



**Special Planning Committee**

**Council Chambers, City Hall  
6911 No. 3 Road**

**Wednesday, November 17, 2021  
4:00 p.m.**

Pg. #      ITEM

**MINUTES**

**PLN-4**      *Motion to adopt the **minutes** of the meeting of the Planning Committee held on Tuesday, November 2, 2021.*



**NEXT COMMITTEE MEETING DATE**

November 30, 2021, (tentative date) at 4:00 p.m. in the Council Chambers.

**PLANNING AND DEVELOPMENT DIVISION**

- 1. APPLICATION BY ENRICH CUSTOM HOMES LTD. FOR REZONING AT 8231 NO. 3 ROAD FROM THE “SINGLE DETACHED (RS1/E)” ZONE TO THE “COMPACT SINGLE DETACHED (RC2)” ZONE**

(File Ref. No. 12-8060-20-010309; RZ 20-905210) (REDMS No. 6767318)

**PLN-6**

**See Page PLN-6 for full report**

*Designated Speakers: Wayne Craig and Nathan Andrews*

STAFF RECOMMENDATION

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 10309, for the rezoning of 8231 No. 3 Road from the “Single Detached (RS1/E)” zone to the “Compact Single Detached (RC2)” zone, be introduced and given first reading.*



2. **INCREASE OF MAXIMUM FINES FOR TREE PROTECTION BYLAW 8057**

(File Ref. No. 12-8360-01) (REDMS No. 6764640)

PLN-25

See Page PLN-25 for full report

*Designated Speaker: Gordon Jaggs*

STAFF RECOMMENDATION

*That Tree Protection Bylaw No.8057, Amendment Bylaw 10307 increasing the maximum fine to \$50,000 for an offence, be introduced and given first, second, and third reading.*



3. **RICHMOND COMMENTS ON METRO VANCOUVER’S DRAFT UPDATED REGIONAL GROWTH STRATEGY, METRO 2050**

(File Ref. No. 01-0157-30-RGST1) (REDMS No. 6766254)

PLN-29

See Page PLN-29 for full report

*Designated Speaker: John Hopkins*

STAFF RECOMMENDATION

*That staff forward the report titled “Richmond Comments on Metro Vancouver’s Draft Updated Regional Growth Strategy, Metro 2050” dated October 20, 2021 from the Director, Policy Planning, to Metro Vancouver, providing comments as outlined in Attachment 1.*



4. **MANAGER’S REPORT**

## Special Planning Committee Agenda – Wednesday, November 17, 2021

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Pg. #

ITEM

ADJOURNMENT





## Planning Committee

Date: Tuesday, November 2, 2021

Place: Council Chambers  
Richmond City Hall

Present: Councillor Linda McPhail, Chair  
Councillor Alexa Loo  
Councillor Carol Day (by teleconference)  
Councillor Bill McNulty  
Councillor Harold Steves (by teleconference)

Also Present: Councillor Andy Hobbs  
Councillor Michael Wolfe (by teleconference)  
Councillor Chak Au (by teleconference)

Call to Order: The Chair called the meeting to order at 4:00 p.m.

## MINUTES

It was moved and seconded

*That the minutes of the meeting of the Planning Committee held on October 20, 2021, be adopted as circulated.*

**CARRIED**

1. **APPLICATION BY TAMAS AJTONY FOR A ZONING TEXT AMENDMENT AT 2351 SIMPSON ROAD**

(File Ref. No. ZT 21-938101) (REDMS No. 6763006)

Discussion ensued regarding (i) municipal utilities, (ii) garbage collection, (iii) site safety concerns and (iv) occupancy of the unit.

It was moved and seconded

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 10304, for a Zoning Text Amendment to the "Industrial Business Park (IB1)" zone to allow one residential security/operator unit at 2351 Simpson Road, be introduced and given first reading.*

**CARRIED**



**Planning Committee**  
**Tuesday, November 2, 2021**

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2. **EXISTING NON-CONFORMING TWO-UNIT HOUSING (DUPLEXES) ZONING COMPLIANCE OPTIONS**

(File Ref. No. 06-2270-07-02) (REDMS No. 6717610 v. 4)

Staff summarized the report noting that report stems from a 2020 referral requesting staff to investigate how to make non-conforming two-unit dwellings compliant where they already exist. Staff added that if Council chooses to pursue rezoning properties with existing non-conforming two-unit housing, staff recommend a City initiated rezoning process for the 122 selected properties with existing non-conforming two-unit housing. Staff further noted that rezoning applications must be consistent with Official Community Plan.

Discussion ensued with regards to secondary suites in new duplexes and incentives to retain existing duplexes.

It was moved and seconded

*That the staff report titled "Existing Non-Conforming Two-Unit Housing (Duplexes) Zoning Compliance Options" dated October 4, 2021 from the Director of Development be received for information.*

**CARRIED**

3. **MANAGER'S REPORT**

None.

**ADJOURNMENT**

It was moved and seconded

*That the meeting adjourn (4:28 p.m.).*

**CARRIED**

Certified a true and correct copy of the Minutes of the meeting of the Planning Committee of the Council of the City of Richmond held on Tuesday, November 2, 2021.

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Councillor Linda McPhail  
Chair

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Raman Grewal  
Legislative Services Associate



**To:** Planning Committee  
**From:** Wayne Craig  
Director, Development

**Date:** November 2, 2021  
**File:** RZ 20-905210

**Re:** Application by Enrich Custom Homes Ltd. for Rezoning at 8231 No. 3 Road from the "Single Detached (RS1/E)" Zone to the "Compact Single Detached (RC2)" Zone

**Staff Recommendation**

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10309, for the rezoning of 8231 No. 3 Road from the "Single Detached (RS1/E)" zone to the "Compact Single Detached (RC2)" zone, be introduced and given First Reading.

Wayne Craig  
Director, Development  
(604-247-4625)

WC/na  
Att. 6

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing	<input checked="" type="checkbox"/>	

## **Staff Report**

### **Origin**

Enrich Custom Homes Ltd. (Gloria Kwok) has applied to the City of Richmond, on behalf of the owner, Su Chen, for permission to rezone 8231 No. 3 Road from the “Single Detached (RS1/E)” zone to the “Compact Single Detached (RC2)” zone, to permit the property to be subdivided to create two single-family lots, each with a secondary suite and vehicle access from the rear lane (Attachment 1). The proposed subdivision is shown in Attachment 2. The proposed site plan is shown in Attachment 3.

### **Findings of Fact**

A Development Application Data Sheet providing details about the development proposal is attached (Attachment 4).

#### Subject Site Existing Housing Profile

There is an existing owner-occupied single-family dwelling on the subject property, which is proposed to be demolished. The applicant has confirmed that there are no existing secondary suites in the dwelling.

### **Surrounding Development**

Development immediately surrounding the subject site is as follows:

To the North: A single-family dwelling on property zoned “Single Detached (RS1/E)” with a rezoning application currently under staff review for two compact single-family lots with vehicle access from the rear lane (RZ 20-908348). The proposed rezoning for this site will be presented to Council for consideration via a separate staff report at the conclusion of the staff review.

To the South: A single-family dwelling on property zoned “Compact Single Detached (RC1)”.

To the East: Across No. 3 Road, properties zoned “Single Detached (RS1/E)” and “Two-Unit Dwellings (RD1)”.

To the West: Across the lane, multiple properties zone “Single Detached (RS1/E)” fronting Sunnyholme Crescent.

### **Related Policies & Studies**

#### Official Community Plan

The subject property is located in the Broadmoor planning area, and is designated “Neighbourhood Residential” in the Official Community Plan (OCP). The proposed rezoning and subdivision is consistent with this designation.

### Arterial Road Policy

The subject property is designated “Arterial Road Compact Lot Single Detached” on the Arterial Road Housing Development Map. The Arterial Road Land Use Policy requires all compact lot developments to be accessed from the rear lane only. The proposed rezoning and ensuing development are consistent with this Policy.

Prior to final adoption of the rezoning bylaw, the applicant must submit a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit a Landscape Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs. The Landscape Plan should comply with the guidelines of the OCP’s Arterial Road Policy and include any required replacement trees identified as a condition of rezoning.

### Floodplain Management Implementation Strategy

The proposed redevelopment must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. Registration of a flood indemnity covenant on title is required prior to final adoption of the rezoning bylaw.

### **Public Consultation**

A rezoning sign has been installed on the subject property. Staff have not received any comments from the public about the rezoning application in response to the placement of the rezoning sign on the property.

Should the Planning Committee endorse this application and Council grant First Reading to the rezoning bylaw, the bylaw will be forwarded to a Public Hearing, where any area resident or interested party will have an opportunity to comment. Public notification for the Public Hearing will be provided as per the *Local Government Act*.

### **Analysis**

This redevelopment proposes to rezone and subdivide one existing single-family property into two new compact single-family lots, each with a secondary suite, and vehicular access from the rear lane. This rezoning and subdivision is consistent with the lot fabric and vehicular access of the adjacent lots on No. 3 Road. Similar applications to rezone and subdivide properties have been approved in years past to the south of the subject property.

### Tree Retention and Replacement

The applicant has submitted a Certified Arborist’s Report; which identifies on-site and off-site trees, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses one bylaw-sized tree on the subject property, one street tree on City property, and a Cedar hedgerow composed of 13 trees on neighbouring property (8211 No. 3 Road). Additionally, there is an undersized Japanese Maple tree, two hedges in the existing rear yard and a hedge on the neighbouring property (8233 No. 3 Road).

The City's Tree Preservation Coordinator and City Parks staff have reviewed the Arborist's Report and provided the following comments:

- One bylaw-sized tree on-site, tag# 828 (Apple tree 28 cm caliper), is in declining health due to being uprooted in the past and should be removed and replaced.
- Replacement trees should be specified at 2:1 ratio as per the OCP.
- One untagged non-bylaw sized Japanese Maple tree located on site is in good condition and should be relocated. The Landscape Plan required prior to rezoning final adoption will identify where the Japanese Maple tree will be relocated to.
- The hedgerow in the rear yard along the proposed shared property line in the rear yard is in fair condition. Further review of how the hedgerow may be retained will be done as part of the Landscape Plan.
- The hedgerow in the southwest corner is over-grown and in fair condition but needs to be removed to facilitate rear lane access to the site.
- 13 Cedar hedgerow trees (tag# 830, 830, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841) located on an adjacent neighbouring property at 8211 No. 3 Road are identified to be retained and protected. Further assessment of the hedgerow will be done as part of the rezoning application for the property at 8211 No. 3 Road to determine if the hedgerow will be retained. Tree protection is to be provided as per City of Richmond Tree Protection Information Bulletin Tree-03 including tree protection fencing.
- The off-site hedgerow on the neighbouring property to the south at 8233 No. 3 Road is to be retained.
- One City tree tag# 829 (Cherry tree multi-stem 22 cm caliper) is in fair condition and should be retained and protected. Off-site improvements are to be worked around the retained tree. A Tree Survival Security of \$10,000.00 will be required.

### *Tree Replacement*

The applicant wishes to remove one on-site tree (tag# 828). The 2:1 replacement ratio would require a total of two replacement trees. The applicant has agreed to plant a minimum of two trees on each lot proposed. Two trees are required to meet City requirements for new subdivisions for a total minimum of four trees to be provided. The required replacement trees are to be of the following minimum sizes, based on the size of the trees being removed as per Tree Protection Bylaw No. 8057.

No. of Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	Minimum Height of Coniferous Replacement Tree
4	8 cm	4 m

### *Tree Protection*

One City tree (tag# 829), a non-bylaw sized Japanese Maple, a hedgerow composed 13 Cedar trees on neighbouring property at 8211 No. 3 Road and a hedgerow on the neighbouring property to the south at 8233 No. 3 Road are to be retained and protected. The applicant has submitted a tree protection plan showing the trees to be retained and the measures taken to protect them during development stage (Attachment 5). To ensure that the trees identified for retention are protected at development stage, the applicant is required to complete the following items:

- Prior to final adoption of the rezoning bylaw, submission of a Tree Survival Security of \$10,000.00 for the retention and protection of the trees noted.
- Prior to final adoption of the rezoning bylaw, submission to the City of a contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the Arborist to submit a post-construction impact assessment to the City for review.
- Prior to demolition of the existing dwelling on the subject site, installation of tree protection fencing around all trees to be retained. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site, and remain in place until construction and landscaping on-site is completed.

#### Affordable Housing Strategy

Consistent with the Affordable Housing Strategy, the applicant has proposed a secondary suite in both new dwellings; each being a minimum of 34.8 m<sup>2</sup> (375 ft<sup>2</sup>) and having minimum one bedroom each. Parking for each secondary suite will be accessed by the lane, adjacent to each garage. Prior to final adoption of the rezoning bylaw, the applicant must register a legal agreement on title to ensure that no final Building Permit inspection is granted until the secondary suite on Lot A and Lot B is constructed to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.

#### Transportation and Site Access

Vehicular access to No. 3 Road is not permitted. Registration of a restrictive covenant on title will be required to ensure vehicle access to the site at future development stage is from the rear lane only, with no access permitted to or from No. 3 Road (servicing road). Secondary suite parking will also be provided as required by Zoning Bylaw 8500.

#### Site Servicing and Frontage Improvements

At Subdivision stage, the applicant must enter into a Servicing Agreement for the design and construction of the required site servicing and off-site improvements, including lane upgrades, as described in Attachment 6. Provision of a 0.6 m wide road dedication is required to facilitate sidewalk improvements and boulevard realignment. Additionally, a 3.0 m wide right-of-way (ROW) along the entire east property line will be required prior to adoption of the rezoning bylaw for containing inspection chambers and water meters. All frontage works will be required to work around trees identified for retention.

At Subdivision stage, the applicant is also required to pay the current year's taxes, Development Cost Charges (City, Metro Vancouver and TransLink), School Site Acquisition Charges, Address Assignment Fees, and enter into a Servicing Agreement for site servicing and frontage improvements, including the rear lane, as described in Attachment 6.

**Financial Impact**

None.

**Conclusion**

The purpose of this application is to rezone 8231 No. 3 Road from the “Single Detached (RS1/E)” zone to the “Compact Single Detached (RC2)” zone, to permit the property to be subdivided to create two single-family lots with secondary suites with vehicle access from the rear lane.

The proposed rezoning and subdivision are consistent with the applicable plans and policies affecting the subject.

The list of rezoning considerations is included in Attachment 6, which has been agreed to by the applicant (signed concurrence on file).

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10309 be introduced and given First Reading.

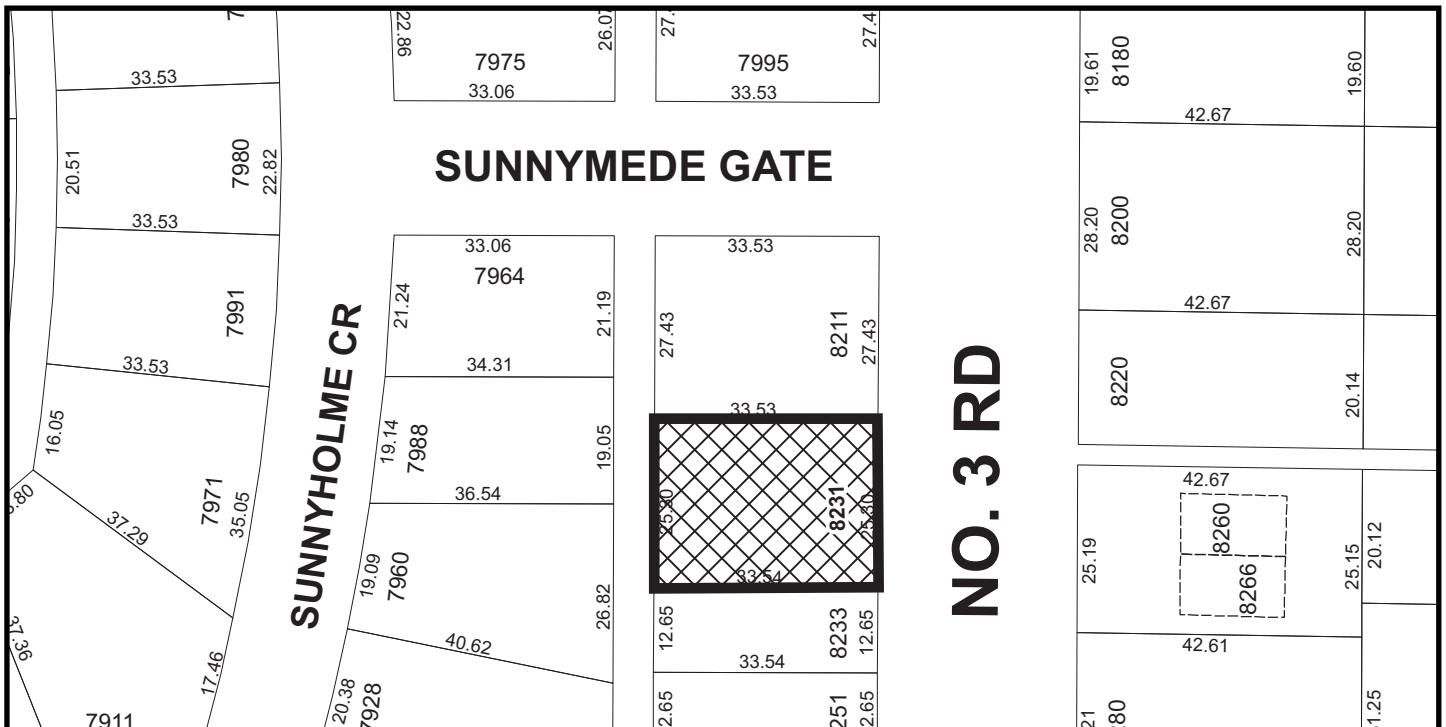
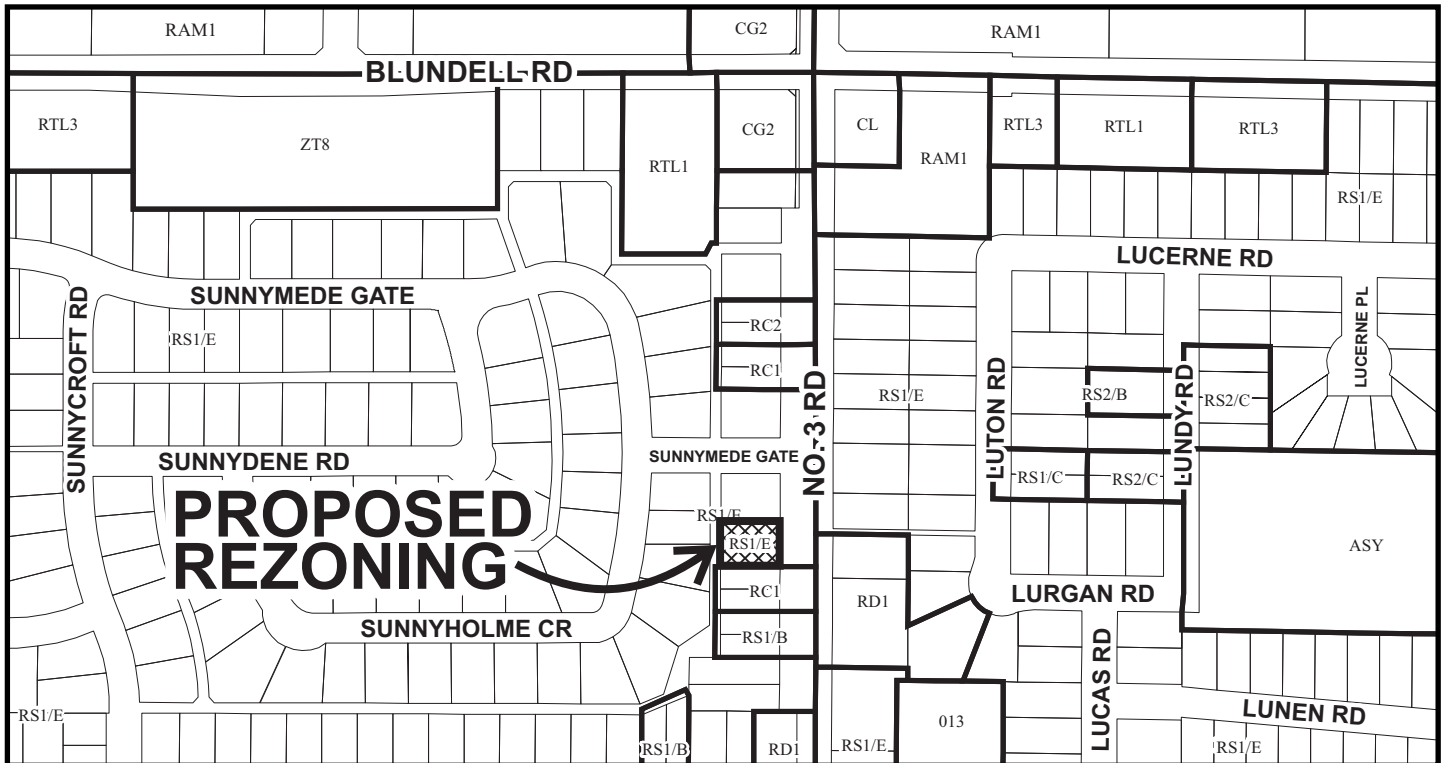


Nathan Andrews  
Planning Technician  
(604-247-4911)

NA:blg

**Attachments:**

- Attachment 1: Location and Aerial Map
- Attachment 2: Survey and Proposed Subdivision Plan
- Attachment 3: Conceptual Development Plans
- Attachment 4: Development Application Data Sheet
- Attachment 5: Tree Retention Plan
- Attachment 6: Rezoning Considerations



RZ 20-905210

Original Date: 10/28/20

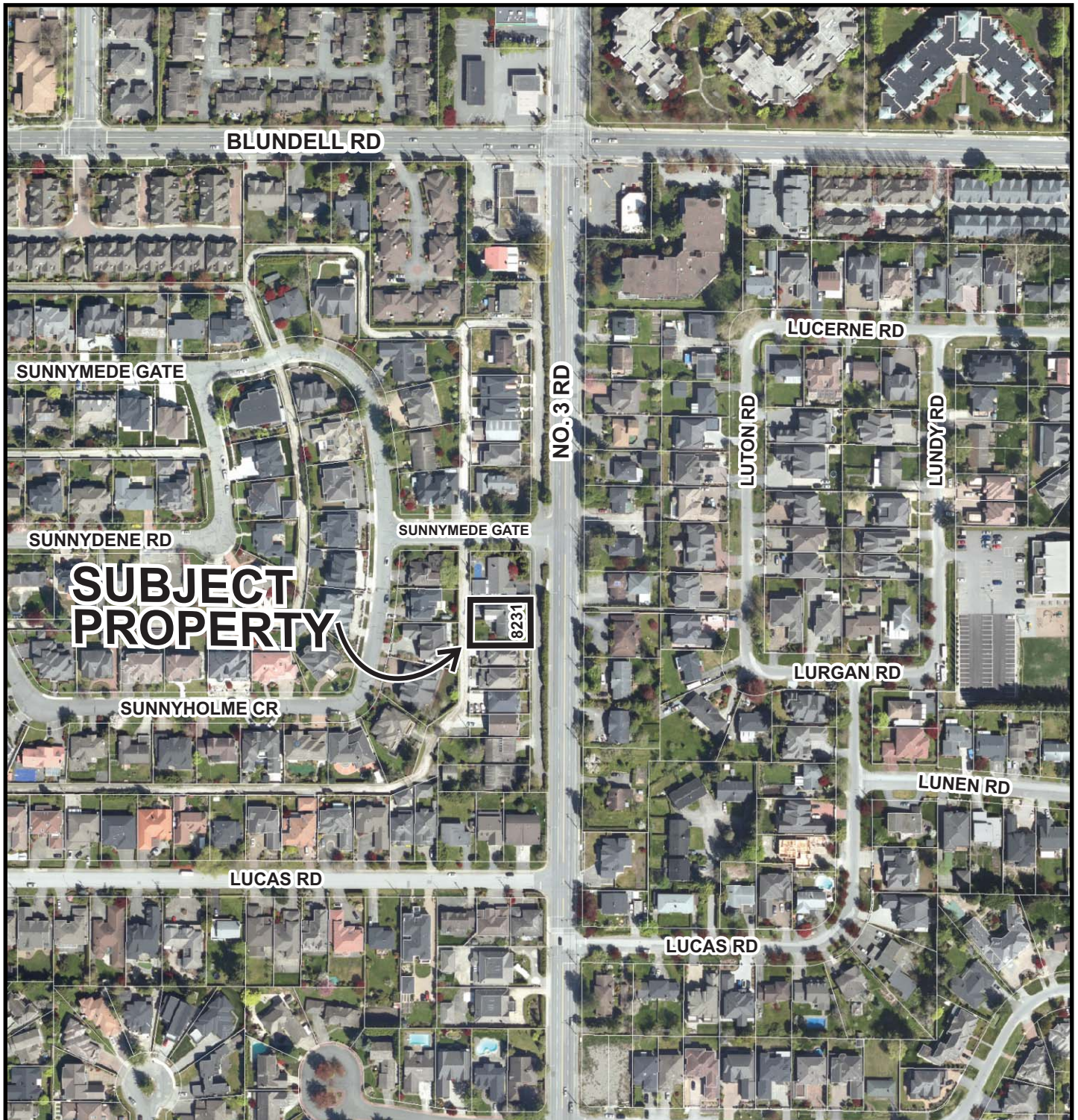
Revision Date:

Note: Dimensions are in METRES





# City of Richmond



**RZ 20-905210**

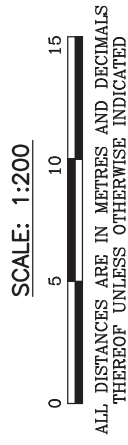
Original Date: 10/28/20




Revision Date:

Note: Dimensions are in METRES



#8231 NO. 3 ROAD,  
RICHMOND, B.C.  
P.I.D 004-881-702



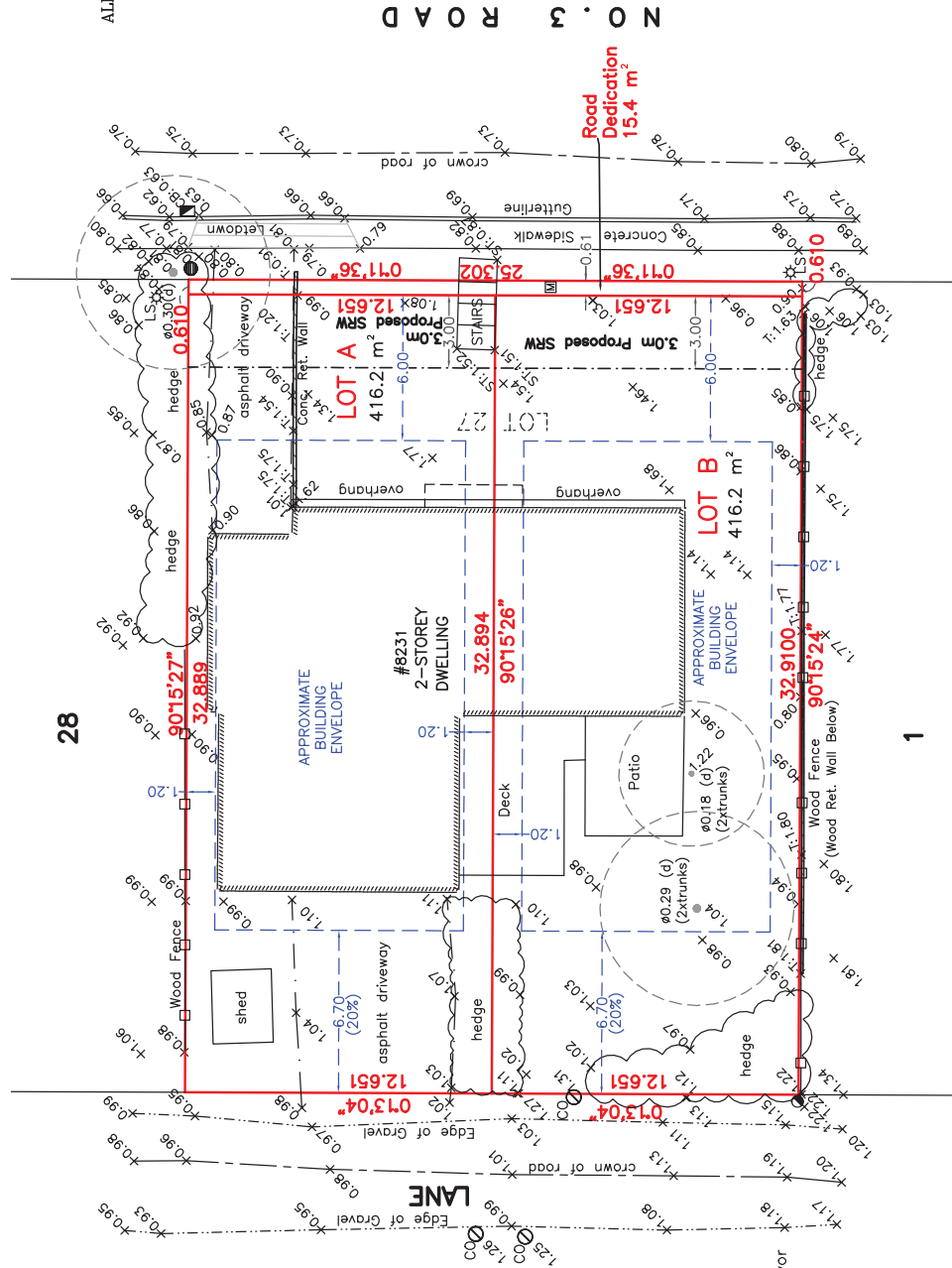
(d) denotes deciduous  
CB denotes catch basin  
LS\* denotes lamp standard  
 denotes round catch basin  
WV denotes water valve  
 denotes power pole  
 denotes water meter  
CO denotes cleantown  
T denotes top of wall  
ST denotes stair elevation

Elevations shown are based on  
City of Richmond HPN  
Benchmark network.  
Benchmark: HPN #191  
Control Monument 02H2453  
Elevation: 1.664m  
Benchmark: HPN #204  
Control Monument 02H2452  
Elevation: 1.559m

**CERTIFIED CORRECT:**  
LOT DIMENSION ACCORDING TO  
FIELD SURVEY.

JOHNSON C. TAM, B.C.L.S.

**MAY 6th, 2020**



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J. C. Tam and Associates  
Canada and B.C. Land Surveyor  
115 - 8833 Odlin Crescent  
Richmond, B.C. V6X 3Z7  
Telephone: 214-8928  
Fax: 214-8929  
E-mail: office@jctam.com  
Website: www.jctam.com  
Job No. 7489  
FB-386 P59-61  
Drawn By: MY/TH

DWG No. 7489-TOPO-02

CONTACTS

DEVELOPER  
GLORIA KWOK & KEN TSANG  
ENRICH CUSTOM HOME LTD.  
N 210 - 5811 COONEY ROAD  
RICHMOND, B.C. V6X 1B5  
TEL: 604-214-8928  
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Email: office@clam.com

Arbiter  
FROGGERS CREEK  
7763 MCGREGOR AVE.  
BURNABY, B.C. V5J4H4  
Tel: 604-721-6002  
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DRAWING LIST

Architectural  
A1/2 PROJECT DATA & SITE PLAN  
A 2/2 FLOOR PLAN/FRONT ELEVATION

PROJECT DESCRIPTION

To Rezone a Single RS1/E Zone Lot into 2 Single RC1

PROJECT DESCRIPTION:

CIVIC ADDRESS:	8231 No. 3 Road RICHMOND, B.C.
LEGAL ADDRESS:	TOPOGRAPHIC SURVEY OF LOT 27 SEC. 20, BLK 4 N. REG. 6 V. N.W.D., PLAN 2152 PID 004-480-702
ZONE	REZONE FROM RS1/E TO RC2
GROSS AREA include Road Dedication	846.00 SQ.M (8,127.80 SQ.FT.)
GROSS AREA - 0.6m Road Dedication	832.82 SQ.M (8,964.38 SQ.FT.)
SITE SIZE PER LOT - 0.6m Road Dedication	416.41 SQ.M (4,482.19 SQ.FT.)
FAR	PERMITTED 0.00 x 4.482 (0 x 2,889.31 SQFT) PROPOSED 2,889.31 SQFT
MAIN FLOOR	PROPOSED 1,588.97 SQFT
UPPER FLOOR	PROPOSED 1,100.34 SQFT
GARAGE	PERMITTED 538.21 SQFT
LOT COVERAGE	PROPOSED 4,482.19 X 4.40 = 2,016.96 SQFT
IMP. AREA	PROPOSED 2,016.96 SQFT
	PROPOSED 4,482.19 X 1.07 = 3,137.59 SQFT
OUTDOOR AREA	PROPOSED 268.93 SQFT
ACC. BLDG.	PROPOSED 107.00 SQFT
	PROPOSED NA
LANDSCAPING REQUIREMENT	4,482.19 SF X 20% = 896.44 SF
PROPOSE	900 SF

NOTES:

1. WRITTEN DIMENSIONS SHALL HAVE PRECEDENCE OVER SCALE DIMENSIONS.
2. CONTRACTOR SHALL VERIFY ALL ON SITE CONDITIONS PRIOR TO COMMENCEMENT OF THE WORK.
3. ALL WORK SHALL CONFORM TO THE REQUIREMENT OF BRITISH COLUMBIA BUILDING CODE.
4. ALL CONCRETE WORK SHALL CONFORM TO THE REQUIREMENT OF C.S.A. 3A231 LATEST EDITION.
5. CONCRETE STRENGTH AT 28 DAYS, MINIMUM 3,000 PSI.
6. ALL FRAMING AND NAILING SHALL CONFORM TO B.C. BUILDING CODE PART 9 AND DESIGN TO C.S.A. LATEST EDITION.
7. ALL FRAMING LUMBER SHALL BE DOUGLAS FIR @2 OR BETTER.
8. WOOD TRUSSES SHALL BE DESIGNED AND SEALED BY P.E.N.G.
9. ROOFING SHALL BE DOUGLAS FIR CONFORM TO C.S.A. 0121 LATEST EDITION.
10. OWNER IS TO BE ENTIRELY RESPONSIBLE FOR ALL STRUCTURAL ENGINEERING REQUIREMENT.
11. ALL DIMENSIONS ARE TO BE CHECKED ON SITE BEFORE WORK COMMENCES. THERE IS NO RESPONSIBILITY OF THE DESIGNER, THE OWNER/ CONTRACTOR/BUILDER SHOULD INFORM THE DESIGNER BEFORE COMMENCEMENT OF CONSTRUCTION FOR ANY DISCREPANCY.

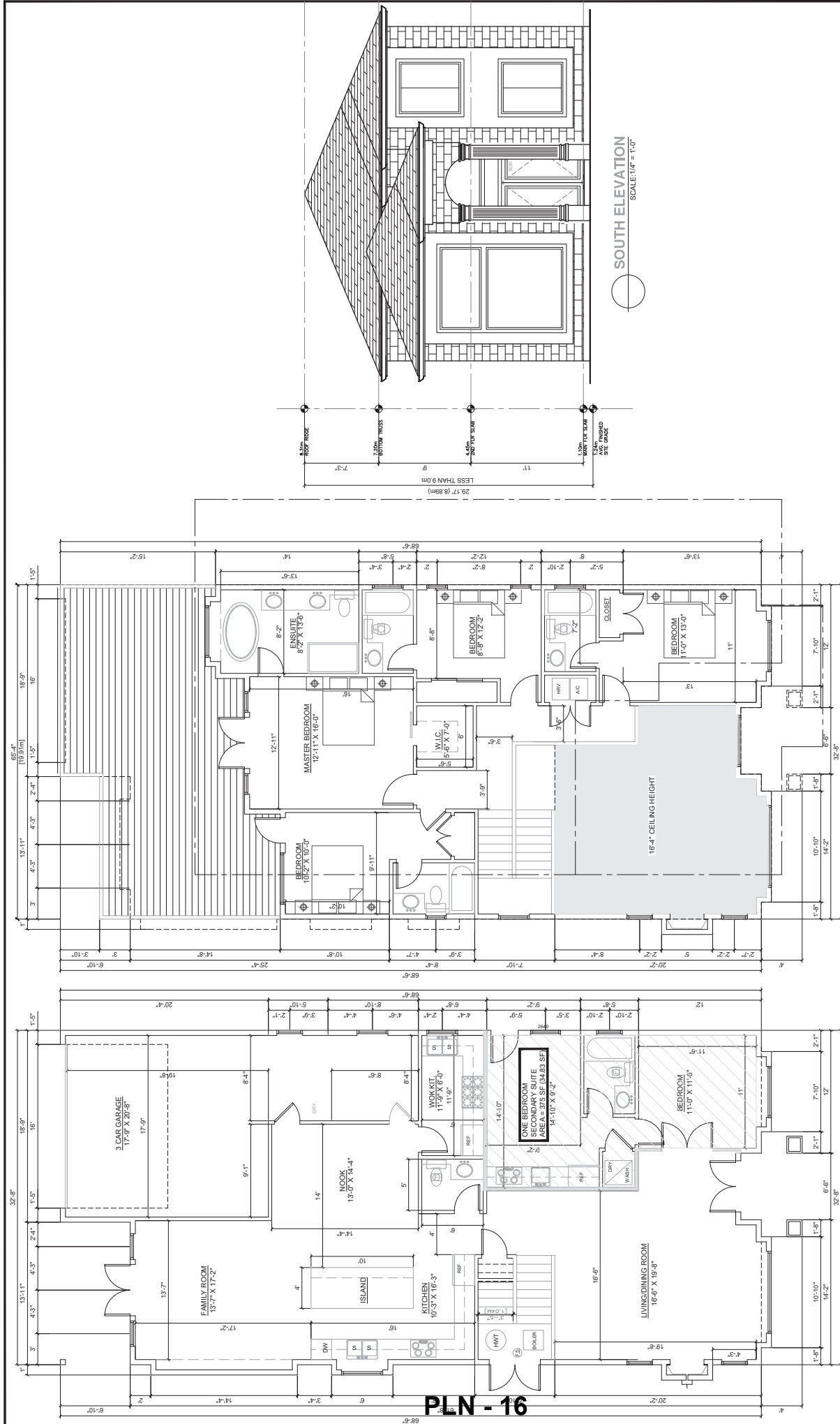
THESE PLANS CONFORM TO BCBC 2018

ENRICH DEVELOPMENT GROUP  
N 210 - 5811 COONEY ROAD,  
RICHMOND, BC V6X 1B5  
T 604-279-8808 EMAIL: design@enrichdevelopments.com



OCTOBER 24, 2021  
DESIGN PROPOSAL 2 LOT SUBDIVISION

ADDRESS:  
8231 NO. 3 ROAD  
RICHMOND, B.C.



THESE PLANS CONFORM TO BCBC 2018

ADDRESS:  
8231 NO. 3RD ROAD  
RICHMOND, B.C.

ENRICH DEVELOPMENT GROUP  
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RICHMOND, BC V6X 1B5  
T 604-279-8808 EMAIL: design@enrichdevelopments.com



OCTOBER 24, 2021  
DESIGN PROPOSAL 2 LOT SUBDIVISION



**RZ 20-905210**

**Attachment 4**

Address: 8231 No. 3 Road

Applicant: Enrich Custom Homes Ltd.

Planning Area(s): Broadmoor

	Existing	Proposed
<b>Owner:</b>	Su Chen	To be determined
<b>Site Size (m<sup>2</sup>):</b>	848 m <sup>2</sup>	Lot A: 416 m <sup>2</sup> Lot B: 416 m <sup>2</sup>
<b>Land Uses:</b>	One Single Detached Dwelling	Two Single Detached Dwellings
<b>OCP Designation:</b>	Neighbourhood Residential	No change
<b>Area Plan Designation:</b>	N/A	No change
<b>Zoning:</b>	Single Detached (RS1/E)	Compact Single Detached (RC2)
<b>Number of Units:</b>	1	2
<b>Other Designations:</b>	Arterial Road Compact Lot Single Detached	No change

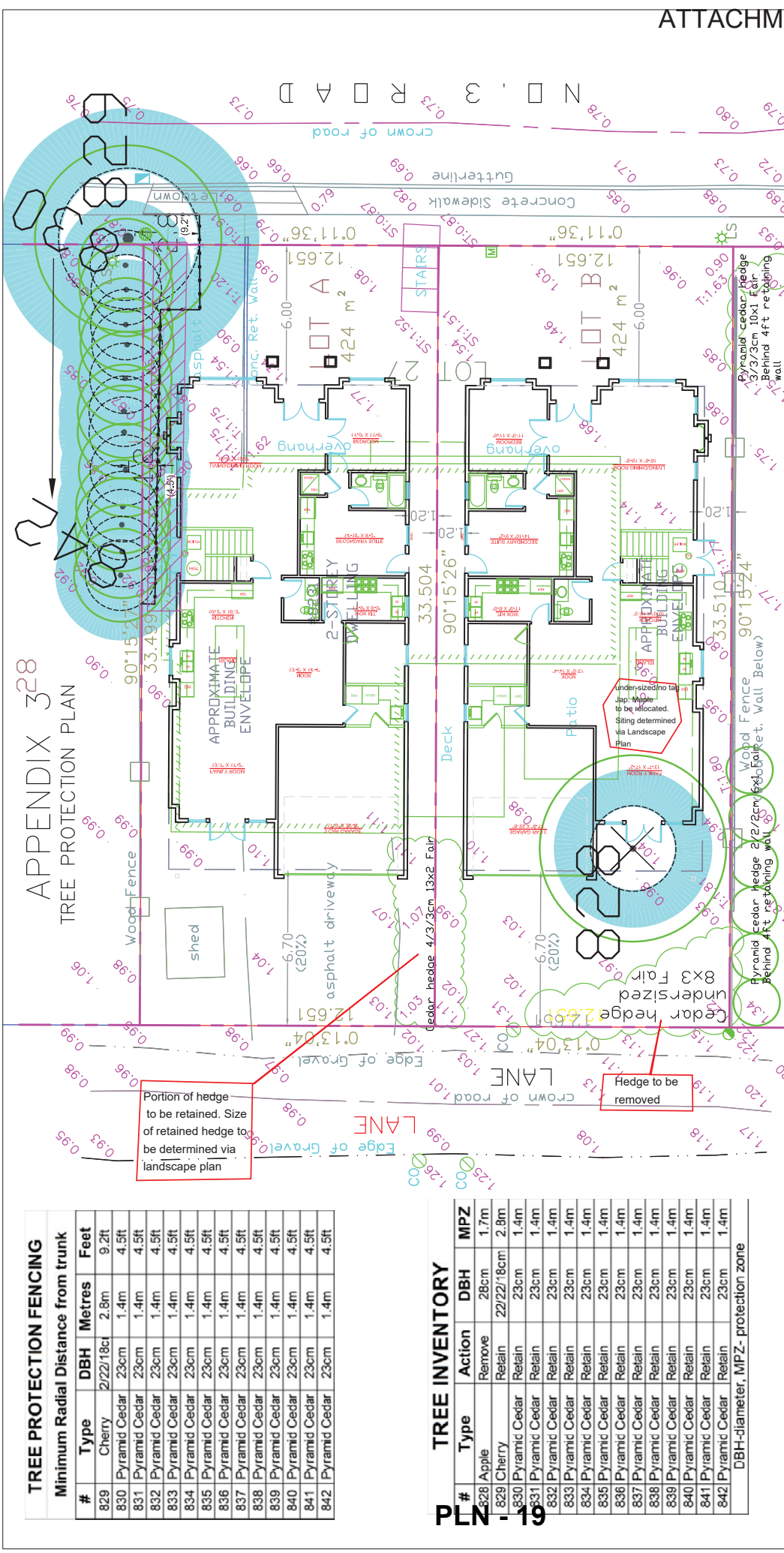
On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.60 for lot area up to 464.5 m <sup>2</sup> plus 0.3 for area in excess of 464.5 m <sup>2</sup>	0.60	none permitted
Buildable Floor Area (m <sup>2</sup> ):*	Lot A: Max. 249.8m <sup>2</sup> (2,689.31ft <sup>2</sup> ) Lot B: Max. 249.8 m <sup>2</sup> (2,689.31ft <sup>2</sup> )	Lot A: Max. 249.8m <sup>2</sup> (2,689.31 ft <sup>2</sup> ) Lot B: Max. 249.8 m <sup>2</sup> (2,689.31 ft <sup>2</sup> )	none permitted
Lot Coverage (% of lot area):	Building: Max. 50% Non-porous Surfaces: Max. 70% Live Landscaping: Min. 20%	Building: Max. 50% Non-porous Surfaces: Max. 54% Live Landscaping: Min. 20%	none
Lot Size:	Min. 270 m <sup>2</sup>	416 m <sup>2</sup>	none
Lot Dimensions (m):	Width: 9.0 m Depth: 24.0 m	Width: 12.65 m Depth: 33.5 m	none
Setbacks (m):	Front: Min. 6.0 m Rear: Min. 6.0 m Side: Min. 1.2 m	Front: Min. 6.0 m Rear: Min. 6.0 m Side: Min. 1.2 m	none
Height (m):	9.0 m or 2.5 storeys	8.9 m	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Off-street Parking Spaces – Regular (R) / Secondary Suite (S):	2 (R) and 1 (S) per unit	2 (R) and 1 (S) per unit	none
Private Outdoor Space (m <sup>2</sup> ):	Min. 20 m <sup>2</sup> (min. 3.0 m width and depth) provided on the lot outside front yard	Min. 20 m <sup>2</sup>	none

Other: Tree replacement compensation required for loss of significant trees.

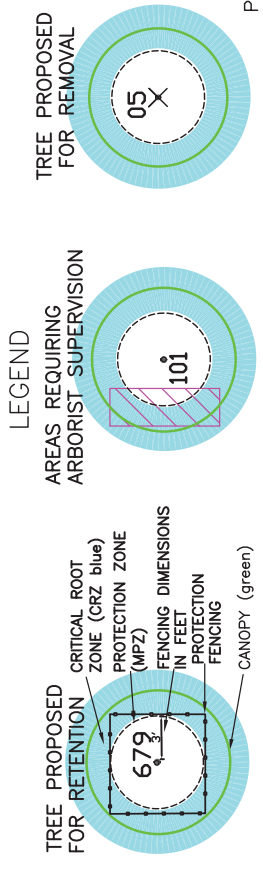
\* Preliminary estimate; not inclusive of garage; exact building size to be determined through zoning bylaw compliance review at Building Permit stage.





TREE PROTECTION FENCING			
Minimum Radial Distance from trunk			
#	Type	DBH	Metres
829	Cherry	2(22/18cm)	2.8m
830	Pyramid Cedar	23cm	1.4m
831	Pyramid Cedar	23cm	1.4m
832	Pyramid Cedar	23cm	1.4m
833	Pyramid Cedar	23cm	1.4m
834	Pyramid Cedar	23cm	1.4m
835	Pyramid Cedar	23cm	1.4m
836	Pyramid Cedar	23cm	1.4m
837	Pyramid Cedar	23cm	1.4m
838	Pyramid Cedar	23cm	1.4m
839	Pyramid Cedar	23cm	1.4m
840	Pyramid Cedar	23cm	1.4m
841	Pyramid Cedar	23cm	1.4m
842	Pyramid Cedar	23cm	1.4m

TREE INVENTORY			
#	Type	Action	MPZ
828	Apple	Remove	1.7m
829	Cherry	Retain	2(22/18cm) 2.8m
830	Pyramid Cedar	Retain	23cm 1.4m
831	Pyramid Cedar	Retain	23cm 1.4m
832	Pyramid Cedar	Retain	23cm 1.4m
833	Pyramid Cedar	Retain	23cm 1.4m
834	Pyramid Cedar	Retain	23cm 1.4m
835	Pyramid Cedar	Retain	23cm 1.4m
836	Pyramid Cedar	Retain	23cm 1.4m
837	Pyramid Cedar	Retain	23cm 1.4m
838	Pyramid Cedar	Retain	23cm 1.4m
839	Pyramid Cedar	Retain	23cm 1.4m
840	Pyramid Cedar	Retain	23cm 1.4m
841	Pyramid Cedar	Retain	23cm 1.4m
842	Pyramid Cedar	Retain	23cm 1.4m



NOTES:

1. SITE LAYOUT INFORMATION AND TREE SURVEY DATA PER SUPPLIED DRAWING
2. REFER TO ATTACHED TREE PROTECTION REPORT FOR INFORMATION CONCERNING TREE SPECIES, STEM DIAMETER, HEIGHT, CANOPY SPREAD AND CONDITION.
3. ALL MEASUREMENTS ARE METRIC

**TREE PROTECTION DRAWING**  
THE DRAWING PLOTS ALL TREES PROPOSED FOR PROTECTION, ZONES AND PROTECTION FENCING IN RELATION TO PROPOSED LAYOUT

Frogers Creek  
Tree Consultants Ltd  
7763 McGregor Avenue Burnaby BC V5J 4H4  
Telephone: 604-721-6002 Fax: 604-437-0970  
8231 No 3 Rd, Richmond, BC  
June 12, 2020



**Address:** 8231 No. 3 Road

**File No.:** RZ 20-905210

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10309, the developer is required to complete the following:**

1. 0.6 m wide road dedication along the entire east frontage.
2. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs. The Landscape Plan should:
  - comply with the guidelines of the OCP's Arterial Road Policy and should not include hedges along the front property line;
  - include a mix of coniferous and deciduous trees;
  - include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report;
  - One untagged and non-bylaw sized Japanese maple tree located on site is in good condition and is to be relocated. The Landscape Plan required prior to rezoning final adoption should incorporate the undersized Japanese maple tree and the tree is to be hand-dug when relocated.
  - The hedgerow along the proposed shared property line in the rear yard is in fair condition and should be considered for partial retention. Further review of the hedgerow integration should be done as part of the Landscape Plan.
  - include the 4 required replacement trees with the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Tree
4	8 cm		4 m

3. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
4. Submission of a Tree Survival Security to the City in the amount of \$10,000.00 for the 1 City tree and neighbouring hedgerow to be retained.
5. Registration of a flood indemnity covenant on title.
6. Registration of a Statutory Right-of-Way to provide a 3.0 m right-of-way along the development's entire east property line, for the purpose of containing inspection chambers and water meters.
7. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a 1-bedroom secondary suite of minimum 34.8 m<sup>2</sup> (375 ft<sup>2</sup>) is constructed on both of the future lots (Lot A and Lot B), to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.
8. Registration of a restrictive covenant on title to ensure vehicular access to the site at future development stage is from the rear lane only, with no access permitted to or from No. 3 Road.

**Prior to Demolition Permit Issuance, the developer must complete the following requirements:**

1. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.

**At Subdivision\* stage, the developer must complete the following requirements:**

1. At Subdivision stage, the applicant is required to pay the current year's taxes, Development Cost Charges (City, Metro Vancouver and TransLink), School Site Acquisition Charges, Address Assignment Fees, and the costs associated with the completion of the site servicing and other improvements.



2. Enter into a Servicing Agreement\* for the design and construction of engineering infrastructure improvements. A Letter of Credit or cash security for the value of the Service Agreement works, as determined by the City, will be required as part of entering into the Servicing Agreement. Works include, but may not be limited to:

**Water Works:**

- a) Using the OCP Model, there is 881 L/s of water available at a 20 psi residual at the No 3 Road frontage. Based on your proposed development, your site requires a minimum fire flow of 95 L/s.
- b) At Developer's cost, the Developer is required to:
  - i) Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage building designs.
  - ii) Provide a 3.0 m-wide utility right-of-way along the entire east property line of the site (requirement to be completed prior to rezoning final adoption).
- c) At Developer's cost, the City will:
  - i) Cap and remove the existing water service connection and meter.
  - ii) Install a new service connection for each of the newly subdivided lots, complete with meter located onsite in proposed right-of-way.

**Storm Sewer Works:**

- d) At Developer's cost, the City will:
  - i) Cap and remove the existing storm connection and inspection chamber.
  - ii) Install a new storm connection complete with inspection chamber located onsite in the proposed right-of-way and dual service leads.

**Sanitary Sewer Works:**

- e) At Developer's cost, the City will:
  - i) Cap and remove the existing sanitary connection and inspection chamber.
  - ii) Install a new sanitary connection complete with inspection chamber and dual service leads.

**Frontage Improvements:**

- f) At Developer's cost, the Developer is required to:
  - i) Coordinate with BC Hydro, Telus and other private communication service providers:
    - (1) Before relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
    - (2) To locate all above ground utility cabinets and kiosks required to service the proposed development within the development site.
  - ii) Upgrade the rear lane along the development frontage to the City's standards per R-5-DS in the Engineering Design Specifications, complete with rollover curbs, asphalt, drainage, and lighting. The drainage shall be extended to the north to connect to the existing storm sewer in Sunnymede Crescent, complete with a new manhole at the tie-in.
  - iii) Complete other frontage improvements as per Transportation requirements.

Road frontage:

Across the No. 3 Road (service road) development frontage, the following improvements are required:

- Remove the existing sidewalk and construction a new 1.5 m wide concrete sidewalk along the site's east property line. The alignment of the sidewalk may have to be adjusted to go around trees identified for retention.

- Provide a minimum 1.5 m wide landscaped boulevard with street trees over the remaining frontage width between the new sidewalk and the fronting road curb.
- If the width of the exiting frontage is not sufficient for supporting these standards, road dedications would be required.
- Transition of frontage improvements:
- The new sidewalk and boulevard are also to be transitioned to meet the existing frontage treatments to the south of the subject site.
- The existing driveway along the development road frontage is to be closed permanently. The Developer is responsible for the removal of the existing driveway let-down and the replacement with barrier curb/gutter, boulevard and concrete sidewalk per standards described above.
- Reinstate/back-fill street signage and pavement marking affected by the frontage works.

Lane upgrade:

The existing lane along the subject site's west property line is to be upgraded to the following standards:

- 6.0 m right-of-way.
- 5.1 m wide pavement.
- Continuous rollover curb and gutter along both sides of the lane.
- Lighting.

The lane is to be upgraded as per City Engineering Design Specifications for Roadworks (Drawing R-6-DS) constructed as part of a Servicing Agreement.

Engineering will determine:

- The exact finished cross-section of the lane taking into account lighting and other utility requirements; and
- The requirement for repaving the existing driving surface in this section of the lane.

Access to lane:

The driveway let-down at the north end of the lane (Sunnymede Gate) is to be reconstructed to meet the upgraded lane cross-section noted above. The design standards for the driveway let-down are to meet those listed in the City Engineering Design Specifications for Roadworks (Drawing RD-9-DS).

A road functional plan is required to show the above noted frontage improvements. The plan must also show clear dimensions and any right-of-way and/or dedication requirements.

- Consult Parks on the requirements for tree protection/placement including tree species and spacing as part of the frontage works.
- Consult Engineering on lighting and other utility requirements as part of the frontage works.
- Per Zoning Bylaw requirements, the Developer is required to provide, for all residential parking spaces (excluding visitor parking), Level 2 EV charging outlets (208V to 240V AC and current of 16A to 80A).

**General Items:**

- g) At Developer's cost, the Developer is required to:
- i) Not encroach into City rights-of-ways with any proposed trees, retaining walls, or other non-removable structures. Retaining walls proposed to encroach into rights-of-ways must be reviewed by the City's Engineering Department.
  - ii) Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

**Prior to Building Permit Issuance, the developer must complete the following requirements:**

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

**Note:**

- \* This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.

All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

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Signed

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Date



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 10309 (RZ 20-905210)  
8231 No. 3 Road**

The Council of the City of Richmond, in open meeting assembled, enacts as follows:

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **“COMPACT SINGLE DETACHED (RC2)”**.

P.I.D. 004-881-702

Lot 27 Section 20 Block 4 North Range 6 West New Westminster District Plan 21352

2. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 10309”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

_____
_____
_____
_____
_____
_____

CITY OF RICHMOND
APPROVED by <i>A</i>
APPROVED by Director or Solicitor <i>J. S.</i>

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER



# City of Richmond

## Report to Committee

**To:** Planning Committee  
**From:** James Cooper, Architect AIBC  
Director, Building Approvals  
**Date:** October 14, 2021  
**File:** 12-8360-01/2021-Vol  
01  
**Re:** Increase of maximum fines for Tree Protection Bylaw 8057

### Staff Recommendation

That Tree Protection Bylaw No.8057, Amendment Bylaw 10307 increasing the maximum fine to \$50,000 for an offence be introduced and given first, second, and third reading.

James Cooper, Architect AIBC  
Director, Building Approvals  
(604-247-4606)

REPORT CONCURRENCE		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Law	<input checked="" type="checkbox"/>	
<b>SENIOR STAFF REPORT REVIEW</b>	<b>INITIALS:</b> 	<b>APPROVED BY CAO</b> 

## **Origin**

The Provincial Government has amended the Community Charter, permitting local Governments to seek maximum Bylaw fines of up to \$50,000.

This report supports Council's Strategic Plan 2018-2022 Strategy #2 A Sustainable and Environmentally Conscious City:

*Environmentally conscious decision-making that demonstrates leadership in implementing innovative, sustainable practices and supports the City's unique biodiversity and island ecology.*

*2.2 Policies and practices support Richmond's sustainability goals.*

## **Background**

The purpose of this report is to seek Council approval to amend Tree Protection Bylaw 8057 by raising the maximum allowable fine under the Bylaw from the current \$10,000 per offence to a maximum of \$50,000 to reflect the recent updates to the Community Charter. The maximum fine is the upper limit a City can seek in Provincial Court commensurate with the severity of the offence. The final fine amount is ultimately determined in Provincial Court determining the penalty for an offence.

## **Analysis**

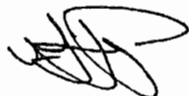
Raising the maximum fines permitted under Tree Protection Bylaw 8057 would act as a deterrent for illegal tree removal or other offences under the Bylaw and send a signal to the community that City Council takes these issues very seriously.

## **Financial Impact**

None.

## **Conclusion**

This report recommends that Council endorse the proposed change to raise the maximum fine permitted under Tree Protection Bylaw 8057, ensuring important City objectives related to tree preservation and policy supporting the protection of a sustainable, resilient urban forest are being advanced.



Gordon Jaggs  
Program Lead, Tree Preservation  
(604-247-4910)

GJ:gj



**Tree Protection Bylaw No. 8057,  
Amendment Bylaw No. 10307**

The Council of the City of Richmond enacts as follows:

1. Tree Protection Bylaw No. 8057, as amended, is further amended at Part 7: Offence and Penalties by:

- a) deleting section 7.1 and replacing it with the following:

“7.1 Any person who:

- a) contravenes or violates any provision of this bylaw or of any **permit** issued under this bylaw; or
- b) suffers or allows any act or thing to be done in contravention or violation of this bylaw or any **permit** issued under this bylaw; or
- c) fails or neglects to do anything required to be done under this bylaw or any **permit** issued under this bylaw,

commits an offence under this bylaw and upon conviction is liable to a fine of not less than One Thousand Dollars (\$1,000) and not more than Fifty Thousand Dollars (\$50,000), and each day that such violation is caused, or allowed to continue, constitutes a separate offence.”

- b) deleting section 7.3 and marking it “Repealed”; and
- c) deleting the words “section 7.3” in section 7.4 and replacing them with the words “section 7.1”.

2. This Bylaw is cited as **“Tree Protection Bylaw No. 8057, Amendment Bylaw No. 10307”**.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

\_\_\_\_\_  
MAYOR

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\_\_\_\_\_  
CORPORATE OFFICER

CITY OF RICHMOND
APPROVED for content by originating Division

APPROVED for legality by Solicitor
BRB





# City of Richmond

## Report to Committee



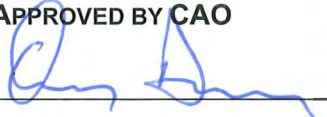
**To:** Planning Committee  
**From:** John Hopkins  
Director, Policy Planning  
**Date:** October 20, 2021  
**File:** 01-0157-30-  
RGST1/2021-Vol 01  
**Re:** **Richmond Comments on Metro Vancouver's Draft Updated Regional Growth Strategy, Metro 2050**

### Staff Recommendation

That staff forward the report titled "Richmond Comments on Metro Vancouver's Draft Updated Regional Growth Strategy, *Metro 2050*" dated October 20, 2021 from the Director, Policy Planning, to Metro Vancouver, providing comments as outlined in Attachment 1.

John Hopkins  
Director, Policy Planning  
(604-276-4279)

Att. 3

REPORT CONCURRENCE		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Economic Development	<input checked="" type="checkbox"/>	
Community Social Development	<input checked="" type="checkbox"/>	
Sustainability and District Energy	<input checked="" type="checkbox"/>	
Transportation	<input checked="" type="checkbox"/>	
Parks Services	<input checked="" type="checkbox"/>	
<b>SENIOR STAFF REPORT REVIEW</b>	<b>INITIALS:</b> 	<b>APPROVED BY CAO</b> 

## Staff Report

### Origin

The Metro Vancouver Regional District (Metro Vancouver) is in the process of updating the Regional Growth Strategy, currently titled *Metro 2040*. A draft of the updated strategy, titled *Metro 2050*, was publicly released in July 2021 by Metro Vancouver and is being circulated to member jurisdictions for comment. The requested deadline for submitting written comments on *Metro 2050* is November 25, 2021. Following the comment period, comments received will be conveyed to the Metro Vancouver Board and considered in a revised draft of *Metro 2050*.

This report supports Council's Strategic Plan 2018-2022 Strategy #6 Strategic and Well-Planned Growth:

*Leadership in effective and sustainable growth that supports Richmond's physical and social needs.*

### Purpose

The purpose of this report is to describe the development of *Metro 2050*, highlight key observations about the changes from the current Metro 2040 strategy, and summarize comments on the draft of *Metro 2050* that staff recommend be submitted to Metro Vancouver (Attachment 1).

### Findings of Fact

#### Metro 2050 Development Process

In April 2019, Metro Vancouver began a comprehensive update to *Metro 2040*, the current Regional Growth Strategy. To date, Metro Vancouver has completed these steps:

1. Review policies on 11 themes.
2. Engage member jurisdictions, regional stakeholders, the public and First Nations.
3. Develop policy review recommendations, endorsed or received by the Metro Vancouver Board.
4. Draft updated policy content on a goal-by-goal basis.
5. Provide draft content to the Regional Planning Advisory Committee, Metro Vancouver Board, and member jurisdictions and other agencies for comment.
6. Prepare a complete draft of the updated Regional Growth Strategy, Metro 2050, informed by comments received.
7. Present to Richmond General Purposes Committee (September 20, 2021)

Between June and November 2021, Metro Vancouver requested member jurisdictions, regional stakeholders, the general public and local First Nations to comment on the complete draft *Metro 2050* strategy. The letter requesting comments (Attachment 2) and draft *Metro 2050* strategy (Attachment 3) are attached. Based on comments from Richmond and other member jurisdictions, Metro Vancouver staff will consider opportunities to improve the draft.

July 2022 is the target date for adoption of the final *Metro 2050* Regional Growth Strategy. Member jurisdictions will be asked to review and endorse the final version before it is submitted to the regional Board.

#### Requirements Following Adoption of *Metro 2050*

Following adoption of the Regional Growth Strategy by Metro Vancouver, each member jurisdiction must update their Regional Context Statement contained in their Official Community Plan (OCP) within 24 months, as per the BC *Local Government Act*. The Regional Context Statement describes how the OCP is consistent with or will work towards consistency with *Metro 2050* over time.

#### Staff Review of *Metro 2050* (June 2021 Draft)

Staff's review of the June 2021 draft of *Metro 2050* was guided by Richmond's regional planning interests, which are to:

1. Protect the City's autonomy in decision making;
2. Pursue City goals;
3. Deliver services efficiently, through City efforts and regional cooperation; and
4. Pursue shared regional goals.

Considering those interests, a cross-departmental review of the draft *Metro 2050* Regional Growth Strategy was conducted, with contributions from Community Social Development, Economic Development, Policy Planning, Parks Services, Sustainability and Transportation. Between January and April 2021, staff provided comments to Metro Vancouver staff on updated individual Goals and associated Policies. That review did not identify any significant concerns.

In summer 2021, staff conducted a detailed review of the full *Metro 2050* draft, which resulted in comments about ways to strengthen the document, and improve clarity and consistency. Staff now recommend that these comments be submitted to Metro Vancouver. They are contained in Attachment 1.

#### Key Observations about the Draft *Metro 2050* Regional Growth Strategy

*Metro 2050 is a Refinement of Metro 2040, Not a Comprehensive Re-Write*

The *Metro 2050* update is not a comprehensive re-write of *Metro 2040*. Instead, changes build on the current strategy's framework and focus on:

- Extending the timeline to 2050;
- Refining existing policy direction;
- Filling identified gaps; and
- Responding to new and emerging priorities.

Key changes include:

- Stronger, stand-alone strategies to promote and support affordable housing;
- Integration of climate action across the five existing goal areas;

- Greater emphasis on resiliency to natural hazards, including those exacerbated by climate change;
- New elements that aim to advance reconciliation with First Nations;
- Greater clarity about the role of Metro Vancouver in advocating to senior government;
- Adding new targets for region-wide performance on housing and natural environment;
- Improved integration of *Metro 2050* and *Transport 2050*, the region's long-range transportation plan;
- Adjusted designations for transit-related growth to support regional coordination of growth and services while enabling more local flexibility to define the specifics of growth; and
- Integration of social equity as a core objective and throughout policy.

There are no changes to implementation procedures nor to maps of land use designations, and few changes to the performance monitoring framework.

The draft *Metro 2050* strategy is focused on 5 main goals which are:

- **Goal 1: Create a Compact Urban Area.** This goal continues to combine an urban containment boundary with promotion of growth in urban centres.
- **Goal 2: Support a Sustainable Economy.** This goal supports development of an equitable economy, with a focus on employment growth in urban centres, protection of agricultural lands, and industrial intensification.
- **Goal 3: Protect the Environment and Respond to Climate Change and Natural Hazards.** Metro Vancouver has enhanced provisions for climate mitigation and adaptation, including resilience to natural hazards.
- **Goal 4: Provide Diverse and Affordable Housing Choices.** Three key strategies support this goal: promotion of adequate supply; expansion of rental housing; and advocacy for greater funding support.
- **Goal 5: Support Sustainable Transportation Choices.** This goal continues to link land use patterns and transportation, using an updated framework to align anticipated growth and transit connections and improving management of the regional road network for goods movement.

The changes captured in the draft *Metro 2050* strategy are aligned with the Council's Strategic Plan, the Official Community Plan, and other City plans and strategies (e.g. the Affordable Housing Strategy (2017-2027), Cultural Harmony Plan (2019-2029) and Community Energy and Emissions Plan (2014 and update, 2021, in draft)).

#### Population, Dwelling and Employment Projections Are Now Sub-Regional and Are Consistent with Richmond's OCP

To establish a long-term regional growth management framework, the draft Regional Growth Strategy provides updated population, dwelling unit, and employment projections at a sub-regional level. Sub-regional projections are being used instead of projections for each member jurisdiction because they are less sensitive to short-term or local variations and so will not need

to be as frequently amended. Individual projections will still be prepared for member jurisdictions as a service.

Metro 2050 contains projections for the “South of Fraser – West” sub-region, which includes Richmond, Delta and the Tsawwassen First Nation. The sub-regional projections are shown in the table below.

	2016	2020	2030	2040	2050
<b>Population</b>	314,500	337,900	381,100	414,100	441,300
<b>Dwelling Units</b>	113,500	123,100	146,700	163,400	175,400
<b>Employment</b>	194,100	207,500	236,000	257,700	271,900

The most recent individual projections for Richmond are:

	2016	2020	2030	2040	2050
<b>Population</b>	207,313	224,384	255,517	278,872	297,949
<b>Dwelling Units</b>	76,060	83,120	99,800	111,727	120,578
<b>Employment</b>	137,472	146,137	165,367	179,573	187,880

These projections are consistent with OCP projections for 2041, below:

- Population: 280,000
- Dwelling Units: 115,000
- Employment: 180,000

The Regional Growth Strategy also sets regional targets for growth in Urban Centres. At 55% of growth from 2006 to 2016 (the most recent Census year), recent growth in the City Centre exceeds the regional target of 40%. OCP projections anticipate growth to continue to be concentrated in the City Centre, providing easy and equitable access to parks, shops, services and other local amenities, as well as access to jobs and destinations around the region.

#### Land Use Designations Are Unchanged Except for a New Trade-Oriented Overlay

Land use designations in Richmond are unchanged; however, a new Trade-Oriented Overlay has been introduced. Its focus is on sites with good transportation access, where it aims to limit subdivision and stratification to secure land for trade-oriented functions (e.g. logistics and distribution facilities). It is aligned with the City’s work on the Industrial Land Intensification Initiative. The draft policy for the overlay provides flexibility and local autonomy:

- Municipalities’ role is to define the specifics of the overlay including location, boundaries, permitted uses, and strata and subdivision restrictions; and
- Metro Vancouver’s role is to support member jurisdictions and encourage regional consistency through implementation guidelines, which will not be binding and are to be developed in consultation with member jurisdictions.

### New Regional Targets Provide Flexibility and Are Consistent With Richmond Policies and Strategies

The Regional Growth Strategy contains “regional” targets that form a flexible performance framework. Metro Vancouver and member jurisdictions all contribute to achieving targets to the extent possible given their unique circumstances. In *Metro 2050*, Metro Vancouver is proposing to add three new regional targets, for affordable housing, natural lands and tree canopy cover.

**Affordable Housing:** The proposed regional target is 15% affordable rental housing (“affordable rental housing” has not yet been defined in *Metro 2050*, but “affordable housing” is defined by Metro Vancouver as housing affordable to households making less than 120% of the regional median income, which is \$87,100) in new and redeveloped housing development within Urban Centres and Frequent Transit Development Areas. In Richmond, this applies to the City Centre. At 15%, the Low-End Market Rental requirement for the City Centre is enough to achieve the regional target alone, and the City can expect to exceed the target through any new non-market housing secured in the City Centre.

**Natural Lands:** Based on the aspirational concept of “Nature Needs Half”, the proposed regional target is to protect 50% of the region’s land base for nature and was first adopted by the Metro Vancouver Board as part of the Regional Parks Land Acquisition 2050 strategy (2018). Across the region, about 40% is already identified by Metro Vancouver as protected (this includes dedicated provincial, regional, municipal parks, ecological conservation areas, and wildlife management areas, and much of this is in the watersheds and forests along the mountains). Metro Vancouver has indicated that the additional 10% needed to achieve the 50% target is feasible if lands they have identified for potential protection (remaining sensitive and modified ecosystems and additional 1-5 ha young forested areas) are protected. Metro Vancouver Parks’ Land Acquisition Strategy targets about 2.5% for protection, leaving 7.5% to be protected by member municipalities, according to each one’s unique circumstances.

Richmond is already contributing substantially to the 40% protected area and already protects other lands that contribute to the additional 7.5% required to achieve the target regionally. In Richmond, natural areas owned by the City and areas already protected through Zoning Bylaw updates implementing the Riparian Response Strategy overlap with and are larger than the areas identified by Metro Vancouver for potential protection for nature. In addition, Environmentally Sensitive Area development permit areas on privately held lands outside the Agricultural Land Reserve represent more land for “protection for nature”. Leveraging these and other natural areas, Richmond’s Official Community Plan (Section 9) and Ecological Network Management Strategy (2015) identify opportunities and strategies to strengthen and enhance Richmond’s natural spaces, contributing to this target over time.

**Tree Canopy Cover:** Metro Vancouver’s proposal is to target expansion of the region’s tree canopy cover within the Urban Containment Boundary from the current 32% to a target of 40%. With respect to tree cover, Richmond is unique in the region because its pre-colonial ecology was dominated by grassland, shrub land and bog, with tree canopy cover estimated at 12%<sup>1</sup>. Richmond’s overall canopy cover is now above that historical level as a result of tree planting

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<sup>1</sup> Richmond Public Tree Management Strategy 2045, Chapter 2: Urban Forest History and Benefits.

and urban forest management since the early 1950's. For the private realm, the City's Development Permit Guidelines require planting of new trees and Tree Protection bylaw requirements were updated in April 2021.<sup>2</sup> For the public realm, Parks Services developed the Public Tree Management Strategy 2045 (PTMS), which was adopted in December, 2019. These work together to increase the tree canopy within the Urban Containment Boundary. In particular, the PTMS targets a significant increase from 20% to 30% canopy cover in the City-managed public realm.

#### Comments on the Draft *Metro 2050* Regional Growth Strategy

The cross-departmental review identified ways to strengthen the document, and refinements to improve clarity and consistency. Highlights include:

- Make "no net loss" a minimum requirement for Conservation and Recreation lands and strive for net environmental gain;
- Capture Metro Vancouver's climate action support role
- Strengthen discussion of natural assets; and
- Strengthen discussion of social equity.

Detailed comments, including a rationale for each, are included in Attachment 1.

#### Next Steps

As noted in the Findings of Fact, once Metro Vancouver has received comments from member jurisdictions, they will refine the draft *Metro 2050* strategy. They intend to finalize *Metro 2050* for Metro Vancouver Board approval by July 2022. Following Board adoption, each member municipality must update their Regional Context Statement and provide it to the regional Board within 24 months.

#### Richmond Official Community Plan Review

For efficiency, staff plan to revise the City's Regional Context Statement as part of the next review and update of the City's Official Community Plan (OCP), expected to begin in 2022. Leading up to the review, a Terms of Reference for the OCP review will be brought to Council, outlining the anticipated scope and timeline. Staff anticipate that a draft OCP, along with an updated Regional Context Statement, could be brought forward for Council's consideration before the regional deadline; alternatively, an updated Regional Context Statement could be prepared on a standalone basis.

#### **Financial Impact**

None.

#### **Conclusion**

In June 2021, Metro Vancouver prepared the first complete draft of *Metro 2050*, the updated Regional Growth Strategy (RGS), and circulated it to member jurisdictions for review and

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<sup>2</sup> Other than Federally owned land, where the City does not have jurisdiction.

comment by November 26, 2021. Staff completed an extensive cross-departmental review of *Metro 2050* in late summer/early fall. The review found that the updated RGS is consistent with Richmond's OCP and is aligned with leadership positions taken by the city on critical topics like affordable housing, industrial development, environmental sustainability and climate change. The update maintains a separation of roles that provides municipalities with autonomy and flexibility while supporting regional coordination in support of shared goals. Staff recommend a few important refinements to the current draft to strengthen it and make it more clear and consistent. It is recommended that these be conveyed to Metro Vancouver by November 26, 2021, as per their request.



Peter Whitelaw  
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PW:cas

- Att. 1: City of Richmond comments on the June 2021 draft of the *Metro 2050 Regional Growth Strategy*
- Att. 2: Metro Vancouver letter referring the draft *Metro 2050 Regional Growth Strategy* to Richmond for comment
- Att. 3: *Metro 2050 Regional Growth Strategy*, draft dated June 2021



## City of Richmond comments on the June 2021 draft of the *Metro 2050* Regional Growth Strategy

The following is a summary of the City of Richmond's comments on the June 2021 draft of *Metro 2050*. Comments consist of (1) ways to strengthen the document, and (2) refinements to improve clarity and consistency.

### Ways to Strengthen *Metro 2050*

#### **1. Make "no net loss" a minimum requirement for Conservation and Recreation lands and strive for net environmental gain**

*Metro 2040* encourages "the province, utility companies and TransLink to avoid fragmentation of Conservation and Recreation areas when developing and operating utility and transportation infrastructure, but where unavoidable, consider mitigating the impacts, including possible enhancement to the areas." The June 2021 draft of *Metro 2050* strengthens this policy through two provisions:

- Policy 3.1.3: In its role in constructing and operating regional infrastructure, Metro Vancouver will "avoid ecosystem loss and fragmentation... but where unavoidable, mitigate the impacts, including ecosystem restoration and striving for no net ecosystem loss."
- Policy 3.1.6: Metro Vancouver will "advocate to the Federal Government, the Province, utility companies, and TransLink" to do the same.

The above policies should be further strengthened so that "no net loss" is a minimum requirement rather than something to be "strived for". Additionally, enhancements and/or areas that are conserved should seek to contribute to network connectivity of natural hubs and corridors (current or potential future). The region should commit to this standard for its own projects and clearly advocate that others adhere to it. Metro Vancouver should define an approach that is consistent with provincial/federal frameworks for project-related ecosystem loss.

#### **2. Capture Metro Vancouver's climate action support role**

In Metro Vancouver's Climate 2050 Strategic Framework (p. 14), first approved by the Metro Vancouver Board in September 2018 and revised in July 2019, three roles are identified for Metro Vancouver:

- 1) **Planning:** consider climate change in regional planning, including:
  - a) the management and regulation of greenhouse gas emissions
  - b) working with members to help plan for compact complete communities
  - c) evaluating how climate change will affect future development and growth in the region
- 2) **Approving funding:** Metro Vancouver has approval authority over key funding sources in the Federal Gas Tax and the Sustainability Innovation Funds, which can enable greenhouse gas and climate adaptation projects in corporate operations and the region

- 3) **A regional forum:** builds and facilitates collaborative processes which engage the public and build partnerships; engage its members and other partners to develop the Climate 2050 Roadmaps and implement joint climate action projects.

Engaging member jurisdictions and other partners to coordinate program delivery and jointly take climate action is a function that forms part of the regional forum role. Richmond recommends strengthening *Metro 2050* by adding two policies that reflect this function. The proposed wording ensures that participation by member jurisdictions in joint action would be contingent on agreement with Metro Vancouver:

- Policy 3.3.2 (d) [Metro Vancouver will] work in partnership with member jurisdictions to facilitate, support and/or jointly implement agreed-upon cross-jurisdictional policies and programs that that reduce energy consumption and greenhouse gas emissions, improve air quality, create carbon storage opportunities, and that meet or work towards Policy 3.3.7.
- Policy 3.3.8 [Member jurisdictions will] work in partnership with Metro Vancouver to jointly implement agreed-upon cross-jurisdictional policies and programs that reduce energy consumption and greenhouse gas emissions, improve air quality, create carbon storage opportunities, and that meet or work towards Policy 3.3.7.

Richmond notes that this function has been a core service of the Capital Regional District for close to ten years. Experience there suggests that such a service would assist member jurisdiction efforts to reduce greenhouse gases, and that coordinated program delivery should reduce total administrative costs to member jurisdictions.

### 3. Strengthen discussion of natural assets

Draft *Metro 2050* Policy 3.2.7(b)(ii) refers to “ecosystem services”, which is a broad topic. The City recommends expanding this policy to include regionally-focused studies. Policy relating to ecosystem services can be further strengthened with regional assessments. Local Governments can apply the results of regionally-focused studies, such as natural asset valuation, locally to support existing ecosystem service initiatives alongside with infrastructure management and planning. Natural assets are the stock of natural resources or ecosystems that are relied upon, managed, or could be managed by a government for the provision of services<sup>3</sup>. Examples include removing pollutants from the air and water, protecting shorelines from damage and maintaining soil productivity. Natural assets can generally provide these services at a lower cost than an equivalent engineered solution while providing a host of other environmental and socio-economic benefits.

### 4. Strengthen discussion of social equity

Richmond supports the integration of social equity considerations into the *Metro 2050* draft and believes it can be further strengthened. As drafted, *Metro 2050* provides a definition of social equity as “the promotion of fairness and the removal of systematic barriers that may cause or

<sup>3</sup> See Asset Management BC. 2019. Integrating Natural Assets into Asset Management. [www.assetmanagementbc.ca](http://www.assetmanagementbc.ca).

aggravate disparities experienced by different groups of people” and goes on to provide examples, including socioeconomic status, ethnicity, race, sex, age, disability, gender, sexuality, religion, indigeneity, class, and other equity-related issues. While the draft mentions social equity in some of the strategies, it does not identify the barriers to be removed, and does not offer concrete policies to address these barriers. In addition, some of the goals and strategies contained in the document address age, income and ability, but they do not address other key equity-related issues, such as ethnicity, race, gender and indigeneity, which affect an individual’s experience of life in a community and their economic potential. The document also talks about a strong sense of neighbourhood identity, social connection and community resilience, and inclusion, but does not offer tangible solutions beyond accessing housing. Finally, universal accessibility is an important element of equity in relation to the physical design of our homes, workplaces and public spaces, and should be addressed more fully.

There are likely many opportunities to strengthen the social equity lens with this review in mind. Given that the scope of the regional growth strategy is primarily physical development, the most obvious opportunity to address barriers and identify solutions would be to incorporate policies for both Metro Vancouver and member jurisdictions to apply a broadly inclusive equity lens to physical planning and design. This would consider ethnicity, race, gender, age, indigeneity, disability, class and other issues and would apply to private and public spaces of all kinds. Perhaps most importantly, it would apply to the planning and design process. Rather than suggest specific changes, Richmond suggests that Metro Vancouver review the *Metro 2050* draft holistically and consider how to further strengthen the social equity lens throughout.

#### 5. Make other small changes to strengthen the June 2021 *Metro 2050* draft

Richmond recommends the changes shown in the following list to further strengthen *Metro 2050*. Each item in the list includes the specific section of *Metro 2050* to which it applies, the suggested change and a rationale. As needed, please refer to the *Metro 2050* draft (Attachment 3) for the related text.

- Introductory Material

Section	Suggested Change	Reason
Context for the RGS	The Geographic Context section highlights the socio-economic significance of our geography. Add a reference to the ecological significance of our geography including biodiversity.	The lower mainland is an important global hub for wildlife and biodiversity. For example, it is an essential stop for migratory birds on the Pacific Flyway. And the Fraser River is one of the world’s most significant salmon rivers. Regional growth can have important impacts on these globally significant ecosystems.

- Goal 1: Create a Compact Urban Area.

Section	Suggested Change	Reason
Introduction, paragraph 3	Change “Complete communities are walkable....live, work and play and stages of their lives.” to “Complete communities are walkable....live, work and play <i>at all ages</i> and stages of their lives.”	Better reflect the aging population.

Section	Suggested Change	Reason
1.2.24(b)(iv)	In policies for Urban Centres and Frequent Transit Development Areas, include transportation demand management (TDM) and promotion of other mobility options.	Support decreased demand for parking and support active transportation modes.
1.2.28	Change “Continue to develop walking and biking infrastructure programs that prioritize improvements in Urban Centres and Frequent Transit Development Areas.” to “Continue to develop walking and biking infrastructure programs that prioritize improvements in <i>and between</i> Urban Centres and Frequent Transit Development Areas.”	Support regional connections via cycling networks.

- Goal 2: Support a Sustainable Economy.

Section	Suggested Change	Reason
2.2.3	In preparation of Implementation Guidelines, reference collaboration with municipalities, as done in Policies 1.1.3 and 1.2.12.	Collaboration is important to leverage municipal expertise and to ensure guidelines respond to the unique perspectives and conditions in each member jurisdiction.

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

Section	Suggested Change	Reason
Strategy 3.4	Change “Climate change is expected to impact Metro Vancouver through warmer temperatures, decreased snowpack, sea level rise, longer summer drought periods, and increased precipitation in the fall, winter, and spring...” by adding “ <i>as well as extreme heat and severe air quality events resulting from increased levels of wildfires in BC and elsewhere in the Pacific Northwest.</i> ”  Add a sentence referencing highly vulnerable populations or situations, such as seniors in older rental housing who are vulnerable to extreme heat.	Extreme heat and severe air quality events are critical and demonstrated results of climate change in the region and neither they nor their socio-economic impacts are adequately captured in the current text.
Table 5: Major Natural Hazards... (p.64)	For the listed Natural hazard “Tsunamis”, add “Storm surges and King tides”, and add “Sea level rise” in the Related climate change impact column.	Storm surges and king tides, which occur far more frequently than tsunamis, are exacerbated by sea level rise.
3.4.1	For this policy on planning and location of infrastructure, make it explicit that it includes proactive retrofits of <i>existing</i> Metro Vancouver infrastructure to provide resiliency to climate change impacts.	As currently stated, the policy could be interpreted to apply only to new infrastructure projects.

- Goal 4: Provide Diverse and Affordable Housing Choices.

Section	Suggested Change	Reason
Preamble	Reference climate-related impacts in planning for and developing housing.	Climate change mitigation and adaptation / resilience are already important for housing, including Step Code requirements and extreme heat impacts on vulnerable populations.
4.1.1, 4.1.2, 4.1.9	Add references to climate adaptation / resilience to policies about housing assessments, strategies or action plans.	Integrate climate adaptation / resilience.
4.2.7	In the list of policies and actions to identify in the Regional Context Statement, adjust (v) to include climate adaptation / resilience, or add (vi) "increased climate resilience"	Integrate climate adaptation / resilience.

- Goal 5: Support Sustainable Transportation Choices.

Section	Suggested Change	Reason
Preamble	Consider additional reference to micro mobility and Autonomous Vehicles.	Current wording does not capture emerging trends in personal mobility devices and autonomous vehicles, which are reflected in the "big moves" in draft <i>Transport 2050</i> material.

- Performance Monitoring

Section	Suggested Change	Reason
Goal 5	Add a metric for road safety.	The heading is titled "Road and Vehicle Use and Safety" but neither of the listed metrics are safety-related.

### Ways to Improve Clarity and Consistency

Richmond identified wording changes and additional content that could improve clarity and consistency. These would not materially affect the goals nor policies in *Metro 2050*.

#### A. Scope and Linkages to Other Plans

Section	Change	Reason
	Consider an up-front section like Section A Sustainability Framework and Section B Scope and Linkages to Other Plans in Metro 2040 to better situate the RGS within the scope of Metro Vancouver's roles. In particular, a diagram and/or table mapping the links between the RGS and other key Metro Vancouver strategies and plans would be helpful for users whose focus is not land use and transportation.	Improve communication about how Metro 2050 fits with Metro's regional role as a whole.

**B. Introduction to the Region**

<b>Section</b>	<b>Change</b>	<b>Reason</b>
Challenges and Opportunities	Improving Accessibility and Mobility and Reducing Congestion: suggest change to “Strategies include investing in transit and active transportation, supporting the creation of complete and walkable communities, directing growth towards transit-oriented areas, and managing transportation demand through parking requirements, transportation user pricing, and other means.”	“...and other means” seems weak/vague and the wording is not consistent with the typical declaratory sentences in the document.
	Strengthen “Accommodating Growth...” by simplifying technical phrases and instead framing as “shaping” or “guiding” growth and density so that it creates benefits. Also consider broadening this statement so that it’s not just about regional planning. “Ensuring housing for all” – consider starting the paragraph with the statement about extreme pressure, instead of placing it in the middle of the paragraph.	Acknowledge local planning’s influence better; make framing more impactful, and positive where appropriate; connect major points to strengthen the overall framing.

**C. Introduction to the Regional Growth Strategy**

<b>Section</b>	<b>Change</b>	<b>Reason</b>
Responding to the Challenges: Metro 2050 Goals	The second sentence under Goal 3 could be written in a similar way to the first sentence, as a vision of the future.	Stronger and more clear
Growth Projections	Change “Once defined by member jurisdictions...” to “Once they have been defined by member jurisdictions...”	More clear

**Goal 1: Create a Compact Urban Area**

<b>Section</b>	<b>Change</b>	<b>Reason</b>
1.1.10	Consider reference to Transport 2050 and existing/future transport area plans like SWATP. Can also include transit service expanded to other land uses such as industrial employment centres and other high generator areas.	Clarify TransLink’s role in planning for compact urban form
1.2.2	Consider addition of other land uses (industrial, business parks, regional attractions, etc.)	More complete
1.2.16	This includes “government owned or affordable supportive housing developments”. Consider a specific reference to housing developments for seniors including all ages multi-unit housing with a high concentration of seniors.	More clear: as there is no definition of supportive housing, a reader could think it is narrowly defined and does not include seniors’ housing.
1.2.26	Consider mention of consistency with member jurisdictional OCPs	More clear
1.2.24 (b) and similar, e.g. 1.3.7	Change language requiring municipalities to “include policies that...” to a consistent format for Regional Context Statement requirements, e.g. “identify policies and actions that...” as used elsewhere in the draft.	More consistent with the purpose of a Regional Context Statement
1.2.24 (b) (iii)	Change to “encourage office development to locate in Urban Centres”	More clear

Section	Change	Reason
1.2.24 (d)	Change to “demonstrate consistency with the definition of non-residential “Major Trip Generating Uses” used by Metro Vancouver”	More consistent with purpose of a Regional Context Statement
1.3 Introduction	Change “Creating complete communities... allows residents to meet most of their daily needs by walking, rolling, or transit without leaving their neighbourhood.” to “Creating complete communities... allows residents <i>of all ages and abilities</i> to meet most of their daily needs by walking, rolling, or transit without leaving their neighbourhood.”	Inclusive of the needs of people with all kinds of physical and cognitive disabilities
1.3.6	Include affordable housing in this list of facilities built or funded by the Federal Government or the Province.	More complete

## Goal 2: Support a Sustainable Economy

Section	Change	Reason
2.1.3 b)	Consider providing examples of what may be included in “[exploring] fiscal reform to ensure that the property tax system supports sound land use decisions.”	More clear, while maintaining flexibility for the intended exploration of the topic.
2.1.10, 2.2.9(c) and similar	Change language requiring municipalities to “include policies that...” to a consistent format for Regional Context Statement requirements, e.g. “identify policies and actions that ...” as used elsewhere in the draft.	More consistent with the purpose of a Regional Context Statement.
2.2.9(c) (iv)	Clarify “...including the removing of any outdated municipal policies or regulatory barriers related to development form and density” including replacing “outdated” with a more meaningful term.	Clarify intent and meaning of this requirement. Removing some barriers is appropriate; removing all is not. The aim should be to facilitate more intense industrial development while managing urban form and relationships with adjacent (particularly non-industrial) uses.
2.2.9(c)(viii)	Remove this policy to “introduce land use policies through area plans...” or make it less prescriptive.	There are various ways of supporting viable unique industrial areas through objectives, policies and/or plans or strategies both within and outside an area plan.
2.2.9(d)(v) and (vi)	Consider consolidating policies on residential uses into one point.	More clear / simpler

## Goal 5: Support Sustainable Transportation Choices

Section	Change	Reason
5.1	Consider use of “active transportation and micro mobility” instead of only “cycling and walking”	To capture rolling modes as well as low-powered personal mobility devices such as electric kick scooters.

Section	Change	Reason
5.1.15(e)	Rephrase “support the development of safe and comfortable regional cycling networks”	5.1.10(b) references the “Regional Cycling Network” (RCN=RGN+MBN) while the reference in 5.1.15(e) is not capitalized and is plural. Need consistency and clarity: does this mean support “local” cycling networks being developed by member jurisdictions that connect to the RCN?
5.2.5(d)	Include rationale for collecting the data	As has been done for other points within 5.2.5, clarify what is the purpose of the action (i.e., reason for collecting the data, how will it be used to support the strategy)
5.2.6(d)	Adjust wording to accommodate municipalities that do not have designated truck routes	More flexible for municipalities that do not have designated truck routes.

#### H. Glossary of Terms

Term	Change	Reason
Federal Government	Add	Consistent with existing listings for Province, Member Jurisdictions
Ecosystem Health	Add	Referenced frequently and also linked to Metro Vancouver Ecological Health Framework

#### I. Maps

Map	Change	Reason
Map 4	Update Frequent Transit Network (FTN) layer (current map is 2016)	Reflect FTN as of 2021
Map 5	Replace with final <i>Transport 2050</i> map	Current map is a placeholder and is expected to change. Need to use final map when <i>Transport 2050</i> is finalized.
Map 5	Consider layering the Major Transit Network on top of the Urban Centres instead of underneath.	Canada Line through Richmond appears to be missing from the draft major transit network concept and draft major transit growth corridors





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

July 14, 2021

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

Mayor Malcolm Brodie and Council  
City of Richmond  
6911 No. 3 Road  
Richmond, BC V6Y 2C1

Dear Mayor Brodie and Council:

#### **Draft Metro 2050: Referral for Comment**

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

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

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

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

- i. signatories to the regional growth strategy including: Mayors and Councils of Metro Vancouver member jurisdictions; the TransLink Board; the Squamish-Lillooet Regional District Board; the Fraser Valley Regional District Board; and*
- ii. other members of the Metro 2050 Intergovernmental Advisory Committee including: in region First Nations; the Province of BC; the Agricultural Land Commission; Vancouver Coastal Health; Fraser Health; BC Housing; BC Hydro; University Endowment Lands;*

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

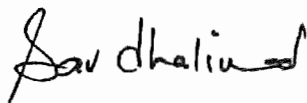
I am pleased to provide you with a copy of the draft *Metro 2050*. Metro Vancouver is requesting to meet with your council or board at a meeting in September, October, or November 2021 to provide a presentation on the draft of *Metro 2050*, and will work with your staff to find an appropriate date. This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

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

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

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

Yours sincerely,



Sav Dhalwal  
Chair, Metro Vancouver Board

SD/HM/js

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cc: George Duncan, Chief Administrative Officer, City of Richmond  
John Hopkins, Director of Policy Planning, City of Richmond  
Jerry W. Dobrovolny, Commissioner/Chief Administrative Officer, Metro Vancouver  
Heather McNell, General Manager, Regional Planning and Housing Services, Metro Vancouver

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

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# Metro 2050

Regional Growth Strategy





DRAFT

**Metro 2050**

4730 Kingsway, Burnaby, BC, V5H 0C6  
[metrovanancouver.org](http://metrovanancouver.org)

June, 2021

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## Acknowledgement of Indigenous Territory

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

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

## Metro Vancouver

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

FIGURE 1. METRO VANCOUVER ENTITIES AND SERVICES



# Mission

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

**1. Serve as a Regional Federation**

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

**2. Deliver Core Services**

Provide regional utility services related to drinking water, liquid waste, and solid waste to members. Provide regional services, including parks and affordable housing, directly to residents and act as the local government for Electoral Area A.

**3. Plan for the Region**

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

## Building a Resilient Region

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

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## A. Metro 2050 Scope and Linkages to Other Plans

### Regional Growth Strategies: Legislative Authority

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

### Metro Vancouver’s Management Plans

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

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

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

### Metro Vancouver and TransLink: Working Together for a Livable Region

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

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

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

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

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

## Working Together with First Nations

Metro Vancouver engages and collaborates with local First Nations on matters of shared regional planning interest. With regards to the regional growth strategy, this includes engaging with First Nations on regional growth strategy updates, amendments, and projections, as well as on key planning initiatives. It may also include opportunities to partner or collaborate on regional planning projects such as corridor studies or inventories. Metro Vancouver shares regional planning reports and data and is available to serve as a planning resource. Metro Vancouver strives to work towards better relationships with Indigenous groups and encourages member jurisdictions to also foster improved relationships.

Metro Vancouver acknowledges that regional growth has impacts on Indigenous territories. Metro Vancouver also respects that, as federal lands, First Nations reserve lands are not subject to the land use policies in the regional growth strategy. However, if and when First Nations develop land management plans, Metro Vancouver, the respective First Nations, and adjacent member jurisdictions will endeavour to engage, collaborate, and coordinate with one another at an early stage to ensure, to the extent possible, that the regional growth strategy, municipal Official Community Plans, regional transportation plans, and First Nations' land management plans are all mutually respectful and supportive.



## Working Together with Federal and Provincial Governments and Other Regional Stakeholders

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

Due to Canada's federal system, there are federal, provincial, and local jurisdictions and responsibilities that interplay and have significant impacts on how people live and use the region. While some jurisdiction is clearly separate, others can be shared or overlapping. The Federal Government has jurisdiction and funding responsibilities for federal trade and transportation facilities, such as ports and airports, while the Province is responsible for transportation planning, education, agriculture, child care, and health care, all of which have significant impacts on how people live and use the region. Both the Federal Government and the Province are responsible for funding programs that enable the creation of affordable and supportive housing and for taking action on climate change. Metro Vancouver's collaboration with regional stakeholders includes the role of convening and fostering dialogue with and among health authorities, port and airport authorities, post-secondary educational institutions, the Agricultural Land Commission, housing providers, industry groups, and the non-profit sector.



## B. Introduction to the Region

### Context for the Regional Growth Strategy

#### Geographic Context: Surrounded by Natural Beauty, but Constrained

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

#### Indigenous Context: A Rich Indigenous History and Vibrant Modern Presence

For thousands of years, Indigenous peoples have lived on, and stewarded, their respective and shared territories that collectively have also become known as the Metro Vancouver region. Today there are ten First Nations with communities located within the Metro Vancouver region: Katzie First Nation, Kwantlen First Nation, Kwikwetlem First Nation, Matsqui First Nation, Musqueam Indian Band, Qayqayt First Nation, Semiahmoo First Nation, Squamish Nation, Tsawwassen First Nation, and Tsleil-Waututh Nation. In addition, there are many other Indigenous Nations and organizations located outside the boundaries of

Metro Vancouver, having land and territorial interests that include the Metro Vancouver region. Further, many First Nation peoples from other areas of Canada, as well as Inuit and Métis peoples, live within this region.

#### Social Context: A Culturally Diverse Region

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

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

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

Metro Vancouver is situated on the Fraser River delta, amongst many forested areas and steep slopes, and in one of the most seismically active zones in Canada. As a result, the region is susceptible to a variety of natural hazards, including earthquakes, wildfires, landslides, and floods. Climate change is already affecting Metro Vancouver, and the impacts

are projected to become more frequent and severe over time, increasingly affecting the communities, infrastructure, and natural environment within the region. Climate change can also amplify the impacts of natural hazards; for instance, sea level rise can increase the severity of coastal floods, heavier rainfall events can influence the likelihood of floods and landslides, and warmer temperatures combined with longer drought periods can increase the risk of wildfires.

## Challenges and Opportunities

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

### Accommodating Growth to Advance Livability and Sustainability

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

### Building Resilient, Healthy, and Complete Communities

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

## Ensuring Housing for All

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

## Supporting Economic Prosperity

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

## Advancing Social Equity

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

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

## Ensuring Resilience

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



## Reconciliation with Indigenous Peoples

Working towards reconciliation introduces a cross-jurisdictional consideration for regional districts, since the primary intergovernmental relationship for First Nations is with the Federal Government. While the regional growth strategy does not apply to reserve lands, it potentially impacts them. In further fostering relationships with First Nations and understanding the various challenges, opportunities, and impacts on all partners, we can collectively move forward and be inclusive of all residents of the region.

## Protecting the Environment

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

## Preparing for Climate Change and Natural Hazards

The major natural hazards in Metro Vancouver include earthquakes, floods, and landslides. The risks associated with these hazards are often worsened by climate change. By 2050, the region is projected to experience sea level rise; warmer temperatures; longer summer drought periods; increased precipitation in the fall, winter, and spring; a reduced annual snowpack; and more frequent extreme weather events. The challenge will be to prepare for the anticipated impacts of climate change and regional natural hazards, while also reducing

regional greenhouse gas emissions and achieving a carbon neutral region by the year 2050. Emerging global issues such as climate change displacement may impact population and influence land use and growth management planning in the Metro Vancouver region. An example of a policy approach focused on preparing for the impacts of climate change and natural hazards includes avoiding locating new settlements and infrastructure in locations with known and unmitigated hazards and, where settlements already exist, mitigating those hazards to minimize risk to people and property.

## Protecting Agricultural Land to Support Food Production

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

## Improving Accessibility and Mobility and Reducing Congestion

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

## Changing Generational Preferences and Behaviours

Younger and older generations often have different perspectives and preferences regarding: housing type, tenure, and location; transportation choice; employment; proximity to amenities and services; and recreational opportunities. In addition, macroeconomic trends have delayed or limited many opportunities for employment and home ownership while technological innovation has impacted consumer behaviour. The result has been a general trend towards living in more urban environments, making more environmentally-sensitive choices, and prioritizing access over ownership. Other trends that are being seen include smaller family sizes, lower personal savings, higher educational attainment, older age of household formation, and lower rates of home and car ownership. An awareness and consideration of changing generational preferences and behaviours will support better long-range planning as well as regional prosperity through improved labour force recruitment and retention.





## C. Introduction to the Regional Growth Strategy

### *Metro 2050 Vision*

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

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

### Guiding Regional Planning Principles

*Metro 2050* is guided by the following five principles:

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



North Vancouver District

DRAFT Metro 2050





## Responding to the Challenges: *Metro 2050* Goals

To respond to the challenges faced by the region, the regional growth strategy sets out a series of strategies and actions for Metro Vancouver and member jurisdictions arranged under five key overarching goals intended to achieve the desired outcomes.

### **Goal 1.** Create a Compact Urban Area

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

### **Goal 2.** Support a Sustainable Economy

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



### **Goal 3. Protect the Environment and Respond to Climate Change and Natural Hazards**

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

### **Goal 4. Provide Diverse and Affordable Housing Choices**

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

### **Goal 5. Support Sustainable Transportation Choices**

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



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

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

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

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

### Urban Containment Boundary

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



## Urban Land Use Designations

### General Urban

General Urban lands are intended for residential neighbourhoods and centres, and are supported by shopping, services, institutions, recreational facilities and parks. Within General Urban lands, commercial, employment, and residential development should be focused in Urban Centres and Frequent Transit Development Areas. Higher density trip-generating development is to be directed to Urban Centres and Frequent Transit Development Areas. Neighbourhood-serving shops and services are encouraged in General Urban lands outside of Urban Centres and Frequent Transit Development Areas. General Urban lands are intended to emphasize place-making, an enriched public realm, and promote transit-oriented communities, where transit, multiple-occupancy vehicles, cycling, and walking are the preferred modes of transportation.

### Industrial

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

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

## Employment

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

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

Residential uses are not intended on Employment lands, with the exception of sites located within 200 metres of rapid transit stations within Urban Centres or Frequent Transit Development Areas where residential (with an emphasis on affordable, rental) is permitted on the upper floors of mid- to high-rise buildings, as appropriate, while commercial and light industrial uses are to be located on the ground or lower floors.

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



## Non-Urban Land Use Designations

### Rural

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

### Agricultural

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

## Conservation and Recreation

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

## Regional Overlays and the Major Transit Growth Corridors

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

### Urban Centres

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

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

## Major Transit Growth Corridors

Major Transit Growth Corridors are areas along TransLink's Major Transit Network where member jurisdictions, in consultation with Metro Vancouver and TransLink, may identify new Frequent Transit Development Areas (FTDAs). These corridors are intended to extend approximately 1 kilometre from the roadway centreline in both directions. The intent of these corridors is to provide an overall structure for the region in an effort to support the regional planning principle of directing portions of growth towards Urban Centres and areas around transit. Further local planning will be needed along these corridors to ensure that human settlement patterns support complete communities in an appropriate local context.

The Major Transit Growth Corridors have been identified as good potential locations for regionally-significant levels of transit-oriented growth based on a consideration of the following principles: anchored by Urban Centres or FTDAs, connected by the Major Transit Network, generally resilient to natural hazards, accessible to jobs and services, and walkable. Major Transit Growth Corridors are not an overlay; rather, they are an organizing principle to support the identification of FTDAs. The Major Transit Growth Corridors are also a growth monitoring tool to assess performance on transit-oriented development objectives.

## Frequent Transit Development Areas

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

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

Maps 4 and 5 show the location of FTDAs. The FTDA boundaries are established by member jurisdictions in Regional Context Statements in a manner generally consistent with the guidelines in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas). There are two types of FTDAs: Corridor FTDAs which are linear areas within a Major Transit Growth Corridor; and Station Area FTDAs which are nodal areas surrounding a rapid transit station. Corridor FTDAs are intended to accommodate medium development densities and forms that are consistent with bus-based rapid transit, while Station Area FTDAs are intended to accommodate higher development densities and forms that are consistent with rail-based rapid transit.

## Trade-Oriented Lands Overlay

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

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

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

## Natural Resource Areas Overlay

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

## Growth Projections

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

### Regional Projections

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

In 2016, Metro Vancouver's population was just under 2.6 million. Growth over the next thirty years is projected to add about one million people to reach 3.8 million by the year 2050 (Figure 2).

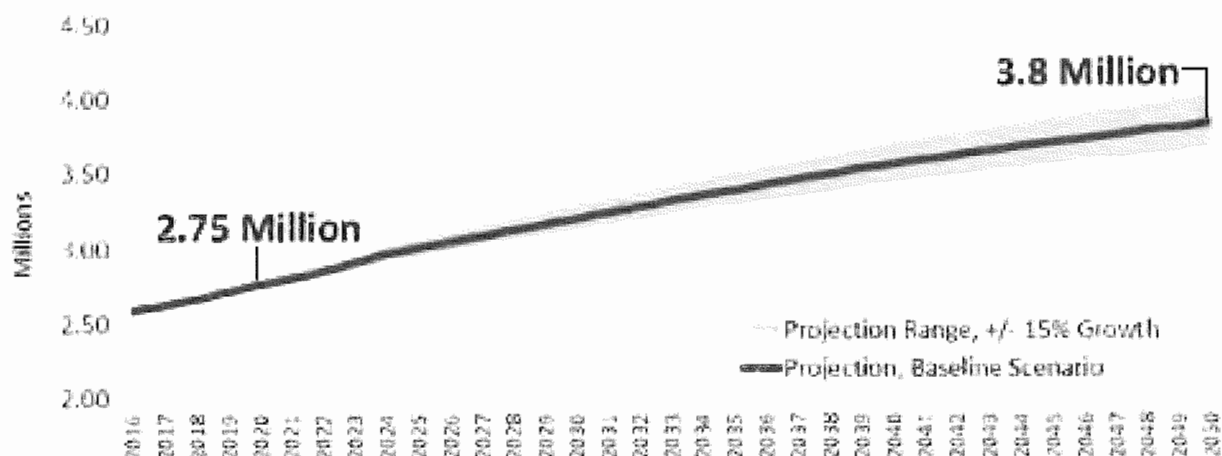
Similar to the majority of Canadian cities, Metro Vancouver's population is aging. While the percentage of seniors (aged 65 and over) comprised 14.7% of the total population in 2016, this is projected to increase to 22% by 2050. The aging population will have a significant impact on the demand for services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

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

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

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

FIGURE 2. PROJECTED POPULATION TO 2050 FOR METRO VANCOUVER



## Sub-Regional Projections

To establish a long-term regional growth management framework, the regional growth strategy provides population, dwelling unit, and employment projections at a sub-regional level (Figure 3) to help frame growth distribution across the region and support the following principles:

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

Metro 2050's sub-regions are:

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

FIGURE 3. METRO VANCOUVER'S SUB-REGIONS FOR THE PURPOSES OF METRO 2050 PROJECTIONS





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

POPULATION						
SUB-REGIONS		2016	2020	2030	2040	2050
	<b>Metro Vancouver Total</b>	<b>2,593,200</b>	<b>2,767,000</b>	<b>3,206,100</b>	<b>3,564,100</b>	<b>3,836,800</b>
	Burrard Peninsula	1,014,800	1,064,900	1,206,000	1,311,900	1,387,800
	North Shore	199,700	207,700	236,500	254,200	271,200
	South of Fraser – East	713,300	782,500	939,200	1,077,300	1,185,100
	South of Fraser – West	314,500	337,900	381,100	414,100	441,300
	North East	105,500	110,800	127,200	142,800	155,000
	Tri-Cities	245,300	263,100	316,100	363,800	396,500
DWELLING UNITS						
SUB-REGIONS		2016	2020	2030	2040	2050
	<b>Metro Vancouver Total</b>	<b>1,000,500</b>	<b>1,075,500</b>	<b>1,287,700</b>	<b>1,460,500</b>	<b>1,589,400</b>
	Burrard Peninsula	435,900	462,900	533,200	584,600	623,400
	North Shore	79,600	83,600	100,600	111,900	122,000
	South of Fraser – East	242,700	266,900	332,300	395,200	441,000
	South of Fraser – West	113,500	123,100	146,700	163,400	175,400
	North East	38,800	42,200	50,000	56,800	61,900
	Tri-Cities	90,000	96,800	124,800	148,600	165,700
EMPLOYMENT						
SUB-REGIONS		2016	2020	2030	2040	2050
	<b>Metro Vancouver Total</b>	<b>1,342,200</b>	<b>1,420,100</b>	<b>1,621,600</b>	<b>1,775,300</b>	<b>1,883,600</b>
	Burrard Peninsula	643,700	671,700	739,500	786,500	820,000
	North Shore	89,400	94,000	107,200	115,900	123,200
	South of Fraser – East	287,100	309,500	372,900	426,600	465,200
	South of Fraser – West	194,100	207,500	236,000	257,700	271,900
	North East	35,800	38,600	45,500	51,200	55,100
	Tri-Cities	92,000	98,900	120,500	137,500	148,200

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

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



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

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

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

\*\* Includes Corridor FTDA's and Station Area FTDA's

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



## E. Goals, Strategies & Actions



GOAL

1

## Create a Compact Urban Area



Langley Township



## Goal 1: Create a Compact Urban Area

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

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

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

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

### Strategies to achieve this goal are:

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

## Strategy 1.1 Contain urban development within the Urban Containment Boundary

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

### Metro Vancouver will:

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

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

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

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

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

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

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



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

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

**Member jurisdictions will:**

**1.1.9** Adopt Regional Context Statements that:

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

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

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

**TransLink will:**

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

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



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

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

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

### Metro Vancouver will:

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

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

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

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

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

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

**1.2.7** Work with TransLink, the Province, First Nations, and member jurisdictions to expand the supply of secure and affordable market and non-market rental housing within Major Transit Growth Corridors.

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

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

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

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

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

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

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

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

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

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

**1.2.15** Work with First Nations and other appropriate agencies to ensure that new development and infrastructure investment is directed to areas that are transit-oriented and resilient to climate change impacts and natural hazards.

**1.2.16** Advocate to the Federal Government and the Province requesting that they direct major office and institutional development, public service employment locations and other Major Trip-Generating uses to Urban Centres, Frequent Transit Development Areas, and locations within the Major Transit Growth Corridors, where appropriate. This may include, but is not necessarily limited to hospitals, post-secondary institutions, secondary schools, public-serving health care service facilities, and government-owned or funded affordable or supportive housing developments.



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

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

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

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

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

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

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

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

#### **Member Jurisdictions will:**

**1.2.24** Adopt Regional Context Statements that:

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

- iv) reduce residential and commercial parking requirements in Urban Centres and Frequent Transit Development Areas and consider the use of parking maximums;
  - v) consider the identification of appropriate measures and neighbourhood plans to accommodate urban densification and infill development in Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors in a resilient and equitable way (e.g. community vulnerability assessments, emergency services planning, tenant protection policies, and strategies to enhance community social connectedness and adaptive capacity);
  - vi) consider the support for provision of child care spaces in Urban Centres and Frequent Transit Development Areas;
  - vii) consider the implementation of green infrastructure;
  - viii) focus infrastructure and amenity investments (such as public works and civic and recreation facilities) in Urban Centres and Frequent Transit Development Areas, and at appropriate locations within Major Transit Growth Corridors;
  - ix) support the provision of community services and spaces for non-profit organizations; and
  - x) consider, where Urban Centres and Frequent Transit Development Areas overlap with Employment lands, higher density forms of commercial, light industrial; and only within 200 metres of rapid transit stations, consider residential uses (with an emphasis on affordable, rental units) on upper floors.
- c) Include policies for General Urban lands that:
    - i) identify General Urban lands and their boundaries on a map generally consistent with Map 2;
    - ii) exclude new non-residential Major Trip-Generating uses, as defined in the Regional Context Statement, from those portions of General Urban lands outside of Urban Centres and Frequent Transit Development Areas and direct new non-residential Major Trip-Generating uses to Urban Centres and Frequent Transit Development Areas;
    - iii) encourage infill and intensification (e.g. row houses, townhouses, mid-rise apartments, laneway houses) within walking distance of the Frequent Transit Network, as appropriate; and
    - iv) encourage neighbourhood-serving commercial uses.
  - d) with regards to Actions 1.2.16 and 1.2.24 c) ii), include a definition of "non-residential Major Trip-Generating uses" that includes, but is not limited to, the following uses: office or business parks, outlet shopping malls, post-secondary institutions, and large-format entertainment venues;
  - e) consider the identification of new Frequent Transit Development Areas in appropriate locations for areas within Major Transit Growth Corridors, as part of the development of new or amended area or neighbourhood plans, or other community planning initiatives; and
  - f) consider long-term growth and transportation planning coordination with adjacent municipalities, First Nations, TransLink, and Metro Vancouver for transit corridors that run through or along two or more adjacent jurisdictions.

**TransLink will:**

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

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

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

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





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

CENTRE TYPE	FUNCTION	GENERAL EXPECTATIONS	LOCATION
<b>Urban Centre - All</b> (applies to Metro Core, Surrey Metro Centre, RCCs, HG-MTCs, and MTCs)	<p>Primary hubs of activity.</p> <p>Accommodates significant regional residential and employment growth. Provides a range of amenities and services.</p> <p>Major Road Network access.</p> <p>Primary locations for Major Trip Generating Uses.</p>	<p>Complete communities with a balanced mix of housing, employment, services, and amenities. Primary focal points for concentrated growth in the region. High intersection densities. High quality, accessible walking and cycling environment. Provision of transit priority measures and other transit-supportive road infrastructure and operations. Industrial uses are maintained. Parks, green spaces, and public open spaces. The supply of affordable rental housing is protected and expanded.</p>	Locations identified on Map 4
<b>Metro Core - Vancouver</b>	<p>The Region's downtown. Region-serving uses (central business district).</p> <p>Accommodates significant levels of regional employment and residential growth. Principal centre of business, employment, cultural, and entertainment activity for the region.</p>	<p>Existing SkyTrain transit service. High degree of cycling connectivity and cycling network completeness. High walkability index score. Office uses. Region-serving uses. Provision of transit priority measures and other transit-supportive road infrastructure and operations.</p>	Vancouver
<b>Metro Centre - Surrey</b>	<p>Centre of activity South of the Fraser River.</p> <p>Accommodates significant levels of regional employment and residential growth.</p>	<p>Existing SkyTrain transit service. High degree of cycling connectivity and cycling network completeness. High walkability index score. Office uses. Provision of transit priority measures and other transit-supportive road infrastructure and operations.</p>	Surrey
<b>Regional City Centre</b>	<p>Sub-regional hub of activity.</p> <p>Accommodates significant levels of residential and employment growth.</p>	<p>Sub-region serving uses (hospital, post-secondary). Office uses. Existing frequent transit services.</p> <p>Regional-scale employment, services, business and commercial activities. Major institutional, community, cultural and entertainment uses. High and medium density forms of housing (in General Urban only), including affordable housing choices. Provision of transit priority measures and other transit-supportive road infrastructure and operations.</p> <p>Minimum density of 60-350 Jobs + People/ hectare.</p>	Any location on the Major Transit Network.
<b>High Growth Municipal Town Centre</b>	<p>Centre of activity for a member jurisdiction.</p> <p>Locations for significant levels of regional employment and residential growth.</p>	<p>Previously a Municipal Town Centre.</p> <p>High Regional Accessibility.</p> <p>Existing Major Transit Network service.</p> <p>Higher density commercial Uses.</p> <p>High density residential uses.</p> <p>Minimum density of 60-200 Jobs + People/ hectare.</p>	<p>Maximum 1,200m from a Major Transit Network station. Not in an area with known and unmitigated natural hazards. Locations with high regional accessibility to jobs.</p>

<b>Municipal Town Centre</b>	Centre of activity for a municipality. Accommodates municipal residential and employment growth.	Municipally-serving shops, services, uses, and amenities. Medium to high density forms of residential uses.  Employment, services, business and commercial activities, typically serving the municipal or local area. Institutional, community, cultural, and entertainment uses. High and medium density forms of housing (in General Urban only), including affordable housing choices. Services and activities oriented to the local needs of the surrounding communities. Municipal focus for community and cultural activities.  Minimum density of 20-150 Jobs + People/ hectare.	Any location on the Major Transit Network.
<b>Frequent Transit Development Area (FTDA) – All</b> <i>(applies to both Corridor FTDA and Station Area FTDA)</i>	Location for additional medium and higher density transit-oriented development forms and mixed uses in alignment with the Major Transit Growth Corridors.  Location for additional employment growth. Location for affordable rental housing. Location for Major Trip Generating Uses.	Locations for transit-oriented employment and/or housing growth. Walkable and bike-friendly urban design. Managed parking supply. Transit priority measures. Provides appropriate noise, vibration, and air quality mitigation measures. Parks, green spaces, and public open spaces provided. Industrial uses are maintained. Supply of affordable rental housing is protected and expanded.	Located in appropriate locations within the Major Transit Growth Corridors.
<b>Corridor Frequent Transit Development Area</b>	Supports bus-based frequent and rapid transit. Location for medium density housing forms. Location for affordable, particularly affordable rental housing.	Linear shaped.  Minimum density of 35-80 Jobs + People/ hectare.	Up to 1000m from the Major Transit Growth Corridor centreline.
<b>Station Area Frequent Transit Development Area</b>	Location for office employment uses. Accommodate significant residential and employment growth. Support high-capacity rapid and frequent transit.	Restricted parking supply.  Nodal shaped.  Minimum density of 60-350 Jobs + People/hectare.	Up to 1,000m from an existing Major Transit Network or RapidBus Station.

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

<b>CENTRE TYPE RECLASSIFICATION FRAMEWORK</b>		
<b>Centre Type</b>	<b>Required Criteria for a new Urban Centre or Urban Centre reclassification</b>	<b>Metro 2050 Amendment Type</b>
<b>In order to become...</b>	<b>The area must meet the following criteria...</b>	<b>And pursue the following amendment process...</b>
<b>Frequent Transit Development Area (FTDA) – All</b> <i>(applies to Corridor FTDA and Station Area FTDA)</i>	<i>Required for reclassification to any FTDA types:</i> Located within a Major Transit Growth Corridor. Policies supportive of, street, sidewalk and cycling network connectivity. Policies supportive of managed parking supply. Not in an area with known and unmitigated natural hazards. Official Community Plan (OCP) Land Use Map and policies supportive of infill and intensified residential and/or employment growth.	Type 3 or Regional Context Statement Update
<b>Corridor FTDA</b>	Meets the above criteria for FTDA, and: Located within a Major Transit Growth Corridor (on Map 5). Located up to 800m from the corridor centreline. Linear shaped	Type 3 or Regional Context Statement Update
<b>Station Area FTDA</b>	Meets the above criteria for FTDA, and: Located within a Major Transit Growth Corridor. Located up to 1,200m from a station on the Major Transit Network or RapidBus station. May be nodal shaped.	Type 3 or Regional Context Statement Update
<b>Urban Centre - All</b> <i>(applies to all Urban Centre types)</i>	<i>Required for reclassification to any Urban Centre type:</i> Located on the Major Transit Network. Not in a known unmitigated natural hazard area. OCP Land Use Map and policies supportive of infill and intensified residential and employment growth.	
<b>Municipal Town Centre</b>	Meets the above criteria for Urban Centre, and: Formerly a Frequent Transit Development Area. Evidence that the area is a primary hub of activity within a member jurisdiction. Minimum density of 60 Jobs + People / hectare. Minimum area of 40 hectares.	Type 3
<b>High Growth Municipal Town Centre</b>	Meets the above criteria for Urban Centre, and: Existing rapid rail transit service High Regional Accessibility Not in a known unmitigated natural hazard area. Minimum 100 Jobs + People / hectare. Formerly a Municipal Town Centre or FTDA. Minimum area of 40 hectares.	Type 3
<b>Regional City Centre and Metro Centres</b>	Reclassification from any centre type to or from the "Regional City Centre" or to "Metro Centre" types is not contemplated by the regional growth strategy.	



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

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

### Metro Vancouver will:

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

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

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

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

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

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

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

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

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

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

### Member Jurisdictions will:

**1.3.7** Adopt Regional Context Statements that:

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

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

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

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

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

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

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

#### **TransLink will:**

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

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



Tsawwassen First Nation

DRAFT Metro 2050



## Strategy 1.4 Protect Rural lands from urban development

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

### Metro Vancouver will:

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

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

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

### Member Jurisdictions will:

**1.4.3** Adopt Regional Context Statements that:

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



GOAL  
2

## Support a Sustainable Economy



Coquitlam

DRAFT Metro 2050

Regional Planning Committee

PLN - 93

Surrey



## Goal 2: Support a Sustainable Economy

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

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

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

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

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

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

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

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

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

**Strategies to achieve this goal are:**

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





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

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

### Metro Vancouver will:

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

**2.1.2** Work with the Federal Government, the Province, member jurisdictions, First Nations, and the private sector to advance shared economic prosperity and resilience through the Regional Economic Prosperity Service to attract strategic investment to the region.

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

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

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

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

**2.1.6** Advocate that airport authorities:

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

**2.1.7** Advocate that the Port of Vancouver:

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

**2.1.8** Advocate that the Fraser Valley Regional District and the Squamish-Lillooet Regional District collaborate with the Metro Vancouver Regional District on shared initiatives related to economy, transportation, and other related matters.

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

**Member Jurisdictions will:**

**2.1.10** Adopt Regional Context Statements that:

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



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

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

### Metro Vancouver will:

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

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

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

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

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

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

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

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

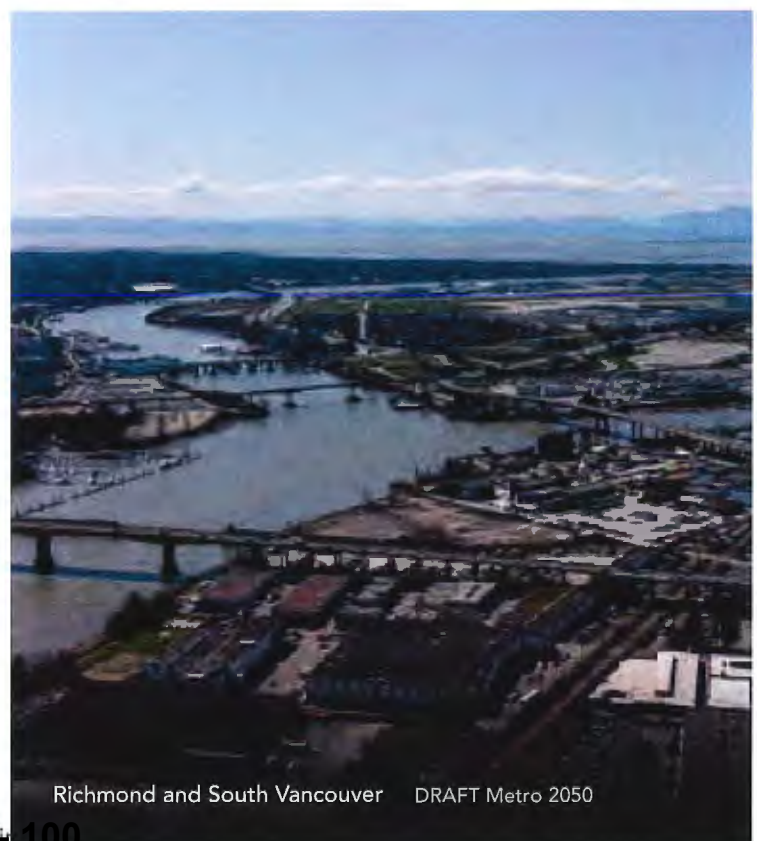
**2.2.8** Advocate to the Federal Government, the Province, and relevant agencies to enhance data collection and sharing related to industrial, employment, transportation, and economic matters in support of the efficient use of Industrial lands in the region.



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

- a) identify the Industrial and Employment lands and their boundaries on a map generally consistent with Map 7.
- b) identify Trade-Oriented lands, if applicable, with a defined set of permitted uses that support inter-regional, provincial, national, and international trade (e.g. logistics, warehouses, distribution centres, transportation and intermodal terminals) and location needs (e.g. large and flat sites, proximity to highway, port, or rail infrastructure) on a map consistent with the goals in the regional growth strategy. Strata and/or small lot subdivisions on these lands should not be permitted.
- c) include policies for Industrial lands that:
  - i) consistently define, support, and protect industrial uses in municipal plans and bylaws, and ensure that non-industrial uses are not permitted;
  - ii) support appropriate and related accessory uses, such as limited-scale ancillary commercial spaces, and caretaker units;
  - iii) exclude uses that are not consistent with the intent of Industrial lands and not supportive of industrial activities, such as medium and large format retail uses, residential uses, and stand-alone office uses, other than ancillary uses, where deemed necessary;
  - iv) encourage improved utilization and increased intensification/densification of Industrial lands for industrial activities, including the removing of any outdated municipal policies or regulatory barriers related to development form and density;
  - v) review and update parking and loading requirements to reflect changes in industrial forms and activities, ensure better integration with the surrounding character, and reflect improvements to transit service, in an effort to avoid the oversupply of parking;
  - vi) explore municipal industrial strategies or initiatives that support economic growth objectives with linkages to land use planning;
  - vii) provide infrastructure and services in support of existing and expanding industrial activities;
  - viii) introduces land use policies through area plans for rail-oriented, waterfront, and trade-oriented areas that may contain unique industrial uses;
  - ix) consider the preparation of urban design guidelines for Industrial land edge planning, such as interface designs, buffering standards, or tree planting, to minimize potential land use conflicts between industrial and sensitive land uses, and to improve resilience to the impacts of climate change; and
  - x) do not permit strata and/or small lot subdivisions on identified Trade-Oriented lands.
- d) include policies for Employment lands that:
  - i) support a mix of industrial, small scale commercial and office, and other related employment uses, while maintaining support for the light industrial capacity of the area, including opportunities for the potential densification/intensification of industrial activities, where appropriate;
  - ii) allow large and medium format retail, where appropriate, provided that such development will not undermine the broad objectives of the regional growth strategy;

- iii) support the objective of concentrating larger-scale commercial, higher density forms of employment, and other Major Trip-Generating uses in Urban Centres, and local-scale uses in Frequent Transit Development Areas;
  - iv) support higher density forms of commercial and light industrial development where Employment lands are located within Urban Centres or Frequent Transit Development Areas, and permit employment and service activities consistent with the intent of Urban Centres or Frequent Transit Development Areas, while low employment density and low transit generating uses, possibly with goods movement needs and impacts, are located elsewhere;
  - v) do not permit residential uses, except for an accessory caretaker unit;
  - vi) notwithstanding 2.2.9 (d)(v), consider limited residential uses (with an emphasis on affordable, rental units) on lands within 200 metres of a rapid transit station, and located within Urban Centres or Frequent Transit Development Areas, where appropriate. Residential uses are to be located only on the upper floors of new office and light industrial developments, and to be subject to consideration of municipal objectives, local context, and other regional growth strategy objectives.
- e) include policies to assist existing and new businesses in reducing their greenhouse gas emissions, maximizing energy efficiency, and mitigating impacts on ecosystems.
- f) include policies that assist existing and new businesses to adapt to the impacts of climate change and reduce their exposure to natural hazards risks, such as those identified within the regional growth strategy (Table 5).





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

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

### Metro Vancouver will:

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

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

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

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

**2.3.4** Work with the Agricultural Land Commission to protect the region's agricultural land base and not consider amending the Agricultural or Rural regional land use designation of a site if it is still part of the Agricultural Land Reserve except if the Agricultural Land Commission has:

- a) provided written confirmation that the site is not subject to the *Agricultural Land Commission Act*; or
- b) confirmed the site is subject to conditions prior to exclusion, and notifies Metro Vancouver that Metro Vancouver can consider such a proposed *Metro 2050* amendment.

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

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

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

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

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

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

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

#### **Member Jurisdictions will:**

**2.3.12** Adopt Regional Context Statements that:

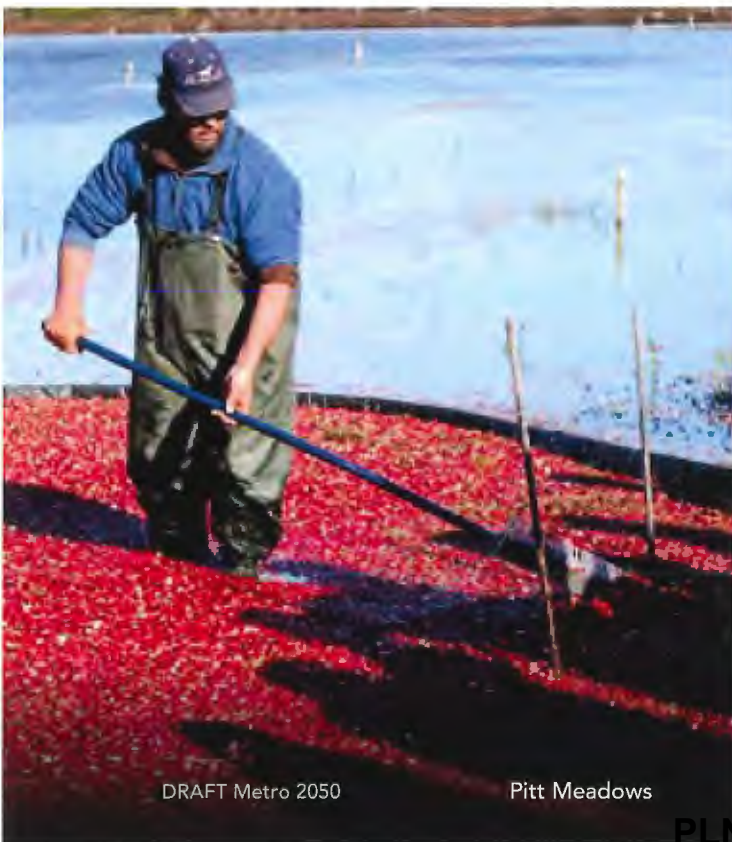
- a) specify the Agricultural lands and their boundaries within their jurisdiction on a map consistent with Map 8;
- b) consider policies and programs that increase markets and the distribution of local food in urban areas to strengthen the viability of agriculture and increase availability of local food for all residents;
- c) include policies that protect the supply of agricultural land and strengthen agriculture viability including those that:
  - i) assign appropriate land use designations to protect agricultural land for future generations and discourage land uses on Agricultural lands that do not directly support and strengthen agricultural viability;
  - ii) encourage the consolidation of small parcels and discourage the subdivision and fragmentation of agricultural land;
  - iii) support climate change adaptation including:
    - monitor storm water, flooding, and sea level rise impacts on agricultural land,
    - implement flood construction requirements for residential uses,
    - and maintain and improve drainage and irrigation infrastructure that supports agricultural production, where appropriate and in collaboration with other governments and agencies;



Delta

- iv) protect the integrity of agricultural land by requiring edge planning along the Urban Containment Boundary and adjacent to agricultural operations through activities such as screening, physical buffers, roads, or Development Permit area requirements;
- v) demonstrate support for economic development opportunities for agricultural operations that are farm related uses, benefit from close proximity to farms, and enhance primary agricultural production as defined by the *Agricultural Land Commission Act*;
- vi) align Official Community Plan policies and zoning regulations with the Minister's Bylaw Standards and Agricultural Land Commission legislation and regulations;

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



DRAFT Metro 2050

Pitt Meadows





GOAL  
3

# Protect the Environment and Respond to Climate Change and Natural Hazards



Langley Township

ORCA | Metro 2019

PLN - 105  
Regional Planning Committee

Electoral Area A



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

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

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

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

A commitment to improving social equity includes advancing equitable climate change strategies and actions that will: intentionally consider the suite of concerns that increase community vulnerability, and acknowledge current financial, health, social disparities that are being exacerbated by low carbon solutions and the impacts of climate change. It includes developing a process that delineates resources for greenhouse gas reduction and resilience efforts equitably, prioritizing nature-based solutions and communities and support for people in the region that are disadvantaged or have been disproportionately impacted by climate change.

### Strategies to achieve this goal are:

- 3.1 Protect and enhance Conservation and Recreation lands
- 3.2 Protect, enhance, restore, and connect ecosystems
- 3.3 Encourage land use, infrastructure, and human settlement patterns that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality
- 3.4 Encourage land use, infrastructure, and human settlement patterns that improve resilience to climate change impacts and natural hazards

FIGURE 4. ECOSYSTEM SERVICES PROVIDED BY HEALTHY ECOSYSTEMS



## Strategy 3.1 Protect and enhance Conservation and Recreation lands

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

### Metro Vancouver will:

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

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

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

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

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

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



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

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

**3.1.8** Advocate to the Federal Government and the Province to:

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

#### **Member jurisdictions will:**

**3.1.9** Adopt Regional Context Statements that:

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



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

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

c) include policies that:

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





## Strategy 3.2 Protect, enhance, restore, and connect ecosystems

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

### Metro Vancouver will:

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

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

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

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

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

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

**3.2.4** Work with local First Nations to:

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

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

**3.2.6** Advocate to the Federal Government and the Province to:

- a) strengthen species-at-risk and ecosystem protection legislation to better protect critical habitat, and support restoration and biodiversity, in addition to convening a local government support network; and
- b) support the uptake of nature-based climate solutions, including those that protect or restore foreshore ecosystems.

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

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





c) include policies that:

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

### Strategy 3.3 Encourage land use, infrastructure, and human settlement patterns that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality

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

#### Metro Vancouver will:

##### 3.3.1 Implement the:

a) strategies and actions of the regional growth strategy that contribute to regional targets to reduce greenhouse gas emissions by 45% below 2010 levels by the year 2030 and to achieve a carbon neutral region by the year 2050; and

b) *Metro Vancouver Clean Air Plan, Climate 2050*, and other associated actions to help achieve the regional greenhouse gas emissions reduction targets in Action 3.3.1 a).

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

a) monitor energy consumption, greenhouse gas emissions, and air quality related to land use, buildings, industry, agriculture, waste, transportation, and other emission sources, and consider lifecycle energy and emissions;

b) monitor and pursue opportunities to increase carbon storage in natural areas; and

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

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

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

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

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

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

b) in the transportation sector,

- i) revising enabling legislation to allow regional road usage charging for the purposes of managing congestion and greenhouse gasses;
- ii) supporting electric vehicle charging in new and existing buildings through requirements and programs;
- iii) continuing to increase the amount of reliable and sustainable funding available for sustainable transportation infrastructure and low emission travel modes, such as active transportation and public transit; and
- iv) continuing to advance stringent standards for on-road vehicle emissions and fuel carbon content.

**Member jurisdictions will:**

**3.3.7** Adopt Regional Context Statements that:

- a) identify how local land use and transportation policies will contribute to meeting the regional greenhouse gas reduction target of 45% below 2010 levels by the year 2030 and achieving a carbon neutral region by the year 2050;
- b) identify policies, actions and/or strategies that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality from land use, infrastructure, and settlement patterns, such as:
  - i) existing building retrofits and construction of new buildings to meet energy and greenhouse gas performance guidelines or standards (e.g. BC Energy Step Code, passive design), the electrification of building heating systems, green demolition requirements, embodied emissions policies, zero-carbon district energy systems, and energy recovery and renewable energy generation technologies, such as solar panels and geothermal systems, and zero emission vehicle charging infrastructure;



- ii) community design, infrastructure, and programs that encourage transit, cycling, rolling and walking; and
- c) focus infrastructure and amenity investments in Urban Centres and Frequent Transit Development Areas, and at appropriate locations along Major Transit Growth Corridors.

**TransLink will:**

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

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





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

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

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

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

**Metro Vancouver will:**

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

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

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

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

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

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

**Member jurisdictions will:**

**3.4.5** Adopt Regional Context Statements that include policies that:

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

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

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

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







GOAL  
4

Provide Diverse and Affordable  
Housing Choices

Maple Ridge

DRAFT Metro 2050

PLN - 121

New Westminster

## Goal 4: Provide Diverse and Affordable Housing Choices

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

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

In response to these challenges, a diverse mix of housing types and tenures that respond to an aging population, changing family and household characteristics, and a range of household incomes across the region is needed. Having housing choices means that all residents can find adequate and suitable housing that is affordable based on their household income, and that meets their unique needs and preferences. For the purpose of implementing *Metro 2050's* policies, "affordable housing" is defined as housing that is affordable to households earning up to 120% of the Regional Median Household

Income. Goal 4 encourages diverse and affordable housing choices as a means to provide opportunities for residents to live in their desired community or neighbourhood, close to employment, transit, schools, parks, amenities and important social connections.

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

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

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



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

**Strategies to achieve this goal are:**

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



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

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

### Metro Vancouver will:

**4.1.1** Assist member jurisdictions in developing housing strategies or action plans by providing analysis on regional demographics, household characteristics, and market conditions, and work with member jurisdictions to review and refine local housing priorities, policies, and housing needs reports or assessments in the context of this analysis.

**4.1.2** Monitor and report on the progress of member jurisdiction housing strategies or action plans in achieving the number and type of housing units required to meet current and anticipated housing needs, as determined in the member jurisdiction's housing needs report or assessment.

**4.1.3** Support member jurisdictions in the development and delivery of housing policies and actions by compiling, analyzing, and communicating data, preparing implementation guidelines and best practices research, and convening discussions on issues of common interest.

**4.1.4** Accept Regional Context Statements that describe how local plans, strategies, and policies will achieve diverse and affordable housing options, expand the supply and diversity of housing to meet a variety of needs along the housing continuum, and meet or work towards Actions 4.1.8 and 4.1.9.

**4.1.5** Advocate to the Province to create new enabling legislation that provides the ability for local governments to mandate affordable housing through inclusionary zoning powers.

**4.1.6** Advocate to the Province to provide funding to support member jurisdictions in the development and update of housing strategies or action plans that are aligned with housing needs reports or assessments.

**4.1.7** Advocate to the Province for expanded funding maximums and eligibility that support Treaty and Non-Treaty First Nations in developing housing needs reports or assessments to ensure a complete regional and provincial understanding of housing needs, and to help inform local plans, policies, and development decisions.





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

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

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

**4.1.9** Prepare and implement housing strategies or action plans that:

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

## Strategy 4.2 Expand, retain, and renew rental housing supply and protect tenants

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

### Metro Vancouver will:

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

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

**4.2.3** Set a regional target of 15% affordable rental housing in new and redeveloped housing development within Urban Centres and Frequent Transit Development Areas, and monitor progress towards the target every 5 years.

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

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

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

**Member jurisdictions will:**

**4.2.7** Adopt Regional Context Statements that:

- a) indicate how they will, within their local context, work towards the regional target of 15% affordable rental housing in redeveloped and new housing development within Urban Centres and Frequent Transit Development Areas;
- b) articulate how local plans and policies will mitigate impacts on renter households, particularly during redevelopment or densification of Urban Centres and Frequent Transit Development Areas;
- c) identify the use of regulatory tools that protect and preserve rental housing;
- d) identify policies and actions that contribute to the following outcomes:
  - i) increased supply of affordable rental housing in proximity to transit and on publicly-owned land;
  - ii) increased supply of market and below-market rental housing through the renewal of aging purpose-built rental housing and prevention of net rental unit loss;

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

**4.2.8** Prepare and implement housing strategies or action plans that:

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





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

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

### Metro Vancouver will:

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

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

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

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

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

**4.3.6** Advocate to the Federal Government and the Province to provide and expand ongoing rent supplements and housing benefits, and to increase

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

### Member jurisdictions will:

**4.3.7** Adopt Regional Context Statements that:

- a) indicate how they will collaborate with the Federal Government, the Province, and other partners, to assist in increasing the supply of permanent, affordable, and supportive housing units; and
- b) identify policies and actions that partner with other levels of government and non-profit organizations to create pathways out of homelessness and contribute to meeting the housing and support needs of populations experiencing or at risk of homelessness.

**4.3.8** Prepare and implement housing strategies or action plans that:

- a) identify opportunities to participate in programs with other levels of government to secure additional housing units to meet the housing needs of lower income households;
- b) identify strategies to increase community acceptance and communicate the benefits of affordable and supportive housing development; and
- c) are aligned with or integrate plans to address homelessness, and identify strategies to reduce the total number of households that are in core housing need and populations experiencing or at risk of homelessness.



GOAL  
5

Support Sustainable  
Transportation Choices



North Vancouver City

76 Duff Metro 750

Region of Delta 129

Surrey

## Goal 5: Support Sustainable Transportation Choices

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

The first strategy identifies actions to increase the proportion of trips by transit, cycling, walking, and other alternatives to single occupancy vehicles. *Transport 2050's* Major Transit Network will be critical in reinforcing *Metro 2050's* network of Urban Centres and Frequent Transit Development Areas. *Metro 2050* aligns these locations for growth with planned transit connections to provide clearer expectations about future growth and investment. Aligning land use and transportation in this way enables a diversity of transit-oriented affordable housing, shorter trips and greater access to opportunity.

The second strategy recognizes the fundamental role that the Major Road Network, Regional Truck Route Network, provincial highways, and federal transportation facilities play in shaping regional growth, moving people and goods within the region, and connecting the region with intra-provincial, national and international destinations. The strategy advocates for active management of the existing and planned capacity of the road network and the demands put upon it to minimize the need for capital-intensive roadway expansion in the future. Further, rail and marine transportation have the potential to play a larger role in the future for goods movement, so protecting rail rights-of-way and access points to waterways today is critical to preserving transportation options in the future. This strategy also anticipates the changing nature of industry and digitalization of commerce.

Metro Vancouver works in partnership with member jurisdictions, TransLink, Port of Vancouver, airport authorities, the Federal Government, and the Province to coordinate decision-making in support of the regional growth strategy. TransLink prepares and implements strategic transportation plans for roads, transit, active transportation, and goods movement, among other regional transportation programs. TransLink is also responsible for the region's long-term transportation strategy, *Transport 2050*. *Metro 2050* and *Transport 2050* comprise the region's long-term vision for the land use and transportation system. The Province prepares provincial highway and transit plans which help to guide the development of regional transportation plans. Both the Federal Government and the Province play significant roles in funding regional transit and goods movement infrastructure. Metro Vancouver advocates for reductions in transportation-related greenhouse gas emissions and common air contaminants.





DRAFT Metro 2050

Burnaby

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

**Strategies to achieve this goal are:**

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

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

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

### Metro Vancouver will:

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

**5.1.2** Establish the following objectives for the regional transportation system:

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

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

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

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

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

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

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



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

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

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

**5.1.10** Advocate to the Federal Government and the Province to provide increased reliable and sustainable funding for expanding, and operating:

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

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

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

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

**Member jurisdictions will:**

**5.1.14** Adopt Regional Context Statements that identify land use and transportation policies and actions that:

- a) coordinate to encourage a greater share of trips made by transit, shared mobility options, cycling, and walking;
- b) support the development and implementation of transportation demand management strategies, such as: parking pricing and supply measures, transit priority measures, end-of-trip facilities for active transportation, and shared mobility services;
- c) manage and enhance municipal infrastructure in support of transit, multiple-occupancy vehicles, cycling, and walking;
- d) support the transition to zero-emission vehicles;
- e) support implementation of the Regional Greenway Network and Major Bikeway Network, as identified in Map 10; and
- f) support implementation of local active transportation facilities that connect to the Regional Greenway Network or Major Bikeway Network.

**TransLink will:**

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

- a) prepare and implement strategic transportation plans that support focused growth in Urban Centres and Frequent Transit Development Areas, while avoiding known unmitigated flood and other natural hazard risk areas;

b) provide Metro Vancouver with adequate opportunity to provide input into TransLink's strategic planning and decision-making processes that would affect the achievement of the objectives and priorities as set out in Action 5.1.2;

c) establish performance measures and/or targets that support an increased share of trips made by transit, shared mobility, zero-emission vehicles, cycling and walking, and the associated reductions in air emissions from on-road transportation sources, and monitor progress towards achieving these targets;

d) prepare and implement regional transportation system and demand management strategies, such as: ridesharing programs, transportation user-based pricing, and regulation for ride-hailing services and other emerging mobility technologies;

e) support the development of safe and comfortable regional cycling networks serving Urban Centres, Frequent Transit Development Areas, and other areas of high potential for utility and/or recreational cycling;

f) work with the Province, the Integrated Partnership for Regional Emergency Management, and member jurisdictions to evaluate the potential impacts of climate change and known unmitigated natural hazards on rapid transit alignments, station locations, and associated transportation infrastructure;

g) explore methods to support affordable housing through existing and future revenue sources, such as: continuing the reduction or waiver of the TransLink Development Cost Charge on certain types of not-for-profit rental housing; seeking partnership opportunities with the Province and others to support delivering affordable housing; seeking commitments on the development of affordable housing policies and targets in partnership agreements required for major transportation projects; and considering the impacts of proposed projects on affordable housing when evaluating future rapid transit investments;

h) continue developing active transportation and transit networks as a means to create redundancy in low-cost, low-emission travel options;

i) work with the Province, member jurisdictions, and others, to implement both the Regional Greenway Network and the Major Bikeway Network, as identified in Map 10; and

j) continue to identify viable new opportunities to create and improve transit and active transportation linkages to and within First Nations communities.



Pitt Meadows

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

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

### Metro Vancouver will:

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

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

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

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

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



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

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

**Member jurisdictions will:**

**5.2.6** Adopt Regional Context Statements that:

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



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

**TransLink will:**

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

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

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

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

## F. Implementation

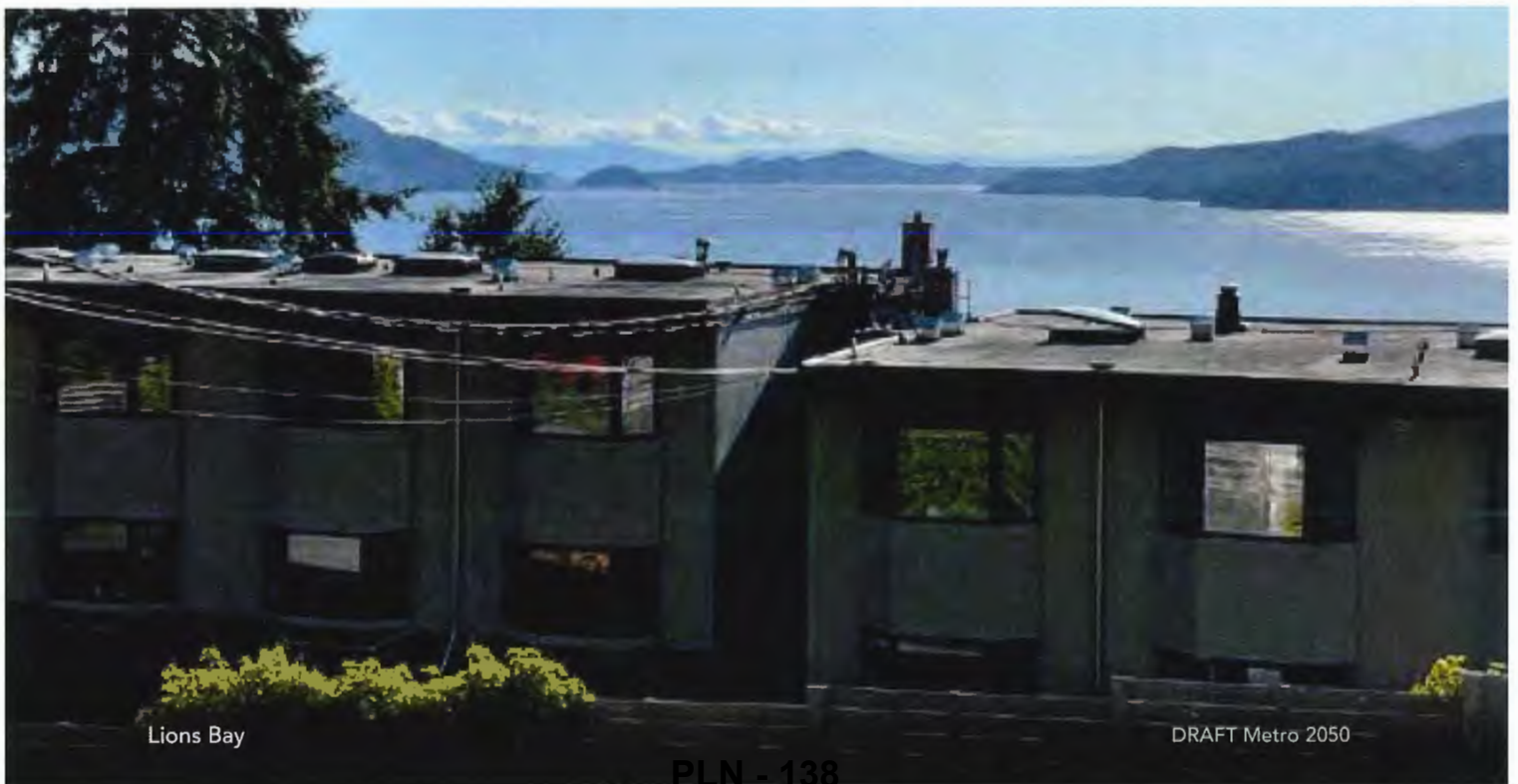
### 6.1 Regional Growth Strategy Implementation Framework

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

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

This collaborative decision-making process applies to:

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



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**TABLE 6: REGIONAL GROWTH STRATEGY IMPLEMENTATION FRAMEWORK\***

PRINCIPLES	EXAMPLES	PROCEDURES
Fundamental change to core goals or strategies	Amend the goals or strategies; delete an entire goal; change the amendment process	Type 1: 50% + 1 Board vote and acceptance by all affected local governments
Region-wide significance for non-urban designations	Change Urban Containment Boundary or Agricultural designation	Type 2: 2/3 Board vote
Region-wide significance for urban designations	Large scale Industrial area designation change	Type 3: 50% + 1 Board vote
Small scale urban designation changes	Small scale Industrial area designation change, changes to Urban Centre boundaries	Official Community Plan change only, no requirement to amend Regional Context Statement
Local planning matter with no regional significance	Rezoning consistent with Official Community Plan	Official Community Plan matters, no Regional Context Statement reference required

\*Table 6 for reference only

## 6.2 Regional Context Statements

**6.2.1** Within two years of the Metro Vancouver Regional District (MVRD) Board's adoption of a regional growth strategy or of a Type 1 amendment, each member jurisdiction must include, or update, in its Official Community Plan, and submit to the MVRD Board for acceptance, a Regional Context Statement. A member jurisdiction will submit its Regional Context Statement to the MVRD Board for acceptance after the member jurisdiction holds its public hearing and subsequent reading relating to its Official Community Plan bylaw amendment.

**FIGURE 5: RELATIONSHIP BETWEEN THE REGIONAL GROWTH STRATEGY AND OFFICIAL COMMUNITY PLANS**

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

## Contents of Regional Context Statement

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

## Regional Context Statement Process

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

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

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

## Consistency with Regional Growth Strategy

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

## Providing for Appropriate Municipal Flexibility

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

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

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

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



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

provided that:

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

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

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

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

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

## 6.3 Categories of Regional Growth Strategy Amendments

### Type 1 Amendments to the Regional Growth Strategy

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

- a) the addition or deletion of regional growth strategy goals or strategies;
- b) an amendment to the process for making minor amendments to the regional growth strategy, which is specified in sections 6.3.3 and 6.3.4; and

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

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

### Type 2 Amendments to the Regional Growth Strategy

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

- a) amendment to the Urban Containment Boundary;
- b) amendment of Agricultural or Conservation and Recreation regional land use designations, except as set out in section 6.3.4 (e), (f) and (g);
- c) amendment from Rural to Industrial, Employment, or General Urban regional land use designations;

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

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

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

## Type 3 Amendments to the Regional Growth Strategy

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

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



## 6.4 Procedures for Regional Growth Strategy Amendments

### Who Can Apply for an Amendment

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

### Notification and Request for Comments

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

- a) provide written notice of the proposed amendment to all affected local governments;
- b) provide a minimum of forty-five (45) days from the date of the notice for affected local governments, and the appropriate agencies, to respond to the proposed amendment;
- c) post notification of the proposed amendment on the MVRD website, for a minimum of forty-five (45) days from the date of the notice;

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

### Procedures for Type 1 Amendments

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

### Procedures for Type 2 Amendments

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

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



c) provide public engagement opportunities that may include:

- notification of the proposed amendments on the Metro Vancouver website;
- requesting written comments by way of a comment form on the Metro Vancouver website;
- opportunities for the public to appear as a delegation to the Regional Planning Committee or the MVRD Board when the amendment is being considered;
- conveyance of comments submitted from the respective local public hearing to the MVRD Board, and
- hosting a public information meeting (digitally or in person).

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

## Procedures for Type 3 Amendments

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

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

## 6.5 Coordination with First Nations

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

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

## 6.6 Coordination with TransLink

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

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

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

## 6.7 Coordination with Other Governments and Agencies

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

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



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## 6.8 Coordination with Metro Vancouver / Greater Vancouver Boards

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

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

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

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

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

## 6.9 Sewerage Area Extensions

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

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



## 6.10 Special Study Areas

**6.10.1** Special Study Areas as depicted on Map 12 identify locations where, prior to the adoption of *Regional Growth Strategy Bylaw No. 1136*, on July 29, 2011, a member jurisdiction had expressed an intention to alter the existing land use, and is anticipating a future regional land use designation amendment. Pending Metro Vancouver Regional District Board approval of a regional land use designation amendment, the current regional land use designation(s) applies within the Special Study Area. Amending a regional land use designation within a Special Study Area is considered a Type 3 amendment under section 6.3.4 of the regional growth strategy.

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

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

## 6.11 Jurisdiction

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

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





## 6.12 Regional Growth Strategy Maps

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

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

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

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

## 6.13 Tables, Figures and Performance Measures

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

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

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

## 6.14 Interpretation

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

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

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

## 6.15 Implementation Guidelines

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



## G. Performance Monitoring

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

### Regional land use designations

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

### Goal 1: Create a Compact Urban Area

#### Urban Containment

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

#### Growth in Priority Areas

- Percent of regional dwelling unit growth located in Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors
- Change in people plus jobs per hectare in Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors

#### Complete Communities and Health

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

## Goal 2: Support a Sustainable Economy

### Employment in Priority Areas

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

### Agricultural Lands

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

### Employment Accessibility

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

### Industrial and Employment Lands

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

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

### Ecosystem Health

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

### Greenhouse Gas Emission Reduction

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



## Goal 4: Provide Diverse and Affordable Housing Choices

- Percentage of affordable rental housing in new and redeveloped units in Urban Centres and Frequent Transit Development Areas
- Percentage of household income spent on housing and transportation expenses across the region and by tenure and income level

## Goal 5: Support Sustainable Transportation Choices

### Travel Mode Choices

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

### Road and Vehicle Use and Safety

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



## H. Glossary of Terms

### METRO 2050 GLOSSARY

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



# Map 1: Metro Vancouver Region

## I. Maps



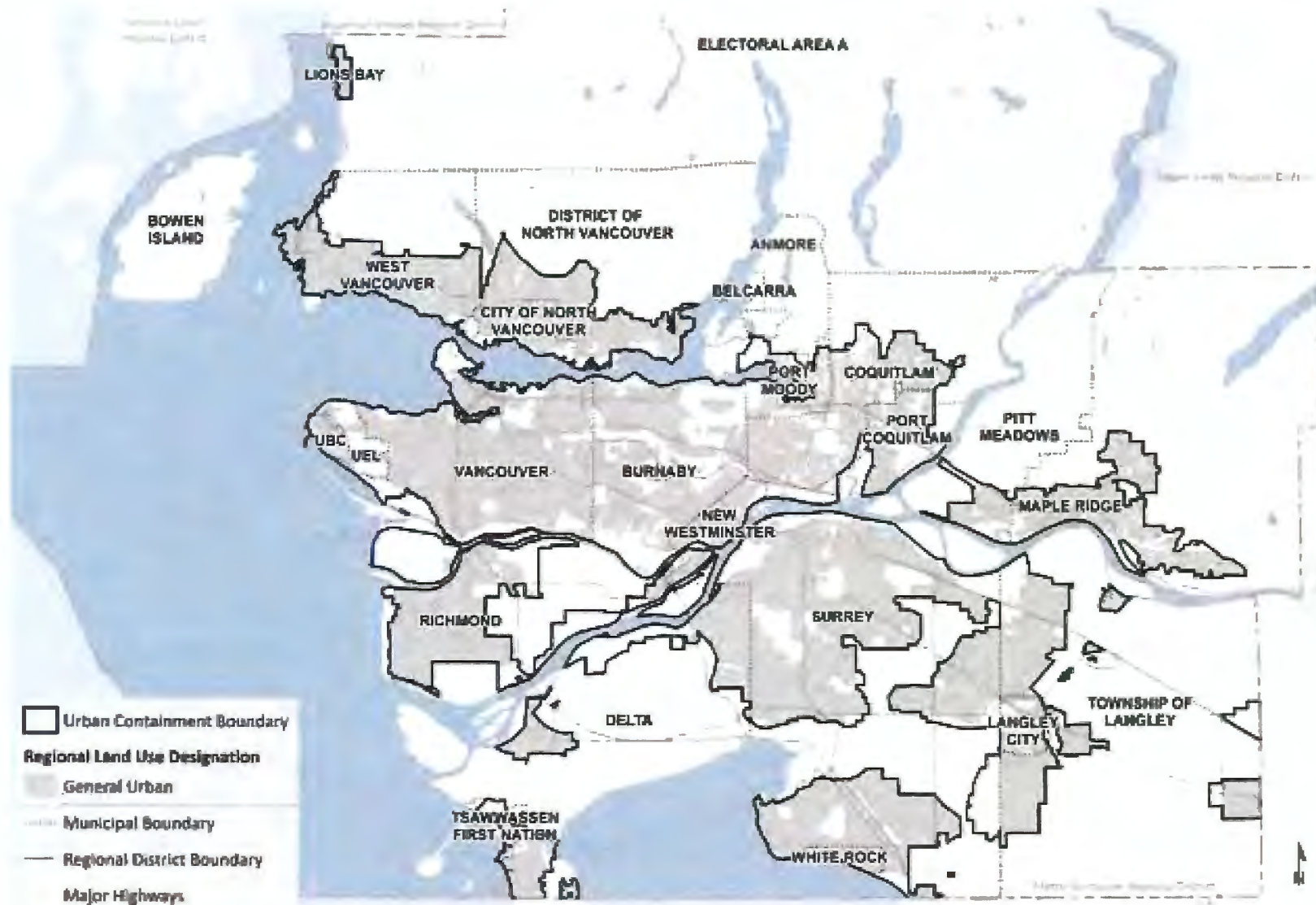
Map for reference only.

## Map 2: Regional Land Use Designations



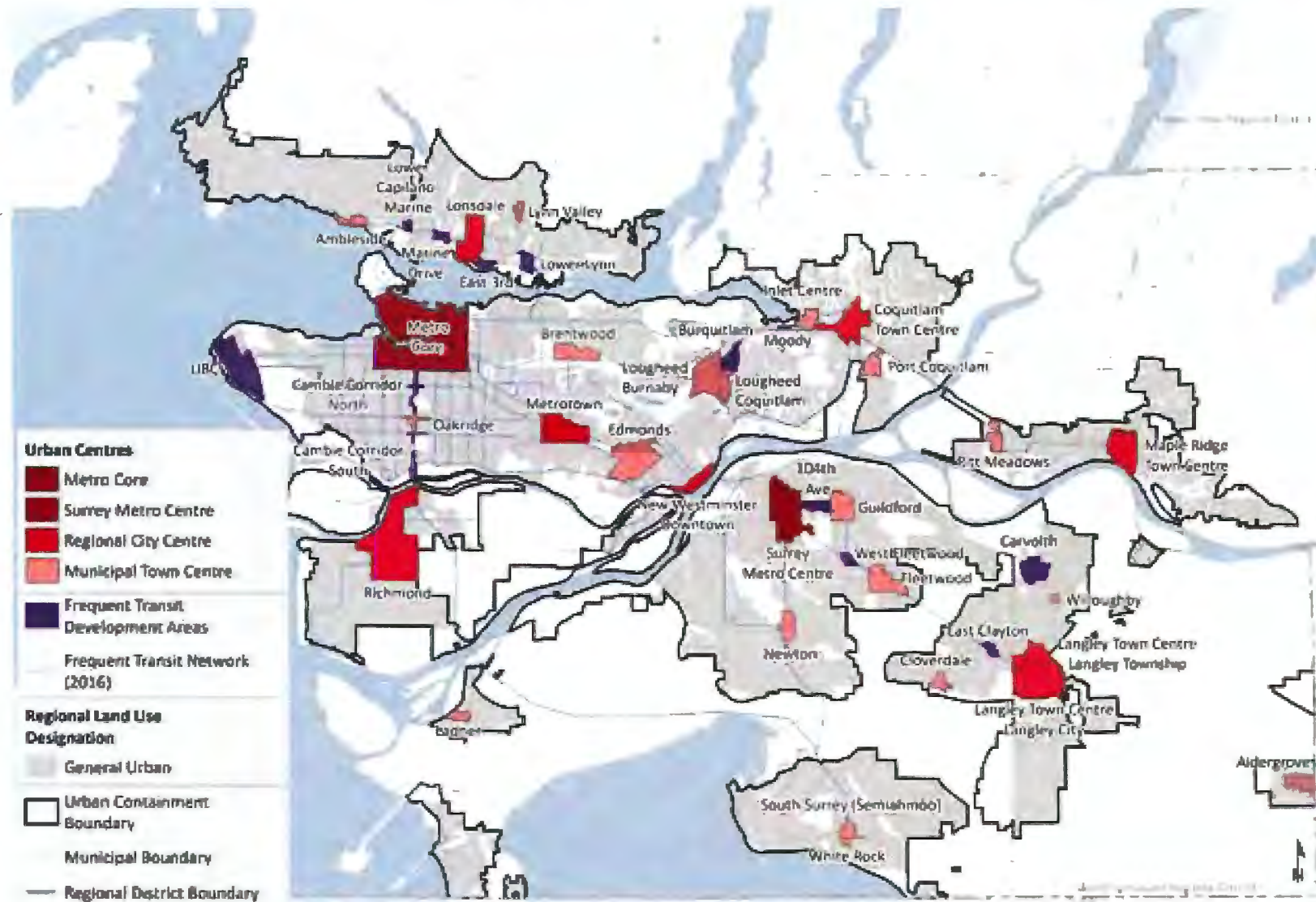
This map is a small scale depiction of the Regional Land Use Designation Map that Metro Vancouver maintains as the basis for defining land use designation boundaries. The official Regional Land Use Designation Map can be viewed on the Metro Vancouver website.

## Map 3: Urban Containment Boundary and General Urban Lands





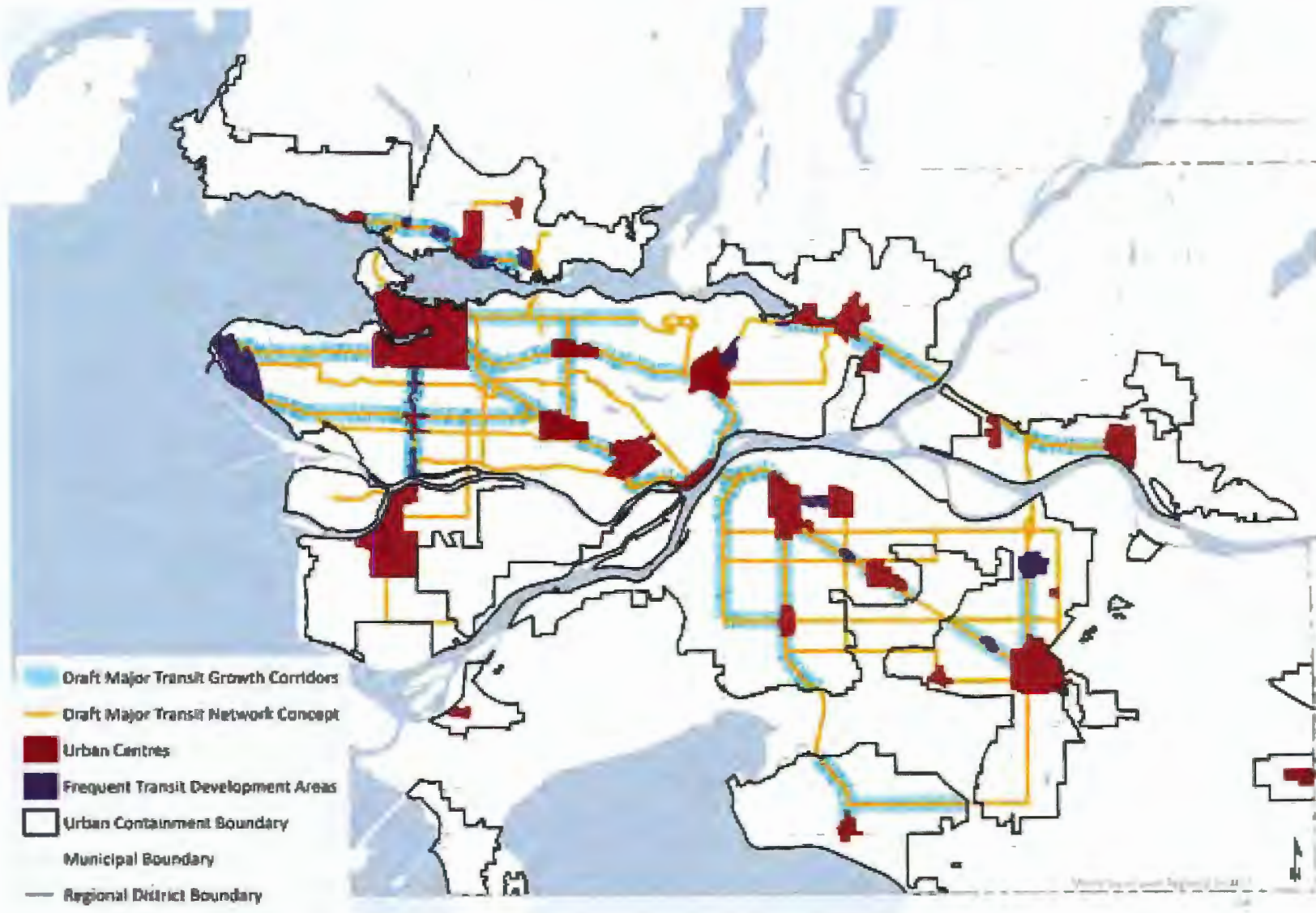
## Map 4: Urban Centres and Frequent Transit Development Areas



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



## Map 5: Major Transit Growth Corridors and Major Transit Network

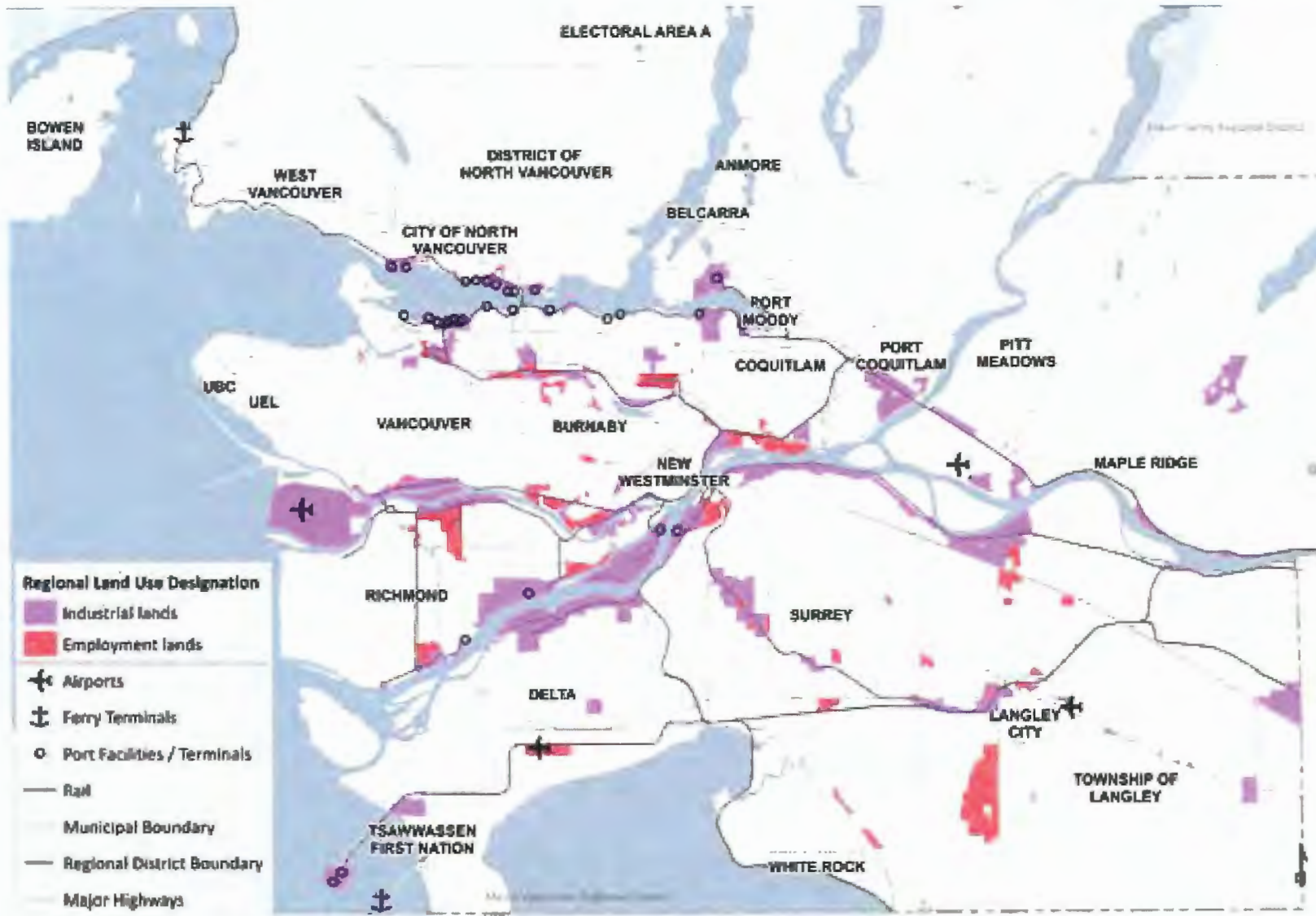


The Major Transit Growth Corridors are preliminary and subject to review and confirmation. The Draft Major Transit Network comprises both Transport 2050 Concepts A and B, which are also to be confirmed and are shown on this map for illustrative purposes only.

Map 6: Rural Lands



## Map 7: Industrial and Employment Lands



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



## Map 8: Agricultural Lands



For the latest ALR geography, please visit the Agricultural Land Commission website at [www.alc.gov.bc.ca](http://www.alc.gov.bc.ca)



## Map 9: Conservation and Recreation Lands



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

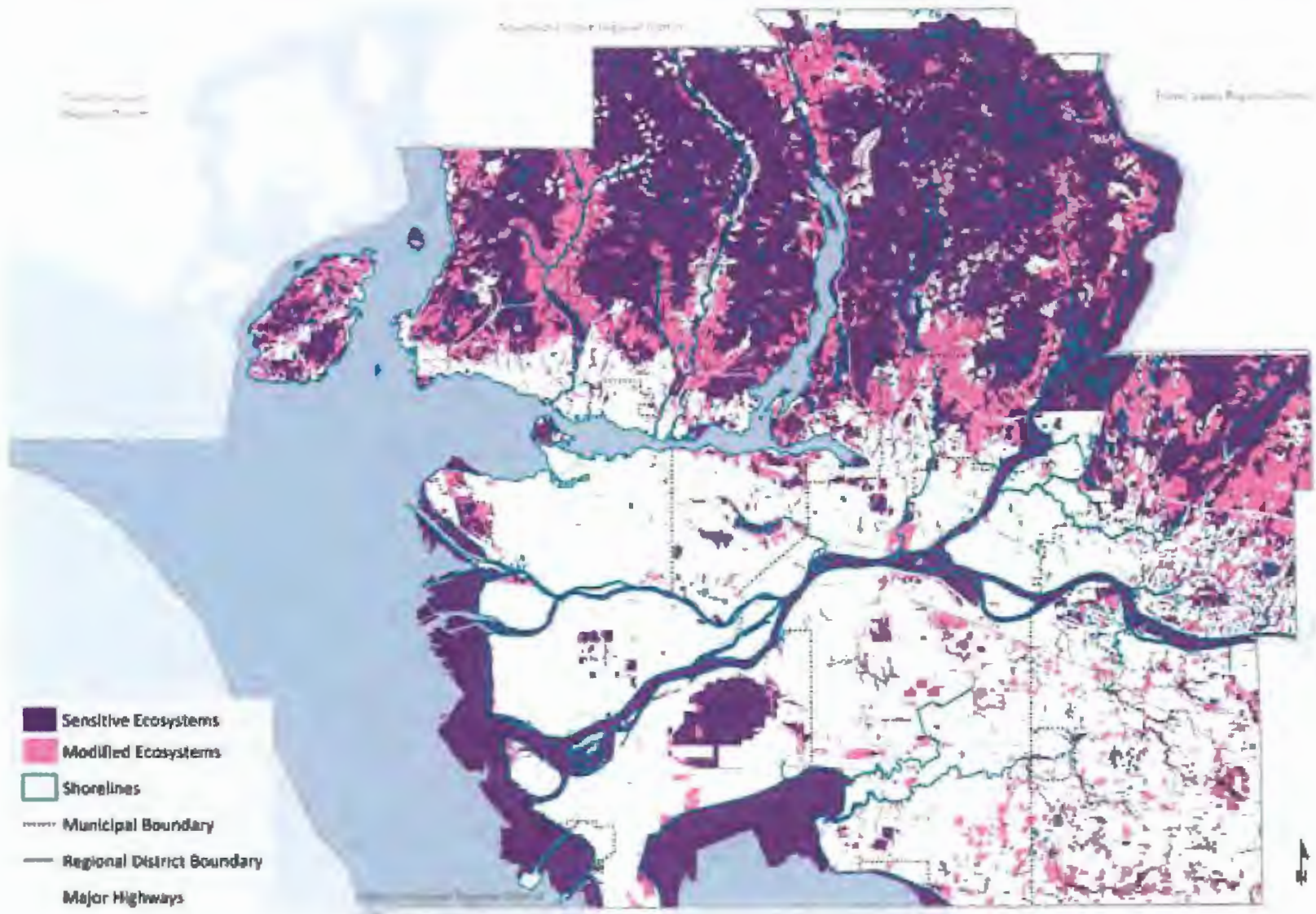
## Map 10: Regional Greenway Network and Major Bikeway Network



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

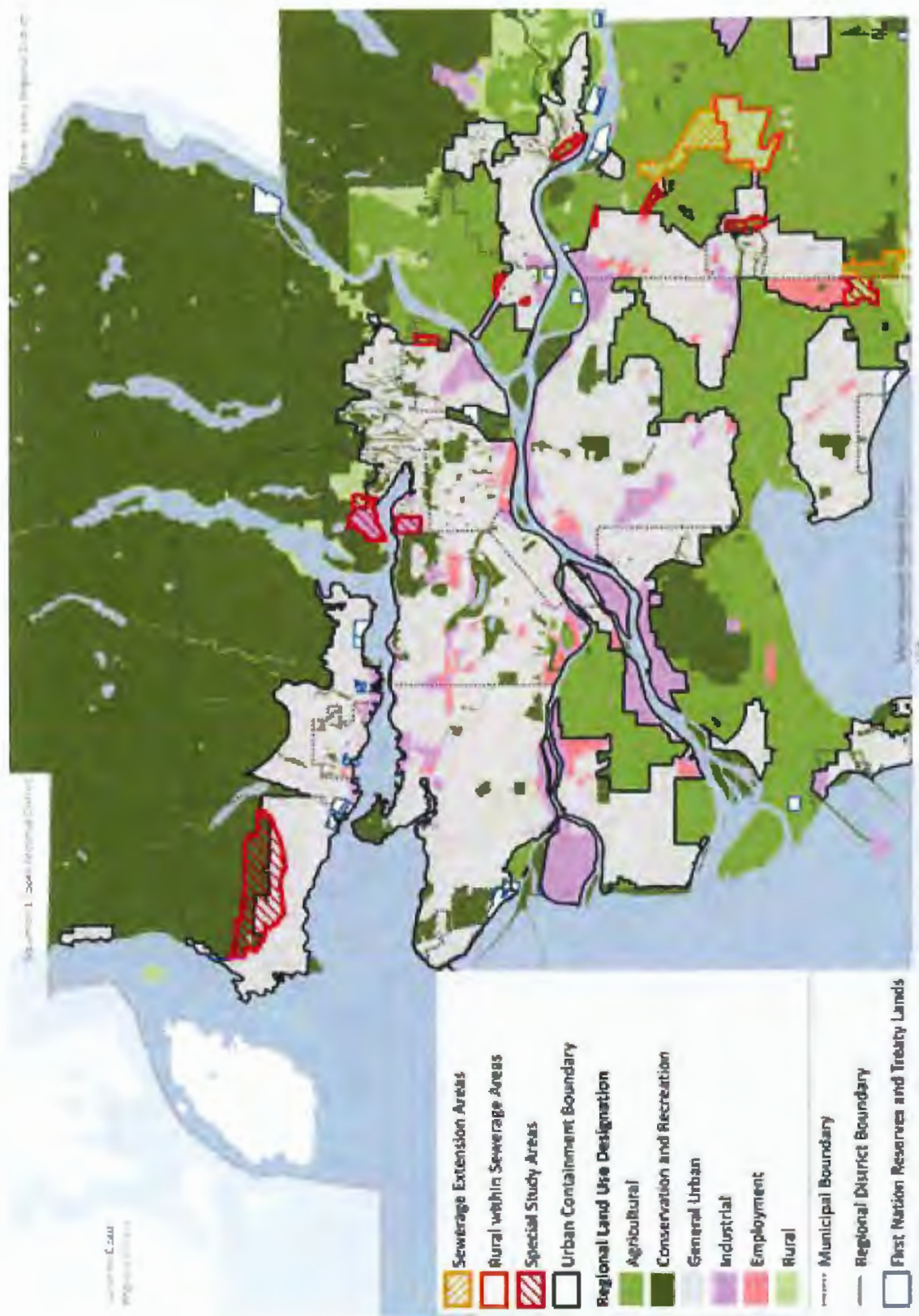


## Map 11: Sensitive Ecosystem Inventory



Map for reference only. An online SEI Tool is available at <https://gis.metrovancouver.org/mvmaps/SEI> and downloadable from <http://www.metrovancouver.org/data>. The SEI dataset is from 2014. Local ecological datasets may be more current and detailed.

Map 12: Special Study Areas and Sewerage Extension Area





**Bylaw No 1136, 2010 and List of Amendments**

This will be the same as current Metro 2040

**List of Affected Local Governments and Dates of Acceptance**

This will be the same as current Metro 2040

DRAFT



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