate action plans.
- b) **Urban trees and forests**: Respondents felt that *Metro 2050* should include an action for Metro Vancouver to continue tracking tree canopy cover across the region and sharing best practices with member jurisdictions. Several responses suggested the importance of including potential urban forest policy actions for member jurisdictions as well, and noted that incentives (e.g. density bonuses, permit fast-tracking) will be needed for developers, farmers, and other landowners to go above and beyond minimum tree retention requirements. Health authority representatives stressed the need to address canopy cover inequities in low income neighbourhoods, and conserve urban forests, not just street trees, to reduce the urban heat island effect.
- c) **Invasive species**: Several respondents supported the inclusion of a *Metro 2050* action for Metro Vancouver to continue providing regional invasive species best management practices and convening a regional forum to assist with the regional coordination.

6. Support equitable access and proximity to green space in urban areas to maximize health benefits

CHALLENGE: A review of other regional plans revealed a trend in several regions giving greater profile to the need for equity in green space access for all residents regardless of their ethnicity, gender, sex, religion, race, financial status, sexual orientation, abilities or age. For example, in 2019 the Vancouver Park Board adopted [VanPlay](#) and committed to pursue a more equitable distribution of parks and recreation opportunities by introducing a priority setting tool, asset targets, and a vision for a network of parks, green spaces and recreation areas. *Metro 2040* does not currently include policy actions on green space equity, but this is an emerging area of interest for planners.

FEEDBACK: Survey respondents supported including *Metro 2050* actions for member jurisdictions to enhance green spaces in urban areas to achieve multiple co-benefits, and for Metro Vancouver to provide data and tools, including best practices for different types of new development. Several pointed out that the Regional Greenways Network is already under development, but agreed that these active transportation corridors should be enhanced with vegetation. Definitions of 'equitable green space distribution', and 'vulnerable populations' were

requested. One respondent suggested expanding the action for member jurisdictions to policy actions “to enhance equitable greenspace distribution or access...” since there may be few opportunities to provide parkland in some cases, but municipalities may be able to instead enhance access to larger parks through networks of trails, bikeways, and greenways.

Climate Change Considerations

In addition to the policy ideas explored through the RPAC surveys, staff conducted a preliminary examination of the climate implications associated with the policy ideas and options.

Since 2011, when *Metro 2040* was adopted, all Metro Vancouver member jurisdictions have signed the Climate Action Charter and adopted climate action plans. In 2019, several member jurisdictions declared climate emergencies. Most recognize that protection of natural areas will be critical in the fight against climate change. Enhancement and restoration of our forests and coasts will also be necessary to ensure these ecologically important areas remain healthy, storing and sequestering carbon, and supporting biodiversity into the future. As our climate changes, green space enhancement and the reduction of impervious in cities will help to mitigate the heat island effect and reduce flood risk.

The *Metro 2040* Climate and Natural Hazards Policy Review process is also currently underway. As per the scope of that policy review, RPAC members generally agreed that a ‘climate lens’ should be applied to *Metro 2050*. Staff suggest that a) climate change benefits could be communicated as part of the preamble to existing *Metro 2040* Strategies, and b) potential policy revisions should include greater consideration of climate mitigation and adaption. Each of the six policy recommendations in this summary report will provide climate benefits, as highlighted in the next section under “How does this recommendation consider climate change mitigation and adaptation?”.

RECOMMENDATIONS

Based on the research and feedback described above, the following changes to the regional growth strategy are recommended:

1. Clarify the definition of uses and activities for the regional Conservation and Recreation Land Use Designation;
2. Include a regional vision by setting aspirational regional targets for protecting, enhancing and restoring ecosystems;
3. Add policy actions that support a regional green infrastructure network;
4. Integrate the Sensitive Ecosystem Inventory and add supportive policy actions;
5. Include ecosystem services valuation, urban forestry, invasive species management policy actions;
6. Add policy actions that support equitable access and exposure to green space; and
7. Develop *Metro 2050* Implementation Guidelines for Goal 3.

These recommendations are described in detail below. Each recommendation is followed by a description of the main challenges addressed and climate change-related considerations.

Recommendation #1: Clarify the definition of uses and activities for the regional Conservation and Recreation Land Use Designation

The regional Con / Rec designation is currently defined in two places in *Metro 2040* - Page 10 and page 34, under Action 3.1.4 - with slightly different terminology and land uses identified. It is recommended to consolidate these definitions, and include updated definitions for 'major parks' and 'commercial uses in Conservation and Recreation', with consideration of local context. Identifying 'renewable resource extraction areas' (e.g. recently logged forest, a landfill, a quarry, drinking water and wastewater treatment plants) within the Conservation and Recreation designation is also recommended for tracking and reporting purposes, as well as discussing the long term intent for these lands with member jurisdictions.

How does this recommendation address the identified challenges?

These revisions would provide clarity about the types of land uses included in the Conservation and Recreation designation, aiming to increase the consistent application of policy actions for the same land uses across the region, and improving our understanding of changes in this designation over time. Member jurisdictions may consider proposing changes to some parcel-based land use designations based on the updated definitions. Those changes would be considered as part of the review of Regional Context Statements after the adoption of *Metro 2050*.

How does this recommendation consider climate change mitigation and adaptation?

Approximately 65 million tonnes of carbon are stored within local ecosystems, including forests, wetlands and intertidal areas, across the Metro Vancouver region³. This carbon takes thousands of years to accumulate and every year these areas sequester additional carbon, removing carbon

³ [Nature and Ecosystems Discussion Paper to support Climate 2050 and the Clean Air Plan](#), received by the Climate Action Committee on May 15, 2020.

dioxide from the atmosphere and storing it. Protection, enhancement and restoration of Con / Rec lands and acquisition of additional ecosystems is critical to becoming a carbon neutral region. These lands also provide other crucial ecosystem services, such as clean water, stormwater management, cooling, and recreation opportunities that will continue to be important as our climate changes and our population grows.

Recommendation #2: Include a new regional vision by setting aspirational regional targets for protecting, enhancing and restoring ecosystems

Through consultation, it was identified that an important role for the region is to set a vision and aspirational targets for ecosystem protection. This will assist local governments to collectively respond to shared regional objectives. An example target could set out to protect an additional 10% of the region and reach the international 'Nature Needs Half' movement's vision of 50% protected land, but further consultation and analysis are needed to assess the achievability of such a target.

How does this recommendation address the identified challenges?

The region lacks a common vision for the region's ecosystems, within and outside of the *Metro 2040* Urban Containment Boundary. Establishing a vision and targets will help Metro Vancouver and member jurisdictions work collectively and collaboratively to protect, enhance and restore ecosystems across the region.

How does this recommendation consider climate change mitigation and adaptation?

As noted under recommendation #1, functioning ecosystems absorb stormwater, cool our cities, and store carbon. A collaboratively-developed vision for ecosystems in the Metro Vancouver region should consider the results of the carbon modelling exercise currently underway (described under FURTHER WORK) and must include biodiversity to ensure ecosystems remain healthy and resilient. For example, a healthy forest that supports a wide variety of tree species will recover faster from disturbances, such as fire or pests, because not all species will be impacted to the same degree and some will rebound more easily. Setting a regional vision and targets to protect and restore diverse ecosystems will maximize their ability to provide both climate change mitigation and adaptation benefits.

Recommendation #3: Add policy actions that support a regional green infrastructure network

Several member jurisdictions have adopted green infrastructure / ecological network plans to improve ecosystem connectivity. Green infrastructure includes natural assets (e.g. forests, wetlands, parks), enhanced assets (e.g. urban trees, rain gardens), and engineered assets (e.g. permeable pavement, green roofs). It is recommended that *Metro 2050* includes policy actions to collaboratively identify, protect, enhance, and restore natural and urban elements of a regional green infrastructure network using various tools.

How does this recommendation address the identified challenges?

These policy actions will help to fill gaps in the regional growth framework, strengthen the green infrastructure / ecological network protection and restoration efforts of several member jurisdictions, while building relationships, capacity and cross-boundary cooperation. Lack of funding and capacity was cited by municipal staff as potential barriers, so Metro Vancouver's involvement

could be to provide data, convening, best practices, and support cross-boundary partnerships to attract additional funding for member jurisdictions from other governments and foundations.

How does this recommendation consider climate change mitigation and adaptation?

A regional network of green infrastructure would maximize the climate resiliency, biodiversity and human health benefits, and other ecosystem services of local networks by linking natural and urban ecosystems through a robust system of wildlife crossings and corridors. A biodiverse and connected network will also provide habitat refuges for wildlife, assisting species to adapt as our climate changes.

Recommendation #4: Integrate the Sensitive Ecosystem Inventory (SEI) and add supportive policy actions

Incorporating the SEI into *Metro 2050* would mean including policy actions for Metro Vancouver to assist member jurisdictions with sensitive ecosystem data, information to aid prioritization, and the creation of best practice guidance. It is also recommended to replace the existing Map 10 (Natural Features and Land Cover) with reference to the SEI, aligning with an existing *Metro 2040* performance measure introduced in 2015 regarding Sensitive and Modified Ecosystems. The SEI is updated every six years to reflect gains and losses.

How does this recommendation address the identified challenges?

The SEI was not available in 2011 when *Metro 2040* was adopted, but this dataset now fills a significant information gap about which ecosystems should be considered for protection across the region. Nearly 13% of sensitive ecosystems fall within land use designations other than Con / Rec. Including SEI-related policy actions in *Metro 2050* will strengthen the scientific basis for ecosystem protection and restoration measures.

How does this recommendation consider climate change mitigation and adaptation?

Between 2009 and 2014, 1,600 hectares of sensitive and modified ecosystems were lost in this region, including roughly 1,000 hectares of forest, 120 hectares of wetland, and 100 hectares of riparian areas. If the region continues to lose ecosystems, the services they provide, including cooling, flood attenuation, and carbon storage, will also be lost, making it increasingly challenging to meet local carbon neutrality targets and adapt as our climate changes.

Recommendation #5: Include new ecosystem services valuation, urban forestry, invasive species management policy actions

Regional Planning received support to include policy actions to enhance urban forest and invasive species management, and to increase the consideration of ecosystem services in decision making across the region.

How does this recommendation address the identified challenges?

Metro 2040 lacks content regarding current environmental planning priorities of member jurisdictions.

How does this recommendation consider climate change mitigation and adaptation?

Carbon storage and sequestration, cooling, and stormwater management are ecosystem services that healthy ecosystems provide, but these ecosystem services are typically not acknowledged or accounted for through traditional asset management approaches. This means they are often lost, under-valued, and under-resourced (e.g. for maintenance or restoration). Local governments are increasingly recognizing the need to acknowledge, measure and account for natural assets and the services they provide, and to incorporate this information into decision-making and asset management systems. Valuing natural assets will ensure forests, wetlands and other ecosystems are prioritized for protection and restoration, so they can continue to absorb carbon, cool our cities, and attenuate flooding as our climate changes.

Healthy trees provide many ecosystem services. They store and sequester carbon, provide shading and cooling, and absorb stormwater, but they are less able to provide these benefits if they are suffering from drought and extreme heat. Local urban forest management policies will need to consider climate-related characteristics (e.g. heat, drought, flood tolerance) and diversity when selecting tree species to improve the resiliency of our urban forests.

Invasive species propagate rapidly, outcompeting native species and reducing biodiversity. Some invasive species pose a risk to human health, while others can damage agricultural crops or grey infrastructure. Invasive species are highly adaptable to changing climate conditions. Some can withstand hotter temperatures and drought conditions better than native species, and longer growing seasons could increase their ability to spread faster and farther than ever before. Proactive, coordinated policy actions will increase the effectiveness of invasive species management efforts, reducing costs over the long term and ensuring ecosystems remain healthy as our climate changes.

Recommendation #6: Add new policy actions that support equitable green space exposure and access in urban areas

New policy actions will aim to support enhancement of green space, with a focus on reducing climate-related health risks and improving equity. Since these policy actions relate mostly to urban areas, they may be better placed under Goal 1 (Create a Compact Urban Area) or Goal 4 (Complete Communities).

How does this recommendation address the identified challenges?

Disparities in green space access (availability or presence) and exposure (routine, every day ‘micro-contacts’ provided by street trees and pocket parks) exist across the region. Green space enhancement may be particularly important in low income neighbourhoods and for people with mobility challenges who may have limited ability to travel to larger parks for refuge. Regional Planning is also working with Translink and a consultant to investigate how to include social equity considerations in *Metro 2050* and *Transport 2050*. The results of that study will likely result in further refinement of these recommended green space equity policy actions.

How does this recommendation consider climate change mitigation and adaptation?

Local health authorities and researchers have highlighted the need to enhance green space within neighbourhoods to mitigate the heat island effect, providing shade and cooling for residents, and increasing opportunities to enhance health and well-being. Well planned and maintained street

trees, pocket parks, engineered and enhanced green infrastructure will all provide ecosystem services and reduce vulnerability to climate risks in our communities.

Recommendation #7: Develop *Metro 2050* Implementation Guidelines for Goal 3

During the consultation process, several member jurisdictions expressed a need for additional guidance about how environment land use policy actions and performance measures could be applied in various situations. To assist in this regard, it is recommended to develop implementation guidelines for Goal 3 policy actions, similar to those for other *Metro 2040* policy areas (e.g. Affordable Housing Initiatives, Frequent Transit Development Areas, Industrial Land Protection and Intensification, and Purpose-Built Rental Housing).

BENEFITS AND LIMITATIONS OF RECOMMENDATIONS

Benefits

The seven recommendations described above strive for the following benefits:

Stronger Scientific Basis: The Sensitive Ecosystem Inventory is a consistent GIS-based inventory of the region's most ecologically important areas mapped using provincial science-based methodology. Integrating this inventory into *Metro 2050* will strengthen support for ecosystem protection and restoration measures.

Better Ecosystem Protection: Integrating the Sensitive Ecosystem Inventory into *Metro 2050* emphasizes the need to protect ecosystems outside of the regional Conservation and Recreation land use designation (not just riparian areas) since they provide valuable ecosystem services, including carbon storage, flood attenuation, cooling, and biodiversity benefits.

Enhancing Ecosystem Services: The inclusion of additional actions for Metro Vancouver and member jurisdictions to consider ecosystem services / natural asset valuation into land use decisions will help to build the case to protect natural and urban ecosystems that support human health, biodiversity and climate resilience.

Green Space Equity: Actions to enhance green space access and exposure in underserved areas can improve health outcomes and create more racially, socially and economically equitable communities.

More Collaboration: The collective development of a regional vision for ecosystems and a regional green and blue infrastructure network seeks to build relationships, capacity, and foster cross-boundary cooperation. Cross-boundary partnerships may attract additional funding from other governments and foundations.

Additional Clarity: Including clear definitions about appropriate uses in Conservation and Recreation lands and other ecological terms (see glossary below) will improve understanding and consistency in the application of policy actions across the region.

Leadership Support: Many municipalities have already demonstrated leadership by developing local policies on green infrastructure / ecological networks, urban forestry, ecosystem service / natural asset valuation, invasive species, and green space equity. As more municipalities recognize the climate and biodiversity crises, it is even more important to provide collective leadership on these emerging priorities.

Limitations

Datasets and Methodologies Under Development: Metro Vancouver is working with researchers to assess ecosystem connectivity that considers the habitat needs of several keystone species and this data will inform discussions about the regional green and blue infrastructure network. However, such a network map will also need to consider climate risk, human health benefits, and be developed in consultation with member jurisdictions and other stakeholders, so it will not be ready for inclusion

in *Metro 2050* at the planned time of adoption. Metro Vancouver is also currently testing methodologies for ecosystem service / natural asset valuation based on foundational datasets (e.g. Land Cover Classification, Sensitive Ecosystem Inventory, carbon storage, tree canopy cover and imperviousness).

FURTHER WORK

Additional analysis is required to fully develop and test the policy recommendations above including:

1. **Application of Lenses**

Staff will consider the conclusions of two studies in progress while drafting policy language for *Metro 2050*.

- a. **Social Equity:** The second phase of the Social Equity in Regional Growth Management study is currently underway. This study will develop a 'social equity lens' that can be used to evaluate and ensure policy actions proposed for *Metro 2050* considers all residents regardless of their ethnicity, gender, sex, religion, race, financial status, sexual orientation, abilities or age. This work is anticipated to be complete in late 2020 or early 2021.
- b. **Climate:** As part of the Climate and Natural Hazards Policy Review, a consultant will produce a report assessing existing climate change and natural hazard policy actions in *Metro 2040*, identifying relevant best practices, and recommending adjustments or new policy actions. This work is anticipated to be complete in late 2020.
- c. **Resiliency:** Metro Vancouver is working with TransLink on a shared COVID pandemic-informed resiliency lens for *Metro 2050* and *Transport 2050*. Given the heightened importance of park and green space access during the pandemic, staff expect that the recommended environment land use policy actions in this report will be reinforced when assessed through a resiliency lens.

2. ***Climate 2050 / Clean Air Plan Outcomes***

Staff are involved in several activities as part of the regional *Climate 2050 / Clean Air Plan* development process. The following undertakings will inform additional refinements to *Metro 2050* environmental policy actions:

- a. **Nature and Ecosystems Roadmap Engagement:** Metro Vancouver has developed a Discussion Paper to inform the development of a climate roadmap for this issue area. The Discussion Paper seeks feedback from the public and other stakeholders on three 'Big Ideas':
 1. Accelerating and expanding the restoration and protection of natural areas and urban ecosystems by: Protecting an additional 10% of the land base; Replenishing the region's total hectares of sensitive ecosystems to 2009 levels; and Increasing urban tree canopy to 40%
 2. Connecting a regional green infrastructure network of natural areas, urban ecosystems and wildlife corridors
 3. Integrating natural assets into conventional asset management and decision-making processes

Dependent on feedback received, these ideas could inform policy actions, targets and performance measures for inclusion in *Metro 2050*.

- b. **Carbon Modelling:** Regional Planning is partnering with Metro Vancouver's Air Quality and Climate Change Division to model potential growth scenarios to reduce greenhouse gas emissions and store carbon across the region with scenarios ranging from 'Business as Planned' to 'Carbon Neutral' by the year 2050. These policy actions will include measures to store and sequester carbon. This work will help to inform future discussions on a regional vision for the protection, enhancement and restoration of ecosystems in the region, as well as canopy cover targets.
- 3. **Climate Vulnerability Mapping:** Vancouver Coastal Health is working with UBC to map the heat island effect and flood vulnerability across the region. This work will be valuable for discussion of potential regional green and blue infrastructure network enhancement areas. A completion date for these maps has not been set at this time as the COVID-19 pandemic has postponed this project for now.
- 4. **Conflicts Analysis:** These recommendations have not undergone a thorough analysis of unforeseen conflicts with recommendations that may arise during the other *Metro 2040* Policy Reviews underway. Staff will work collectively to resolve any conflicting policy directions when drafting language for *Metro 2050* in 2021.

GLOSSARY

Biodiversity: The variability among living organisms from all sources including, inter alia, terrestrial, marine and other aquatic ecosystems and the ecological complexes of which they are part; this includes diversity within species, between species and of ecosystems.

Blue infrastructure: Water-based elements of green infrastructure such as rivers, lakes, ponds, and floodplains.

Ecosystems: All the plants and animals that live in a particular area together with the relationships between them and their environment.

Ecosystem connectivity: The physical and functional links between ecosystems that support biodiversity by allowing movement of species across the region. Ecosystem connectivity is achieved by conserving and maintaining a connected network of natural areas. Connections support ecosystem functions and the movement of species. Connectivity of habitat is critical for conservation, particularly in urban areas where green spaces are often highly fragmented. Maintaining ecosystem connectivity can also help moderate impacts of climate change on biodiversity by allowing species movement as conditions change.

Ecosystem services: The benefits people obtain from ecosystems. These services can be grouped into four main types:

- **Provisioning services** include material and energy outputs from ecosystems, including food, fresh water, and raw materials used for construction and energy like wood.
- **Regulating services** refer to the services provided by ecosystems in processing and assimilating pollution, stabilizing water flows and soil erosion, controlling local climates, and storing or sequestering carbon.
- **Cultural services** are the non-material benefits people obtain from ecosystems through spiritual enrichment, cognitive development, recreation, and aesthetic enjoyment.
- **Supporting services** underpin all other ecosystem services. Ecosystems provide habitats for all plants and animals while depending on a diversity of species to maintain their own functions.

Green infrastructure: Includes the natural, enhanced, and engineered assets that collectively provide society with ecosystem services required for healthy living. Natural assets (e.g. forests, wetlands, and soil) and enhanced or engineered systems (e.g. bioswales and green roofs) improve resilience and mitigate negative environmental impacts from urban development, benefiting both people and ecosystem function.

Green infrastructure network: When different types of green infrastructure components are connected, the resulting framework is referred to as a green infrastructure network. A green infrastructure network is typically composed of core green spaces (called hubs) and corridors that link them together.

Green space: Land that is partly or completely covered with grass, trees, shrubs, or other vegetation.

Green space access: Availability or presence of green space, generally determined by distance measures, such as measuring the distance from a home address to the nearest park. Only if access to nature leads to exposure to nature, will it be accompanied by mental health benefits.

Green space exposure: Routine, every day ‘micro-contacts’ with nature, such as exposure to gardens or street trees.

Greenways: Linear corridors that contain recreational trails, often multi-use, which are for the most part physically separated from road traffic. They connect multiple regional parks, communities and other important natural areas. If greenways are lined with suitable native landscaping, they could provide valuable habitat and form part of a green infrastructure network.

Invasive species: Invasive species are plants and animals that have been introduced to an area without the predators and pathogens from their native habitats that would help keep them in check. They are often challenging to control and can threaten property and recreational values, infrastructure, agriculture, public health and safety, as well as the ecological health and diversity of our natural environment.

Natural assets: The stock of natural resources and ecosystems (including geology, soil, air, water and all living things) that provide benefits to people. Examples include forests, wetlands, and streams. It is from these natural assets that humans derive a wide range of services, often called ecosystem services, which make human life possible.

Natural asset valuation: The process of measuring the value of an ecosystem using monetary and non-monetary assessment of market and non-market values, socio-cultural importance, and/or measures of biophysical integrity and resilience. The natural asset valuation approach is an effective way to illustrate the value of these services to decision makers and people from all walks of life.

Nature-based solutions: Actions that protect, sustainably manage, and restore natural or modified ecosystems but also address societal challenges (such as climate change), thereby providing both human well-being and biodiversity benefits.

Regional Greenways Network: The region’s network of recreational greenways that support recreational walking, cycling, and, where appropriate, horse riding.

Sensitive Ecosystem Inventory (SEI): A consistent GIS-based inventory of the region’s most ecologically important areas mapped using the provincial SEI science-based methodology by category, including quality. Note that SEI does not include small, young, significantly disturbed, farmed or landscaped vegetation (e.g. crop or fallow land, enhanced or engineered assets, backyards and street trees).

Sensitive or Modified Ecosystems: Sensitive ecosystems are ecologically significant and relatively unmodified, and include wetlands, older forests and riparian areas. Modified Ecosystems are younger and more human modified, but still have ecological value and importance to biodiversity (e.g. young forests). In this document, the term ‘sensitive ecosystems’ is often used to refer to all ecosystems mapped in the SEI.

Tree canopy cover: The leaves and branches that form a visible layer if one is viewing the region from the air, and the extent to which they cover the ground.

Tree canopy cover targets: Targets for the proportion of canopy cover area within the Urban Containment Boundary covered by tree canopy. Canopy cover targets support tree planting and retention in public and private spaces, which is particularly important in densely populated areas to maintain human health and climate adaption benefits (e.g. shading, cooling, physical and mental well being, rainwater interception).

Urban forests: The trees within the public and private lands of a city, including the trees in parks, around buildings, along streets and in backyards.

To: Regional Planning Committee

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

Date: August 20, 2020 Meeting Date: September 11, 2020

Subject: **Engaging and Recognizing First Nations in *Metro 2050***

RECOMMENDATION

That the Regional Planning Committee receive for information the report dated August 20, 2020, titled “Engaging and Recognizing First Nations in *Metro 2050*.”

EXECUTIVE SUMMARY

First Nations are identified as one of four core audiences in the *Metro 2050 Engagement Plan* (Reference 1). Staff have developed an engagement approach tailored to First Nations that includes notifying First Nations with Consultative Areas in Metro Vancouver of the opportunity to engage on *Metro 2050*, meeting with First Nations on request, and circulating the draft version of *Metro 2050* for comment. To date, three meetings have occurred.

Engagement on *Metro 2050* provides an opportunity to enhance staff-to-staff relations and communication to support a stronger shared understanding of the future growth challenges in the region. *Metro 2050* also provides an opportunity to review and potentially strengthen how First Nations are recognized in the regional growth strategy. However, staff are mindful that the regional growth strategy is not applicable to federal lands including First Nations Reserve Lands, and First Nations, other than Tsawwassen First Nation, are not signatories to the strategy under the *Local Government Act*.

PURPOSE

To provide the Committee with an overview and an opportunity for feedback on Metro Vancouver’s approach to engaging First Nations and improving visibility of First Nations in *Metro 2050*.

BACKGROUND

In April 2019, the MVRD Board initiated a process to update *Metro Vancouver 2040: Shaping our Future (Metro 2040)*, the regional growth strategy. The updated strategy will be referred to as “*Metro 2050*” (Reference 2). In September 2019, the MVRD Board approved the *Metro 2050 Engagement Plan* which outlined a process to engage different audiences and work towards adopting *Metro 2050* in the summer of 2022. First Nations are one of the four engagement groups, along with signatories, non-signatory stakeholders and the general public.

FIRST NATIONS CONSULTATIVE AREAS IN THE METRO VANCOUVER REGION

Coast Salish peoples have historically occupied the territories that are now within the boundaries of the Metro Vancouver Regional District. As of 2009, there is one Treaty First Nation, the Tsawwassen First Nation, sitting as a Metro Vancouver member jurisdiction. There are eight non-treaty First

Nations with Indian Reserve lands in Metro Vancouver: Musqueam, Tsleil-Waututh, Squamish, Matsqui, Semiahmoo, Katzie, Kwantlen, and Kwikwetlem. There are two non-treaty First Nations with traditional territories in Metro Vancouver but that do not have Indian Reserve lands within the region (Hwlitsum and Qayqayt). In addition, there are 23 other First Nations, Treaty Groups, and associations located outside of Metro Vancouver that have interest in the region for a total of 34 Consultative Areas.

FIRST NATIONS REPRESENTATION IN *METRO 2040*

Content in *Metro 2040* relating to First Nations is limited, reflecting the fact that regional growth strategies are not applicable to Indian Reserve lands and member jurisdictions are the main signatories of regional growth strategies. More specifically *Metro 2040* addresses:

- **Engagement:** the requirement to coordinate with First Nations is described in Section 6.5.
- **Mapping:** First Nations reserve lands are not depicted in *Metro 2040* maps. For the purposes of *Metro 2040* maps, the regional land use designation applied to reserve lands is determined in collaboration with the adjacent member jurisdiction, and most often is consistent with the adjacent land use designation.
- **Growth projections:** *Metro 2040* does not consistently include growth projections, housing demand estimates, or growth targets for First Nations communities. Regional growth projections for First Nation reserve communities are prepared using the age-cohort model and Census data but there is often an information gap that makes it difficult to accurately project growth in these areas. In most cases growth projections for a respective First Nation are combined with the growth projected for the adjacent member jurisdiction.
- **Land use plans:** where a First Nation has a publicly-available land use plan or other projections, these have been integrated / considered in the regional growth strategy.

***METRO 2050* FIRST NATIONS ENGAGEMENT APPROACH**

First Nations have been identified as one of four audience groups in the *Metro 2050* Engagement Plan (Reference 2). First Nations will be engaged through tailored activities and are welcome to participate in engagement activities for a broader audience (e.g. through public dialogues, webinars and online feedback).

The objectives of the *Metro 2050* First Nations Engagement Approach are to:

- ensure that First Nations voices are heard and considered in the update process;
- build positive staff-to-staff relationships and foster better lines of communication between First Nation staff and Regional Planning staff; and
- develop new content for *Metro 2050* that improves the visibility of First Nations in the regional growth strategy.

Staff are following B.C.'s Crown Regulatory Process for engaging with First Nations, which involves engaging with all 34 First Nations and First Nations organizations with Consultative Areas that include the Metro Vancouver region. In the first quarter of 2020, staff notified all First Nations and First Nations organizations with Consultative Areas in Metro Vancouver that an update to *Metro 2040* was underway and invited interested First Nations to meet. Notification was made by letter, email, and

followed up by telephone call. Conversations are intended to be open and focus on relationship-building. Meeting notes are shared with participants and documented as engagement data.

To date, Metro Vancouver staff have met with Kwantlen First Nation, Tsawwassen First Nation, and Matsqui First Nation to present an overview of the *Metro 2050* initiative and to discuss topics of interest to each respective First Nation. Musqueam Nation has recently requested a similar meeting and this is being scheduled.

Once a draft version of *Metro 2050* is available for comment it will be circulated to all affected local governments, non-signatory regional stakeholders, and First Nations. A staff report documenting comments, including First Nation comments, will be prepared and presented to the Regional Planning Committee. Once a final version of *Metro 2050* has been adopted by all member jurisdictions and the MVRD Board a copy of *Metro 2050* will be mailed to all First Nations with consultative areas in Metro Vancouver.

Priority Topics of Discussion

The agenda of each meeting between Metro Vancouver staff and First Nations is set collaboratively on a case-by-case basis. Priority topics for discussion include (but are not limited to):

- input on Policy Review topics;
- input on acknowledging First Nations history and traditional territory in *Metro 2050*;
- improving visibility of First Nations in *Metro 2050*
- mapping questions related to the preferred way to depict land use designations on Reserve Lands, the depiction of each Reserve, and depiction of fee-simple lands owned by First Nations;
- how to work more closely to share information about growth projections for mutual benefit; and
- opportunities to support with planning and partnerships on projects such as frequent transit corridor studies.

Other Indigenous Peoples

First Nations, Métis, Inuit, and other Indigenous peoples living off-reserve are engaged through the respective member jurisdiction where they reside.

Additional Opportunities to Engage on *Metro 2050*

First Nations in Metro Vancouver may participate in other opportunities to engage on *Metro 2050* that are open to a broader range of audience groups. These opportunities include participation on request in the Regional Planning Advisory Committee meetings as associate members, attendance at the *Metro 2050* Dialogue events, and participation in the *Metro 2050* Online Comment Form. Staff have also invited First Nations to attend future meetings of the Intergovernmental Advisory Committee.

Input received to date

Input / comments received from First Nation governments bands that staff have met with already include the following:

- suggestions for increasing visibility of First Nations perspectives: i.e. description of traditional travel corridors, wildlife corridors, seasonal travel patterns;
- concern about environmental impacts to the Fraser River and cumulative impacts on the ecological health of the river;
- concern about access to transit, access to employment and services, and general mobility to, from, and between Reserve communities;
- concern about impacts of adjacent industrial activities;
- concern about climate change impacts and risks, particularly given that much Reserve land is adjacent to rivers and the ocean;
- desire for greater access to local food;
- desire to participate in the coordination on climate action;
- desire to improve working relationships, in some cases to work towards Metro Vancouver membership or to access servicing;
- ask for support with and sharing long term planning initiatives;
- concern about illegal dumping (referred to Solid Waste Services staff); and
- desire for access to traditional resources such as felled large cedar trees or specific herbs and plants on Metro Vancouver lands (referred to Regional Parks and Watershed Management).

ENGAGING WITH FIRST NATIONS DURING PANDEMIC RESPONSE PERIOD

Metro Vancouver staff have developed an approach to adapting the *Metro 2050* development process in light of the COVID-19 pandemic response period (Reference 3). This includes pausing engagement work until engagement audiences notify that they are prepared to re-engage. In addition, in-person engagement activity will be replaced with virtual engagement methods where appropriate.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

There are no financial implications to this report; all staff time is part of the 2019 and 2020 Board-approved Regional Planning and External Relations budgets.

CONCLUSION

First Nations are one of four audience groups identified in the *Metro 2050* Engagement Plan. Staff have offered to engage with 34 First Nations which have Consultative Areas within Metro Vancouver's boundaries. Engagement approaches include notification by letter, email, and telephone, with meetings on request, as well as inviting the opportunity to provide comments once a draft version of *Metro 2050* is available. Engagement topics have and will include the 11 Policy Review topic areas, opportunities to increase visibility in *Metro 2050*, the depiction of First Nation lands on *Metro 2050*

maps, and opportunities for enhanced communication on regional planning projections. The approach for engaging and including First Nations in *Metro 2050* is consistent with Metro Vancouver's current work on Indigenous Relations and reconciliation.

References

1. [*Metro 2050* Engagement Plan](#)
2. [Towards *Metro 2050*: Updating Metro Vancouver 2040: Shaping our Future](#)
3. [Updating the Regional Growth Strategy: A Proposed Response in Light of COVID-19](#)

39144410

To: Regional Planning Committee

From: Heather, McNell, General Manager, Regional Planning and Housing Services

Date: August 24, 2020 Meeting Date: September 11, 2020

Subject: **Manager's Report**

RECOMMENDATION

That the Regional Planning Committee receive for information the report dated August 24, 2020, titled "Manager's Report".

Regional Planning Committee 2020 Work Plan

The Regional Planning Committee's Work Plan for 2020 is attached to this report (Attachment). The status of work program elements is indicated as pending, in progress, ongoing or complete. The listing is updated as needed to include new issues that arise, items requested by the Committee, and changes to the schedule.

Fraser Valley Integrated Transportation Development Plan

The Province and Fraser Valley Regional District are undertaking the Fraser Valley Integrated Transportation Development Plan (ITDP). The study looks to provide recommendations on infrastructure priorities as it relates to the integration of transportation and land use planning in the Fraser Valley. Metro Vancouver Regional Planning staff have been requested to participate in the study to ensure coordination between the Regional Districts and alignment of future infrastructure investments. A report will be forthcoming to the Regional Planning Committee in October providing an update to the study and how Metro Vancouver has participated.

Attachment

Regional Planning Committee 2020 Work Plan

39878031

Regional Planning Committee 2020 Work Plan

Report Date: August 24, 2020

Priorities

1 st Quarter	Status
Metro 2040 UC + FTDA Policy Review - Policy Recommendations	Complete
Metro 2040 Agriculture Policy Review - Update	Complete
Metro 2040 Environment Policy Review - Update	Complete
Metro 2040 Housing Policy Review – Discussion Paper	Complete
Metro 2040 Rural Policy Review – Scope of Work	Complete
Metro 2040 Transport Policy Review – Workshop Results	Complete
Metro 2040 Industrial and Mixed Employment Policy Review – Scope of Work	Complete
Metro 2040 Climate and Natural Hazards Policy Review – Scope of Work	Complete
Housing Data Book Refresh – Scope of Work	In Progress
Metro 2040 Equity in Growth Management – Phase 2 Scope of Work	Complete
Metro 2050 – Progress Report	Complete
Scott Road Corridor Study – Project Initiation	Pending
Where Matters II – Project Initiation	Complete
Hey Neighbour – Project Initiation	Complete
Respond to Proposed Amendments to Metro 2040	Complete
For information: <ul style="list-style-type: none"> • What Works: Securing Affordable / Special Needs Housing Agreements • Metro Vancouver Housing 10 Year Plan - Update • Metro Vancouver Housing - Expression of Interest for Member Jurisdictions • Climate 2050 Discussion Paper – Agriculture • Climate 2050 Discussion Paper – Nature and Ecosystems 	
2 nd Quarter	
Metro 2040 Environment Policy Review – Policy Options	Complete
Metro 2040 Housing Policy Review - Forum Results and Policy Options	Complete
Metro 2040 Implementation Section Review – Policy Options	In Progress
Metro 2040 Complete Communities Policy Review – Policy Options	Complete
Metro 2040 Climate and Natural Hazards Policy Review – Policy Options	In Progress
Metro 2040 Transport Policy Review – Policy Options	Complete
Metro 2040 Industrial and Mixed Employment Policy Review – Policy Options	Complete
Land Value Capture Study – Findings and Recommendations	Complete
TOAH Fund – Recommendations for Fund Design	Pending
Metro 2050 – Progress Report	Complete
Regional Food Flow Study	Complete
Respond to Proposed Amendments to Metro 2040	Complete

For information: <ul style="list-style-type: none"> Design and Development Guidelines: Temporary Accommodation for Tenants Displaced by Redevelopment – Final Report Metro Vancouver Housing - Redevelopment Plan – Update 	
3rd Quarter	
Metro 2040 Projections – Consultation Report	Pending
Metro 2040 Environment Policy Review – Recommendations	Complete
Metro 2040 Transport Policy Review – Recommendations	In Progress
Metro 2040 Climate and Natural Hazards Policy Review – Recommendations	In Progress
Metro 2040 Rural Policy Review – Recommendations	In Progress
Metro 2040 Implementation Section Review – Recommendations	In Progress
Metro 2040 Housing Policy Review – Recommendations	In Progress
Metro 2040 Industrial and Mixed Employment Policy Review – Recommendations	Complete
Housing Data Book Refresh – Update	Pending
Scott Road Corridor Study – Final Report	Pending
2020 Industrial Lands Inventory – Scope and Methodology	Pending
Metro 2050 – Progress Report	Complete
Respond to Proposed Amendments to Metro 2040	Ongoing
For information: <ul style="list-style-type: none"> Affordable Home Ownership / Entry Level Homeownership Invasive Species BMPs 	
4th Quarter	
Metro 2040 Projections – Final Report	Pending
Housing Needs Reports – Regional Compendium	Pending
TOAH 3 - Update	Pending
Metro 2050 – Progress Report/Draft	Pending
2020 Industrial Lands Inventory – early findings	Pending
Where Matters II – Final Report	Pending
Corridor Study Monitoring Reports (Marine Main, Lougheed, Scott Road)	Pending
Metro 2040 Equity in Growth Management – Recommendations	Pending
Hey Neighbour – Final Report	Pending
For information: <ul style="list-style-type: none"> Ecological Health – Regional Ecosystem Connectivity Urban Forestry Best Practices 	

August 20, 2020

Mr. Jonathan Côté
Chair, Metro Vancouver Regional Planning Committee
Metro Vancouver Regional District
4730 Kingsway Ave
Burnaby, BC V5H 0C6

Dear Mr. Côté:

It is my pleasure to acknowledge your recent gift of \$4,000.00. To confirm, your payment will be applied to the MetroVan AgAwareness Grant - First Nation Farm School Engagement.

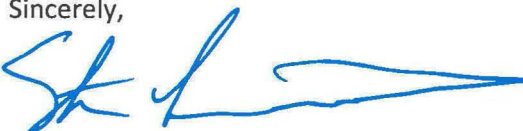
Thank you for your valued support of KPU students, who benefit from both the financial boon and the morale boost your award provides. To know that a donor is investing in their educational journey gives our students a tremendous, and very much appreciated, leg up.

The impact of your support may be so much more profound than you might predict. What may your student recipients do and influence in the future? How will they invest in and give back to their community? In short, what has your support unlocked in terms of the trajectory and future success of these students? Intriguing questions.

KPU alumni are proving every day that the investments made in them when they were students, are enriching both our economy and our community. With support such as yours, this dynamism will continue well into the future.

Thank you for choosing to support KPU and our students. Please find attached your acknowledgement receipt. Should you have any questions, please call me at 604-598-6001 or email me at steve.lewarne@kpu.ca.

Sincerely,



Steve Lewarne
Executive Director, Advancement

12666 72 Ave, Surrey, BC
Canada V3W 2M8
T 604.598.6005 E foundation@kpu.ca

kpu.ca/foundation

This is not an official receipt for income tax purposes
Kwantlen Polytechnic University Foundation
Date Receipt Issued: 8/20/2020

Receipt No. 23577

Received with thanks from:
Metro Vancouver Regional District
4730 Kingsway Ave
Burnaby, BC V5H 0C6

GIFT DATE:	8/20/2020
GIFT AMOUNT:	\$4,000.00
RECEIPT AMOUNT:	\$0.00
FUND:	SPF 206207 - MetroVan AgAwareness Grant - First Nation Farm School Engagement



Marlyn Graziano, Chief Executive Officer, Foundation
Charitable Registration Number: 86156 2924 RR0001
Regional Planning Committee