

**METRO VANCOUVER REGIONAL DISTRICT  
REGIONAL PLANNING COMMITTEE**

**REGULAR MEETING**

**July 8, 2022**

**9:15 am**

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

**Webstream available at <http://www.metrovancover.org>**

**A G E N D A<sup>1</sup>**

**1. ADOPTION OF THE AGENDA**

**1.1 July 8, 2022 Regular Meeting Agenda**

That the Regional Planning Committee adopt the agenda for its regular meeting scheduled for July 8, 2022 as circulated.

**2. ADOPTION OF THE MINUTES**

**2.1 May 19, 2022 Regular Meeting Minutes**

That the Regional Planning Committee adopt the minutes of its regular meeting held May 19, 2022 as circulated.

**3. DELEGATIONS**

**3.1 Peter DeJong, CAO, The Municipality of the Village of Lions Bay**

Subject: Village of Lions Bay Regional Context Statement

**Added**

**3.2 Marcus Reuter**

Subject: Village of Lions Bay Regional Context Statement

**4. INVITED PRESENTATIONS**

**4.1 Dr. Sarah Henderson, Scientific Director of Environmental Health, BC Centre for Disease Control**

Subject: Mortality During the Catastrophic 2021 Heat Dome

<sup>1</sup> Note: Recommendation is shown under each item, where applicable.

**5. REPORTS FROM COMMITTEE OR STAFF**

**5.1 Village of Lions Bay Regional Context Statement**

That MVRD Board:

- a) decline to accept the Village of Lions Bay Regional Context Statement as received by Metro Vancouver on April 6, 2022, for the reasons laid out in the report titled “Village of Lions Bay Regional Context Statement”, dated June 6, 2022; and
- b) notify the Village of Lions Bay of the decision and request that as the Village updates its Official Community Plan, to amend the Regional Context Statement accordingly, prior to it being resubmitted to the Board for consideration.

**5.2 Metro 2050: Summary of Affected Local Government Acceptances**

That the MVRD Board receive for information the report dated June 30, 2022, titled “Metro 2050: Summary of Affected Local Government Acceptances”.

**5.3 Metro 2050 Q1 and Q2 2022 Engagement Update**

That the MVRD Board receive for information the report dated May 4, 2022 titled “Metro 2050 Q1 and Q2 2022 Engagement Update”.

**5.4 Manager’s Report**

That the Regional Planning Committee receive for information the report dated June 21, 2022, titled “Manager’s Report”.

**6. INFORMATION ITEMS**

**7. OTHER BUSINESS**

**8. BUSINESS ARISING FROM DELEGATIONS**

**9. RESOLUTION TO CLOSE MEETING**

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

**10. ADJOURNMENT/CONCLUSION**

That the Regional Planning Committee adjourn/conclude its regular meeting of July 8, 2022.

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Membership:

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

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

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

**METRO VANCOUVER REGIONAL DISTRICT  
REGIONAL PLANNING COMMITTEE**

Minutes of the Regular Meeting of the Metro Vancouver Regional District (MVRD) Regional Planning Committee held at 9:15 a.m. on Thursday, May 19, 2022 in the 28<sup>th</sup> Floor Boardroom, 4515 Central Boulevard, Burnaby, British Columbia.

**MEMBERS PRESENT:**

Chair, Mayor Jonathan Coté, New Westminster  
 Councillor Dan Copeland\*, Delta  
 Councillor Judy Dueck\*, Maple Ridge  
 Councillor Nora Gambioli\*, West Vancouver  
 Councillor Laurie Guerra\*, Surrey  
 Mayor Mike Hurley\*, Burnaby (arrived at 9:17 a.m.)  
 Councillor Sarah Kirby-Yung\*, Vancouver  
 Councillor Lisa Muri\*, North Vancouver District  
 Councillor Harold Steves\*, Richmond  
 Mayor Rob Vagramov\*, Port Moody (arrived at 9:17 a.m.)  
 Mayor Brad West\*, Port Coquitlam

**MEMBERS ABSENT:**

Vice Chair, Mayor Jack Froese, Langley Township  
 Mayor John McEwen, Anmore  
 Mayor Val van den Broek, Langley City

**STAFF PRESENT:**

Heather McNell, General Manager, Regional Planning and Housing Services  
 Natalia Melnikov, Legislative Services Coordinator, Board and Information Services

**1. ADOPTION OF THE AGENDA**

**1.1 May 19, 2022 Regular Meeting Agenda**

**It was MOVED and SECONDED**

That the Regional Planning Committee adopt the agenda for its regular meeting scheduled for May 19, 2022 as circulated.

**CARRIED**

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

**2. ADOPTION OF THE MINUTES**

**2.1 March 4, 2022 Regular Meeting Minutes**

**It was MOVED and SECONDED**

That the Regional Planning Committee adopt the minutes of its regular meeting held March 4, 2022 as circulated.

**CARRIED**

**3. DELEGATIONS**

No items presented.

**4. INVITED PRESENTATIONS**

No items presented.

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

**5. REPORTS FROM COMMITTEE OR STAFF**

**5.1 Process to Consider Stronger Climate Action Language and Policy for *Metro 2050***

Report dated April 22, 2022, from Heather McNell, General Manager, Regional Planning and Housing Services, providing the Regional Planning Committee with a proposed scope of work and engagement plan to explore opportunities for stronger climate action language and policy for *Metro 2050* and the development of the *Climate 2050 Land Use and Growth Management Roadmap*.

**It was MOVED and SECONDED**

That the MVRD Board receive for information the report dated April 22, 2022, titled "Process to Consider Stronger Climate Action Language and Policy for *Metro 2050*".

**CARRIED**

**5.2 Impacts of Immigration on Projections and Growth Throughout the Region**

Sinisa Vukicevic, Program Manager, Regional Planning Analytics, Regional Planning and Housing Services, provided a verbal update on historical trends and immigration statistics, highlighting the importance of immigration to the region, and outlining a new approach for Regional Planning to model future immigration distribution across the region.

Discussion ensued regarding a shortage of medical professionals, regional affordability, and the feasibility of the region regulating the provision of affordable housing.

Presentation material titled "Historical and Future Growth of Immigration to Metro Vancouver" is retained with May 19, 2022 Regional Planning Committee agenda.



**It was MOVED and SECONDED**

That the Regional Planning Committee receive for information the verbal update by Sinisa Vukicevic, titled “Impacts of Immigration on Projections and Growth Throughout the Region”.

**CARRIED**

**5.3 Regional Parking Strategy – Scope of Work**

Report dated April 11, 2022, from Mark Seinen, Senior Planner, Regional Planning and Housing Services, providing the Regional Planning Committee with an overview of the previous regional parking initiatives and the key findings from the 2018 Regional Parking study and outlining the scope of work and timeline for a Regional Parking Strategy.

In response to questions, members were informed about parking costs and the need for a balanced strategy based on data. Discussion ensued regarding the possibility of reducing parking requirements as a measure to lower housing costs and the relationship between transit use and parking.

Presentation material titled “Regional Parking Strategy – Scope of Work” is retained with May 19, 2022 Regional Planning Committee agenda.

**It was MOVED and SECONDED**

That the MVRD Board receive for information the report dated April 11, 2022, titled “Regional Parking Strategy – Scope of Work”.

**CARRIED**

**5.4 Social Equity in Regional Growth Management Phase 3 Study – Project Scope**

Report dated April 11, 2022, from Erin Rennie, Senior Planner, Regional Planning and Housing Services and Laurie Bates-Frymel, Senior Planner, Regional Planning and Housing Services, presenting the Regional Planning Committee with the proposed project scope of the Social Equity in Regional Growth Management Phase 3 Study.

Members were provided with a presentation on the Social Equity project outlining findings from phases 1 and 2, and the, purpose scope and deliverables for phase 3 including and new social equity case studies and updating phase 2 maps.

Presentation material titled “Social Equity in Regional Growth Management – Phase 3 Study - 2022-2023” is retained with May 19, 2022 Regional Planning Committee agenda.

**It was MOVED and SECONDED**

That the MVRD Board receive for information the report dated April 11, 2022, titled “Social Equity in Regional Growth Management Phase 3 Study – Project Scope”.

**CARRIED**

## 5.5 **2022 Agriculture Awareness Grant Recommendations**

Report dated April 8, 2022, from Carla Stewart, Senior Planner, Regional Planning and Housing Services, seeking MVRD Board's award for funding grants to non-profit organizations from around the region that are leading public awareness activities about the importance of local agriculture and food production and about educating residents on how to grow and cook food produced in the region.

### **It was MOVED and SECONDED**

That the MVRD Board award the annual Agriculture Awareness Grants to the following fourteen non-profit organizations as described in the report dated April 8, 2022, titled "2022 Agriculture Awareness Grant Recommendations":

- a) Fraser North Farmers Market Society, for the "Nibble Network" project in the amount of \$2,500;
- b) Hives for Humanity Society, for "Stories and Sounds of Connection around Beekeeping and Gardening" in the amount of \$2,000;
- c) Immigrant Link Centre Society, for the "'From Pollution to Solution' Educational Cartoon" project in the amount of \$5,500;
- d) See-emia Cultural Studies Society, for the "Sovereign Seedlings" project in the amount of \$4,750;
- e) Urban Bounty/Richmond Food Security Society, for "From Field to Fork" in the amount of \$5,000;
- f) Delta Farmland & Wildlife Trust, for "Day at the Farm" in the amount of \$4,500;
- g) BC Agriculture in the Classroom, for "Take a Bite of BC" in the amount of \$3,000;
- h) Earthwise Society, for the "Tomato Festival" in the amount of \$2,500;
- i) Public Health Association of BC (PHABC), for "Farm to School BC" in the amount of \$3,500;
- j) The Sharing Farm Society, for the "12<sup>th</sup> Annual Garlic Festival" in the amount of \$2,000;
- k) BC Association of Farmers Markets, for the "PechaKucha: Local Food and Agriculture" project in the amount of \$3,000;
- l) FarmFolk/CityFolk, for the "Visioning a Sustainable Food System in BC" project in the amount of \$4,250;
- m) Pacific Immigrant Resources Society (PIRS), for the "Local Food Literacy for Immigrant and Refugee Women in Metro Vancouver" project in the amount of \$5,500; and
- n) Growing Chefs Society, for "Edible Education Programming" in the amount of \$2,000.

**CARRIED**

## 5.6 **Request for Sanitary Service Connection at 13179 224 Street, Maple Ridge**

Report dated April 14, 2022, from James Stiver, Division Manager, Regional Land Use Policy, Regional Planning and Housing Services, seeking MVRD Board's concurrence that the City of Maple Ridge's request for a sanitary service connection to allow for the expansion of an existing restaurant at 13179 224

Street is consistent with Metro Vancouver 2040: Shaping our Future (Metro 2040).

**It was MOVED and SECONDED**

That the MVRD Board:

- a) resolve that the extension of GVS&DD sewerage services to an existing restaurant and three additional existing businesses at 13179 224 Street in the City of Maple Ridge is consistent with the provisions of Metro Vancouver 2040: Shaping our Future; and
- b) forward the requested Fraser Sewerage Area extension application to the GVS&DD Board for consideration.

**CARRIED**

**5.7 Manager's Report**

Report dated April 28, 2022, from Heather McNell, General Manager, Regional Planning and Housing Services, providing the Regional Planning Committee with an update on the Regional Planning Committee 2022 Work Plan, Regional Growth Strategy implementation guidelines, and the *Climate 2050 Draft Agriculture Roadmap* and *Draft Nature and Ecosystems Roadmap*.

**It was MOVED and SECONDED**

That the Regional Planning Committee receive for information the report dated April 28, 2022, titled "Manager's Report".

**CARRIED**

**6. INFORMATION ITEMS**

**6.1 Draft *Climate 2050 Nature and Ecosystems Roadmap***

**6.2 Draft *Climate 2050 Agriculture Roadmap***

**6.3 HNC Symposium Living Together - Connecting Housing, Social Well-being and Resilience**

**It was MOVED and SECONDED**

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

- 6.1 Draft Climate 2050 Nature and Ecosystems Roadmap
- 6.2 Draft Climate 2050 Agriculture Roadmap
- 6.3 HNC Symposium Living Together - Connecting Housing, Social Well-being and Resilience

**CARRIED**

**7. OTHER BUSINESS**

No items presented.

**8. BUSINESS ARISING FROM DELEGATIONS**

No items presented.

**9. RESOLUTION TO CLOSE MEETING**

No items presented.

**10. ADJOURNMENT/CONCLUSION**

**It was MOVED and SECONDED**

That the Regional Planning Committee conclude its regular meeting of May 19, 2022.

**CARRIED**

(Time: 10:43 a.m.)

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Natalia Melnikov,  
Legislative Services Coordinator

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Jonathan Coté, Chair

52705284 FINAL

## DELEGATION EXECUTIVE SUMMARY

**Name or Organization:** Metro Vancouver

**Subject:** Village of Lions Bay Regional Context Statement

**Presenting to:** Regional Planning Committee

**Date of Meeting:** July 6, 2022

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- Summary:

I would like to speak to the staff report and its recommendations that the amended RCS for Lions Bay be declined or subject to a full OCP review.

I am a resident of Lions Bay, and in June of 2021 I delivered a petition to our Council, signed by over 200 residents, asking our Council to move us outside of Metro's Urban Containment Boundary and recognize our community as a Rural community. Our Councillors heard our voices and engaged in robust public consultation with residents: 91% of 535 respondents agreed that we are a rural community and should be outside the UCB. We also had a well attended Town Hall event in which there was a healthy exchange of ideas and public engagement. We moreover had very capable senior Metro staff attend our Council meetings, answer questions and explain the necessary steps to achieve our goals. It seems to me that our Council has followed the road-map provided with extraordinary diligence--especially with regard to satisfying the requirement by Metro that this initiative reflects the will of our community.

I do not believe that the staff report and recommendations are consistent with or reflect the wishes of our community. We have always seen ourselves as a rural community, and should be recognized as such with urgency. We have engaged in a healthy consultation on this matter, unlike the circumstances that occurred when Metro accepted our RCS in 2015--where public consultation consisted in a so-called Town Hall with about a dozen residents, split down the middle. It is also important to note that when the rural designation became an option during Metro 2040 there was NO consultation with the community. The resolution passed by the then Council in 2011 did not reflect the newly reviewed OCP (2008). I believe that we have been ill-served by poor decisions made in the past, and that this Council is seeking to right this historical wrong--and should be supported by Metro in this endeavour.

It is also worth noting that there is a strong sentiment in our community that the circumstances and challenges of living in our small village are not well understood or appreciated at the Metro level--that there is a lack of understanding of our lifestyle and how we live, which is of course remarkably different from our urban neighbours. To deny us this request, after all the work that has gone into it and considering the overwhelming public support for it, causes many of us to wonder whether our relationship with Metro is a healthy and productive one.

Finally, formal recognition and acceptance of our community's rural character and amended RCS, as submitted, would be entirely consistent with the vision of both Metro 2040 and Metro 2050. It seems to us that it is the judicious delineation of the Urban Containment Boundary and the preservation of rural areas that breathes life into and sustains, in no small measure, the urban environment. It is for these reasons that I am proud to be a member of this small—and I hope, soon to be recognized as such—Rural community.

NOTE: would you be so kind as to forward me the information and link whereby I can electronically join into and speak at this meeting?

Thank you for your consideration, and kind regards,

Marcus Reuter

## Summary of Presentation from Village of Lions Bay CAO

- What is at stake?
  - The right of a Municipality to interpret its own OCP
  - Why “rural” vs. “urban”? Metro’s own criteria
  - Public consultation results
- Metro 2040, Strategy 1.3: Protect Rural Areas from Urban Development
  - What is Metro’s role?
  - What is the Municipality’s role?
  - Policies protecting Lions Bay’s vision of “rural”
- Village of Lions Bay (VoLB) by the numbers
  - Housing Needs Assessment Report
    - Timing did not mesh with RCS timing
    - Metro has a copy despite not attached to RCS – easily remedied
- Comparability of VoLB data with other rural communities
- Low Density Residential = Residential Rural (VoLB; Metro 2050)
- Sustainability Objectives (Environmental, Economical & Social) applicable for “rural” too
  - Efficient use of limited resources (eg: land for housing) not same as “urban dev’t”
  - Metro 2040, Strategy 4.2: Complete communities with access to a range of services and amenities exist *at different scales across the region*. An appropriate measure for complete communities has not yet been developed for the region.
- The “Slippery Slope” argument – Clearly, Metro staff do not consider VoLB’s RCS request as having merely procedural deficiencies.
  - Metro 2040, Strategy 1.3 puts the ability to define what "rural" means in the hands of the Municipality.
  - The Regional District is attempting to undercut the right of a Municipality to define what constitutes acceptable “rural development”; it will be up to Lions Bay to flesh out what that means for Lions Bay.
- Mapping deficiency easily remedied – Metro 2040 1.1.3(a): Map 2 is a Metro RGS map (VoLB RCS Map 1 considered the bold line as the boundary of the rural designation – not the UCB, which is inapplicable to all rural areas)
- VoLB respects the objectives of Metro 2040 (& 2050) documents – Metro needs to respect VoLB’s right to alter and then further flesh out its own land use designation in due course
- We respectfully request that you recommend to the Board acceptance of the Village of Lions Bay’s amended Regional Context Statement. Thank you.

## DELEGATION EXECUTIVE SUMMARY

**Name or Organization:** Metro Vancouver

**Subject:** Village of Lions Bay Regional Context Statement

**Presenting to:** Regional Planning Committee

**Date of Meeting:** July 6, 2022

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- Summary:

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I do not believe that the staff report and recommendations are consistent with or reflect the wishes of our community. We have always seen ourselves as a rural community, and should be recognized as such with urgency. We have engaged in a healthy consultation on this matter, unlike the circumstances that occurred when Metro accepted our RCS in 2015--where public consultation consisted in a so-called Town Hall with about a dozen residents, split down the middle. It is also important to note that when the rural designation became an option during Metro 2040 there was NO consultation with the community. The resolution passed by the then Council in 2011 did not reflect the newly reviewed OCP (2008). I believe that we have been ill-served by poor decisions made in the past, and that this Council is seeking to right this historical wrong--and should be supported by Metro in this endeavour.

It is also worth noting that there is a strong sentiment in our community that the circumstances and challenges of living in our small village are not well understood or appreciated at the Metro level--that there is a lack of understanding of our lifestyle and how we live, which is of course remarkably different from our urban neighbours. To deny us this request, after all the work that has gone into it and considering the overwhelming public support for it, causes many of us to wonder whether our relationship with Metro is a healthy and productive one.



Finally, formal recognition and acceptance of our community's rural character and amended RCS, as submitted, would be entirely consistent with the vision of both Metro 2040 and Metro 2050. It seems to us that it is the judicious delineation of the Urban Containment Boundary and the preservation of rural areas that breathes life into and sustains, in no small measure, the urban environment. It is for these reasons that I am proud to be a member of this small—and I hope, soon to be recognized as such—Rural community.

NOTE: would you be so kind as to forward me the information and link whereby I can electronically join into and speak at this meeting?

Thank you for your consideration, and kind regards,

Marcus Reuter

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To: Regional Planning Committee

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

Date: June 6, 2022

Meeting Date: July 8, 2022

Subject: **Village of Lions Bay Regional Context Statement**

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### **RECOMMENDATION**

That MVRD Board:

- a) decline to accept the Village of Lions Bay Regional Context Statement as received by Metro Vancouver on April 6, 2022, for the reasons laid out in the report titled “Village of Lions Bay Regional Context Statement”, dated June 6, 2022; and
- b) notify the Village of Lions Bay of the decision and request that as the Village updates its Official Community Plan, to amend the Regional Context Statement accordingly, prior to it being resubmitted to the Board for consideration.

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### **EXECUTIVE SUMMARY**

The Village of Lions Bay Council has amended its Regional Context Statement (RCS) to change the regional land use designation for the Village in its entirety from General Urban to Rural and submitted it for acceptance by the MVRD Board. An important role of the MVRD Board is to make decisions, as a federation, on matters of regional significance. Considering the acceptance of Regional Context Statements is one way that the MVRD Board ensures that the commitments made by the signatories of *Metro 2040* are reflected in local Official Community Plans.

The Regional Context Statement has been evaluated for general consistency with the goals, strategies, and maps in *Metro 2040*. This report notes it is premature for the MVRD Board to accept the Regional Context Statement as submitted. It is recommended that the Village of Lions Bay:

- revisit the RCS submission as part of its upcoming and planned Official Community Plan review and reconsider the policies that would reflect the envisioned rural land use of the community (including specifying how the Rural lands would be protected, and setting appropriate development standards for scale, density, and form consistent with the intent of the Rural land use designation and compatible with on-site sewer systems);
- update its population, dwelling unit, and housing projections; and
- correct the Regional Context Statement Map to remove the Urban Containment Boundary.

### **PURPOSE**

To provide the Regional Planning Committee and MVRD Board with the opportunity to consider acceptance of the Village of Lions Bay’s updated Regional Context Statement.

## **BACKGROUND**

On March 1, 2022 the Village of Lions Bay Council read *Bylaw No. 612, 2022* a third time. The bylaw amends the Village's Official Community Plan by replacing the word "semi-rural" where it appears in section 9.1 with the word "rural", and deleting and replacing the Regional Context Statement (Attachment 1). On April 6, 2022 Lions Bay submitted the revised Regional Context Statement to Metro Vancouver for acceptance. The submission included a covering letter (Attachment 2), a copy of *Bylaw No. 612, 2022*, the new Regional Context Statement, and a certified council resolution (Attachment 3, Reference 1).

This report evaluates the Regional Context Statement that has been submitted for acceptance by the MVRD Board for general consistency with the goals, strategies, and maps in *Metro 2040*. This is being brought forward at this time because, as per subsection 448(3) of the *Local Government Act*, if the MVRD Board fails to accept or refuse to accept within 120 days of receipt from a member jurisdiction, a Regional Context Statement is deemed to have been accepted.

## **REVIEWING REGIONAL CONTEXT STATEMENTS**

A Regional Context Statement identifies the relationship between the municipality's Official Community Plan (OCP) and the regional growth strategy and, if applicable, explains how the OCP is consistent or will be made consistent with the regional growth strategy over time.

An important role of the MVRD Board is to make decisions, as a federation, on matters of regional significance. Considering the acceptance of Regional Context Statements is one way that the MVRD Board ensures that the commitments made by the signatories of *Metro 2040* are reflected in local OCPs, and are generally consistent with its goals, strategies, policy actions, and land use designations. The role of Metro Vancouver staff is to provide a technical review and professional planning recommendation to support the Board's decision making.

## **LIONS BAY CONTEXT**

The Village of Lions Bay is a small community of approximately 1,440 residents and 554 dwelling units located in the northwest portion of the region abutting Howe Sound, approximately 12km north of West Vancouver. The Village of Lions Bay has been a Metro Vancouver member jurisdiction since 1971. The Village of Lions Bay accepted the current regional growth strategy, *Metro 2040*, in January 2011, and in 2016 the MVRD Board accepted the Lions Bay Regional Context Statement (Attachment 4). The Village is designated in its entirety as General Urban in *Metro 2040* and in Lions Bay's Regional Context Statement. This is a historical designation as Lions Bay was also designated an "Urban Area" in the 1996 *Livable Region Strategic Plan*.

On July 6, 2021, Metro Vancouver staff presented this background information and details about the regional growth strategy amendment process to Lions Bay Council (Reference 2). Since 2019, Metro Vancouver staff have exchanged correspondence and had numerous conversations with Lions Bay staff and Council regarding the options to meet the Village Council's aspirations and the processes to either amend the regional growth strategy or submit a new Regional Context Statement.

As context, the Village of Lions Bay has been considering a change to the community's regional land use designation since 2019. During the public consultation for Metro Vancouver's new Wood Burning Bylaw (*Residential Indoor Wood Burning Emission Regulation Bylaw No. 1303, 2020*) (Reference 4)

the boundaries of the Urban Containment Boundary and the regional land use designation of the Village became a major topic of interest in the community. The Village conducted a survey of residents that demonstrated the community’s desire to be designated Rural in the regional growth strategy, to better reflect the community’s context, identity, and aspirations. The Village is about to embark on a review of its Official Community Plan, where the community’s aspirations as expressed in the survey results can be integrated into the community’s long term vision, objectives, and policy for land use.

**RURAL VERSUS URBAN AREAS IN THE REGION**

In *Metro 2040*, the Rural regional land use designation is defined as follows:

*Rural areas are intended to protect the existing character of rural communities, landscapes and environmental qualities. Land uses include low density residential development, small scale commercial, industrial, and institutional uses, and agricultural uses that do not require the provision of urban services such as sewer or transit. Rural areas are not intended as future urban development areas, and generally will not have access to regional sewer services (Metro 2040, page 9).*

As part of the update to the regional growth strategy, stakeholders and Metro Vancouver staff explored the Rural lands policy framework and definition of Rural lands. After review and engagement no significant changes to the Rural policies and actions of *Metro 2040* were recommended for *Metro 2050*, which is currently in the approvals process (Reference 3).

**Table 1: Location and Size of the Region's Rural lands**

<b>Municipalities with Rural Regional Land Use Designations</b>	<b>Rural Land Use in Area (ha)</b>	<b>Proportion of Rural Land Use by Municipal Area</b>
Maple Ridge	3,203.6	11.2%
Langley Township	2,485.2	7.8%
Pitt Meadows	779.2	8.1%
Surrey	615.6	1.7%
Anmore	498.0	15.5%
Coquitlam	407.6	3.1%
Electoral Area A	226.0	0.2%
Belcarra	160.0	12.7%
North Van District	123.1	0.7%
Port Moody	32.8	1.0%
Delta	0.5	0.00%
Langley City	0.2	0.02%
<b>REGIONAL TOTAL</b>	<b>8,531.7</b>	<b>2.6%</b>

The redesignation of the entire Village as proposed, would add 253 ha of Rural land to the region, which is approximately 3% of the current total (Table 1).

**ASSESSMENT OF LIONS BAY’S REGIONAL CONTEXT STATEMENT CONSISTENCY WITH METRO 2040**

Staff have reviewed Lions Bay’s Regional Context Statement for consistency with the relevant goals, strategies, and policy actions of *Metro 2040*. A summary of the key considerations is provided below.

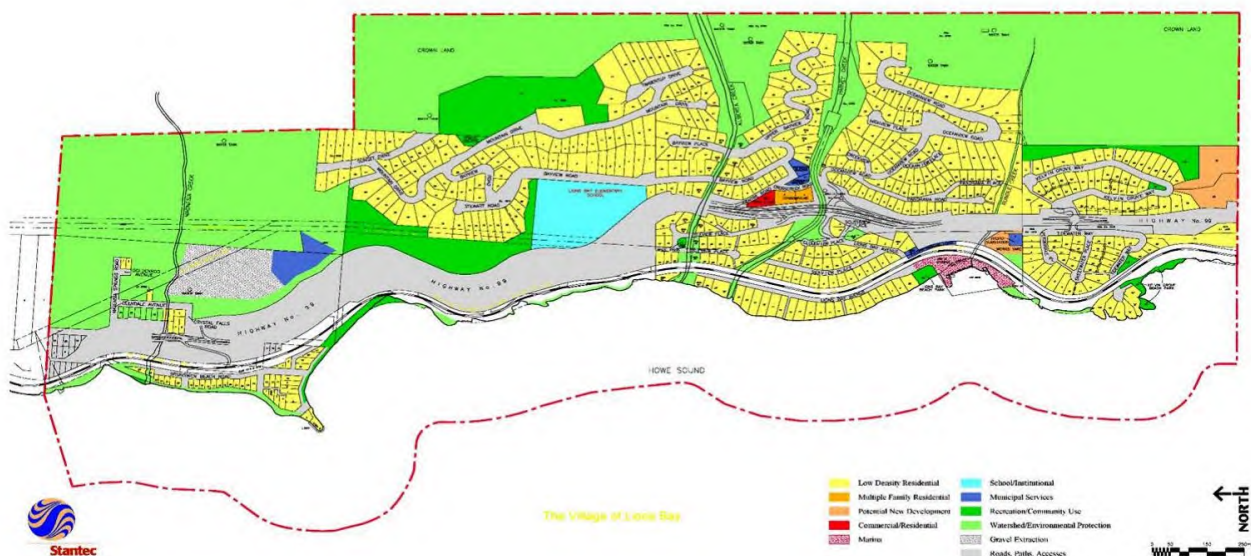
*Rural Lands*

The region’s rural areas are generally low density, with large residential lots and open space with strong connections to agricultural areas while others are more remote, not contiguous with the urban area, and may have topographic constraints. They are not intended for future urban development and are built to a density that does not require the provision of urban services such as regional sewer connections or transit.

Lions Bay is not serviced by Metro Vancouver water or sewerage services, although the Village does provide local sewage treatment for part of the population. Most of the community comprises single-detached residential units, with some secondary suites and townhouses. There are some limited commercial uses, and TransLink provides one bus route (i.e. Route #262). The form and land uses of Lions Bay are consistent with a suburban residential form and density. Growth potential contemplated in the OCP appears to be small.

However, the gross population density of the Village of Lions Bay is higher than other rural communities in the region. Lions Bay has an average of 549.4 people / km<sup>2</sup> while the Village of Anmore, for example, has 85.6 people / km<sup>2</sup>, and the Village of Belcarra has 124.9 people / km<sup>2</sup>. The Village of Lions Bay currently contains 554 dwelling units and approximately 84.87 ha of residential land putting the net dwelling unit density at approximately 6.53 dwelling units / ha (Figure 1). Considering both occupied and unoccupied dwelling units the net residential density in Lions Bay is 8.7 units per hectare, far higher than in comparable residential areas on rural lands in other parts of the region (3.17 units/ha in Anmore, 5.35 units/ha in Belcarra, 2.5 units/ha in Langley Township).

**Figure 1: Lions Bay Official Community Plan Land Use Map**



### *Growth Management Objectives for Rural Lands*

The Village of Lions Bay comprises a very small proportion of the region's population and land base, has limited employment opportunities, low accessibility to most of the region's employment centres, limited servicing capacity, and is subject to a number of known natural hazards. Redesignating the Village to a Rural land use will have minimal impact on the objectives and strategies of *Metro 2040* given the small population and small land area of the community.

Removing the Urban Containment Boundary and redesignating the community from General Urban to Rural can be seen as consistent with some of *Metro 2040's* objectives of creating a compact urban region by shrinking the area of land within the Urban Containment Boundary, particularly a non-contiguous area. It also reduces development opportunities and development pressure, and may support limiting the growth of *Vehicle Kilometres Travelled* and transportation-related GHG emissions in and out of Lions Bay.

However, the Lions Bay Regional Context Statement references an intention to consider increasing the housing stock through infill development in the next OCP update. Generally, intensification is appropriate in an urban or suburban context given the additional strains that this places on a community's infrastructure and amenities, and not an approach that is consistent with Rural character. Further, the Village of Lions Bay's OCP does not have a "Residential – Rural" Land Use Designation; there are currently two residential land use categories in the OCP: "Low Density Residential" and "Multiple Family Residential" (Figure 1) (Reference 5). Acceptance of a Regional Context Statement by Metro Vancouver that reflects a Rural regional land use designation for the entire community, would result in disparities with the policy intent of the OCP and *Metro 2040*.

The Regional Context Statement does not refer to any policy in the Village of Lions Bay's OCP that would protect lands with a Rural regional land use designation as required by policy action 1.3.3 of *Metro 2040*. No changes to the OCP Land Use Map have been made and the OCP does not currently contain a "Rural – Residential" land use designation (Figure 1). These policy linkages are requirements in *Metro 2040* and help to demonstrate how the member jurisdiction will work to protect the rural character, ecosystems, economies, and landscapes of Rural lands from urban development.

Staff recommend that as Lions Bay undertakes its OCP review, it consider alignment of policies to protect Rural lands and limit urban development to support the requested land use designation change.

### *Mapping Error*

Map 1 included in the updated Regional Context Statement depicts the Village of Lions Bay inside the Urban Containment Boundary, despite the stated objective to remove it. It is understood that Lions Bay's intention in moving from General Urban to Rural, was to retract the Urban Containment Boundary, thereby putting Lions Bay outside the Urban Containment Boundary. However, the map submitted in the updated RCS still shows the municipality within the Urban Containment Boundary.

Staff recommend removing the Urban Containment Boundary from Map 1, as part of any future resubmission of Lions Bay's Regional Context Statement.

### *Missing Projections*

The submitted Regional Context Statement does not include population, dwelling unit, and employment growth projections; these are required as part of a municipality's Regional Context Statement, and are important components that demonstrate how a member jurisdiction's local growth will be consistent with the regional growth strategy.

Staff recommend adding population, dwelling unit, and employment growth projections, as part of any future resubmission of Lions Bay's Regional Context Statement.

### *Pending Official Community Plan Update*

The Village of Lions Bay intends to soon initiate an update to its Official Community Plan. As part of the adoption process of an updated OCP, an updated Regional Context Statement will need to be submitted, reviewed, and accepted by the MVRD Board. Metro Vancouver staff suggested to the Village of Lions Bay that it first consider the long term vision for the community through the update to the OCP and submit an updated Regional Context Statement as part of that process to ensure consistency with the updated OCP. In addition, within two years of the adoption of *Metro 2050* all member jurisdictions, including Lions Bay, will be required to update and submit their respective Regional Context Statements to the MVRD Board for acceptance showing alignment between their OCPs and *Metro 2050*.

### *Precedent*

A possible consequence of acceptance is one of definition inconsistency and precedent. While *Metro 2040* does not provide a quantifiable density definition or threshold for the region's rural areas, if the Village of Lions Bay's Regional Context Statement is accepted, it could signal that the suburban densities and development scale and forms seen in Lions Bay today, and anticipated for the future, would be seen as acceptable development patterns and forms for rural areas in other parts of the region. This could result in increased development pressures on Rural designated lands in other municipalities, and create future challenges for the containment of urban sprawl.

Policy action 1.3.3 of *Metro 2040* notes that member jurisdictions are to limit development in Rural designated areas: "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" and "include policies which specify the allowable density and form". Neither the Lions Bay Regional Context Statement nor OCP contain such policy language.

### *Summary*

*Metro 2050*, the updated regional growth strategy, is in the process of being adopted with the bylaw currently out for the required 60-day acceptance period. A new Regional Context Statement submitted for acceptance at this time must be reviewed for alignment with *Metro 2040*, the current regional growth strategy, and will not result in amendments to *Metro 2050* given that the *Metro 2050* bylaw is still under consideration.

Staff are supportive of the Village determining and implementing its own local land use vision and respect that the community has expressed a desire to be designated Rural in the regional growth strategy. And, there is currently a contradiction between the Village's articulated desire as set out in its OCP to be a more complete community with more housing infill options, secondary suites,

amenities, and services, and the submitted Regional Context Statement, which proposes to an entirely Rural character community.

The Rural regional land use designation may be appropriate for Lions Bay if the growth projections and local policies can be developed to align with regional Rural land use policies. The recommendation to not accept is primarily a procedural one, particularly given that Lions Bay is potentially undertaking an update to its OCP in an effort to reflect the change in community vision. Staff would be happy to work with Lions Bay in the review of any future applications consistent with the process for amending Regional Context Statements and / or land use designation amendments as identified in the regional growth strategy.

### **ALTERNATIVES**

1. That MVRD Board:
  - a) decline to accept the Village of Lions Bay Regional Context Statement as received by Metro Vancouver on April 6, 2022, for the reasons laid out in the report titled “Village of Lions Bay Regional Context Statement”, dated June 6, 2022; and
  - b) notify the Village of Lions Bay of the decision and request that as the Village updates its Official Community Plan, to amend the Regional Context Statement accordingly, prior to it being resubmitted to the Board for consideration.
  
2. That the Metro Vancouver Board of Directors accept the Village of Lions Bay Regional Context Statement as received by Metro Vancouver on April 6, 2022.

### **FINANCIAL IMPLICATIONS**

If the MVRD Board chooses Alternative 1, a dispute resolution process may take place as prescribed by the *Local Government Act*. The cost of dispute resolution is based on the proportion of assessed land values. Metro Vancouver would be responsible for most of the associated costs.

If the MVRD Board chooses Alternative 2, there are no financial implications to Metro Vancouver related to the acceptance of the Village of Lions Bay Regional Context Statement. Should this option be chosen, consequential amendments to the regional growth strategy would be incorporated into a future housekeeping amendment bylaw.

### **CONCLUSION**

In April 2022 the Village of Lions Bay submitted an updated Regional Context Statement to Metro Vancouver for acceptance. The update seeks to redesignate the entire municipality from a General Urban to a Rural regional land use designation.

Staff have assessed the Lions Bay Regional Context Statement for consistency with *Metro 2040* and have concluded that it is premature for the acceptance of the Regional Context Statement for the reasons set out in this report. Prior to revising and resubmitting its Regional Context Statement, staff are recommending that the Village Council:

- revisit the RCS submission as part of its upcoming and planned Official Community Plan review and reconsider the policies that would reflect the envisioned rural land use of the community (including specifying how the Rural lands would be protected, and setting



appropriate development standards for scale, density, and form consistent with the intent of the Rural land use designation and compatible with on-site sewer systems);

- update its population, dwelling unit, and housing projections; and
- correct the Regional Context Statement Map to remove the Urban Containment Boundary.

Metro Vancouver Regional Planning staff are available to support Village staff in the development of a revised the Regional Context Statement aligning with the OCP update and the update to the regional growth strategy. Staff recommend Alternative 1.

### **Attachments**

1. *Village of Lions Bay Official Community Plan Designation Bylaw No. 408, 2008, Amendment Bylaw No. 612, 2022*
2. Correspondence from the Village of Lions Bay to Metro Vancouver, April 6, 2021 “Request for Acceptance of Village of Lions Bay Amended Regional Context Statement”
3. Certified Village of Lions Bay Council Resolution, April 4, 2021
4. Consideration of the Village of Lions Bay Regional Context Statement, Staff Report, April 2016

### **References**

1. [December 14, 2021 Report from Councillors Abbott and Bain to Village of Lions Bay Council](#)
2. [“Lions Bay & The Regional Growth Strategy” Presentation by Metro Vancouver Staff to Lions Bay Council, July 6, 2021](#)
3. [Metro 2040 Rural Policy Review – Scope of Work, Regional Planning Committee Staff Report, May 2020](#)
4. [Metro Vancouver Regional District Residential Indoor Wood Burning Emission Regulation Bylaw No. 1303, 2020](#)
5. [Village of Lions Bay Official Community Plan Designation Bylaw 408, 2008, as amended](#)
6. [Regional Growth Strategy Implementation Guideline #1 – Regional Context Statements](#)

52222849

**Village of Lions Bay Official Community Plan  
Designation Bylaw No. 408, 2008,  
Amendment Bylaw No. 612, 2022**

**Adopted: [DATE]**

PO Box 141, 400 Centre Road, Lions Bay, BC V0N 2E0  
Phone: 604-921-9333 Fax: 604-921-6643  
Email: [office@lionsbay.ca](mailto:office@lionsbay.ca) Web: [www.lionsbay.ca](http://www.lionsbay.ca)

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## **Bylaw No. 612, 2022**

### **A bylaw to amend Official Community Plan Bylaw No. 408, 2008**

**WHEREAS** the Council of the Village of Lions Bay has adopted Official Community Plan Bylaw No. 408, 2008, as amended;

**READ A THIRD TIME**

**March 1, 2022**

ACCEPTED BY THE METRO VANCOUVER  
REGIONAL DISTRICT BOARD

\_\_\_\_\_, \_\_, 2022

ADOPTED BY THE COUNCIL

\_\_\_\_\_, \_\_, 2022

## 6.0 Regional Context Statement

### 6.1 Municipality of Lions Bay Amended Regional Context Statement

Section 446 of the BC Local Government Act requires that every municipality's Official Community Plan (OCP) include a Regional Context Statement (RCS) to demonstrate how the OCP supports the local Regional District's Regional Growth Strategy (RGS). Lions Bay is unique in its Regional District, Metro Vancouver, in that it has been designated within Metro 2040 as being within the defined Urban Containment Boundary, but outside the Greater Vancouver Sewerage and Drainage District and Greater Vancouver Water District. Lions Bay completed its current OCP in 2009 and will soon embark on a thorough OCP review. In the interim, community consultation has identified that residents clearly see the Village of Lions Bay as a rural community and wish to see the Lions Bay RGS Land Use Designation amended from General Urban to Rural. This amended RCS includes work-towards statements that will inform the next OCP update.

According to the 2016 federal census, Lions Bay had 1,334 people living in 547 private dwellings, a slight decline in population, and increase in age, from the censuses of 2006 and 2001. In mid-2015, the Village had four commercial enterprises (a marina, a boat service centre, a general store & café, and areal estate office), plus numerous home-based businesses. Due to topography and limited supply of land, there are limitations to growth. Lions Bay does not foresee this changing substantially. Long term (2040) population growth will depend upon future public consultation on housing preferences during the next OCP update. Village attributes include:

- Magnificent views, abundant trees and adequate clean water
- School District 45's Lions Bay Elementary School with capacity for 60 K-3 students (enrollment in 2022 it was 33).
- A modern highway accessing downtown Vancouver in 30 minutes (and Squamish in 40, Whistler in 70)

<sup>1</sup> Which houses Lions Bay Fire & Rescue's Fire Hall 1 (2 engines, 1 rescue truck and a wildfire trailer), a BC Ambulance station, and Lions Bay Search and Rescue.

- Centennial Trail, Pride Trail, Isleview Trail and numerous volunteer-built trails inside and outside the Village limits.

Municipally-owned assets include:

- Lions Bay Village Office and Hall
- Klatt Public Safety Building<sup>1</sup>
- Frank Smith Works Yard, including vehicles and equipment
- Lions Bay Beach Park and amenities
- Kelvin Grove Beach Park and amenities
- Brunswick Beach Park
- Wade Park
- Mountain Drive Tennis Court
- Two surface water intakes, treatment plants and potable water distribution systems on Harvey and Magnesia Creeks
- A recently renovated small secondary WWTP serving about 100 of the Village's 550 homes.
- A fire-training facility on Crown leased land at the "Upper Brunswick" gravel pit.
- Undeveloped lands between residential lots and uphill Crown lands
- Some potentially developable excess road rights of way

The Greater Vancouver Regional District's RGS, *Metro Vancouver 2040: Shaping Our Future*<sup>2</sup>, outlines a regional vision—unanimously endorsed by all member municipalities--of achieving "the highest quality of life embracing cultural vitality, economic prosperity, social justice and compassion, all nurtured in and by a beautiful and healthy natural environment." *Metro 2040* lays out five fundamental goals to achieve this vision. Lions Bay's current OCP addresses these goals with the following approaches:

<sup>2</sup> Metro Vancouver's Regional Growth Strategy: *Metro Vancouver 2040 – Shaping our Future* was adopted in July 2011 after unanimous acceptance by the 23 local governments in the region.

# 6.0 Regional Context Statement

<p><b>GOAL 1: Create a Compact Urban Area.</b></p> <p>Metro Vancouver’s growth is concentrated in compact communities with access to a range of housing choices, and close to employment, amenities and services. Compact transit- oriented development patterns help reduce greenhouse gas emissions and pollution, and support both the efficient use of land and an efficient transportation network.</p>	<p>The intent of this goal is to focus urban development within the “Urban Containment Boundary” in “Urban Centres” and “Frequent Transit Development Areas,” with access to a range of housing choices close to employment, amenities and services.</p> <p>The change in Lions Bay’s designation from “General Urban” to “Rural” in <i>Metro 2040</i>, aligns with Lions Bay having no Urban Centres or Frequent Transit Development Areas. Lions Bay is surrounded by Electoral Area A, and is separated from its nearest Metro neighbour municipality, West Vancouver, by 12 km of highway. With its small size (2.53 sq.km) Lions Bay’s impact on regional growth is low, and it is unlikely to draw significant urban development.</p> <p>To produce a more complete community, Lions Bay has formalized secondary suites in line with Policy 4.3(a).</p> <p>The next OCP will consider if development options described in 4.3(b) to provide alternative housing for a broader array of the community’s existing and future demographic and socio-economic composition are consistent with residents’ vision for the future of the Village.</p>
<p><b>STRATEGY 1.1:</b> Contain urban development within the Urban Containment Boundary</p>	<p>Having declared a climate emergency earlier this year, Lions Bay supports one of the regional plan’s most fundamental elements, namely ensuring that growth is concentrated within the Urban Containment Boundary.</p> <p>While Lions Bay will review the adequacy of its housing stock within the existing Village boundary there is very limited undeveloped land within the boundary for new development (RCS Map 1: Lions Bay Regional Land use Designations).</p>

## 6.0 Regional Context Statement

<p><b>STRATEGY 1.2:</b> Focus growth in Urban Centres and Frequent Transit Development Areas</p>	<p>Most RGS policies are not applicable in Lions Bay, which has no Urban Centres and no Frequent Transit Development Areas. However, the existing OCP does encourage secondary suites and exploration with the community of modest increases in residential density (policy 4.3 a, b).</p>
<p><b>STRATEGY 1.3</b> Protect Rural areas from urban development</p>	<p>By providing for a Rural Land Use Designation, Lions Bay will be in a strong position to ensure any future development is at a level consistent with its own vision of its unique rural character.</p>
<p><b>GOAL 2: Support a Sustainable Economy.</b></p> <p>The land base and transportation systems required to nurture a healthy business sector are protected and supported. This includes supporting regional employment and economic growth. Industrial and agricultural land is protected and commerce flourishes in Urban Centres throughout the region</p> <p><b>STRATEGY 2.1</b> Promote land development patterns that support a diverse regional economy and employment close to where people live</p> <p><b>STRATEGY 2.2</b> Protect the supply of industrial land</p> <p><b>STRATEGY 2.3</b> Protect the supply of agricultural land and promote agricultural viability with an emphasis on food production</p>	<p>Lions Bay’s location, small population and limited infrastructure constrain its ability to contribute to the larger regional economy. Lions Bay has no industrial or agricultural lands. However, many people in Lions Bay work from home (160 according to the 2016 census) and there is a policy in the current OCP (4.3d) that encourages home-based businesses.</p> <p>Nonetheless, recognizing that residential is the lowest property tax rate classification, the next OCP update may seek to encourage opportunities for business and commercial development in suitable spaces.</p> <p>This is an area in which we cannot influence the region in a significant manner, however, Lions Bay enjoys a robust network of home-based businesses that provide employment, services, products and activities for residents close to home. Further, as a result of the pandemic, more residents now work from home. Council will continue to support this trend in the interests of reducing commuter traffic in the region, enhancing the quality of life for residents, especially working parents, and to encourage the influx of young families, a positive result of the pandemic.</p> <p>The Village has become a destination as well as a stopping point for travelers along the Sea to Sky Highway, whether to visit the local café or our beaches or to hike local trails. In this way, we contribute to the vital tourism industry in the region which we will continue to support.</p> <p>The agricultural land in the region is of vital importance to all of us. As such, we strongly support the efforts of Metro to preserve land designated for agriculture.</p>

# 6.0 Regional Context Statement

**GOAL 3: Protect the Environment and Respond to Climate Change Impacts.**

Metro Vancouver’s vital ecosystems continue to provide the essentials of life – clean air, water and food. A connected network of habitats is maintained for a wide variety of wildlife and plant species. Protected natural areas provide residents and visitors with diverse recreational opportunities. Strategies also help Metro Vancouver and member municipalities meet their greenhouse gas emission targets, and prepare for, and mitigate risks from, climate change and natural hazards.

**STRATEGY 3.1** Protect Conservation and Recreation lands

**STRATEGY 3.2** Protect and enhance natural features and their connectivity

**STRATEGY 3.3** Encourage land use and transportation infrastructure that reduce energy consumption and greenhouse gas emissions, and improve air quality

Regional strategies to achieve this goal focus on protecting Conservation and Recreation lands, which includes enhancing natural features and their connectivity. The intent is also to encourage land use and transportation patterns that reduce energy consumption and greenhouse gas emissions and enable municipalities to mitigate and adapt to climate change and withstand risk of natural hazards. We are proud to have played a supporting role in the creation of Canada’s 19<sup>th</sup> UNESCO



# 6.0 Regional Context Statement

	<p>Policy 4.7i states a continued focus on reduction, re-use and recycling of solid waste , aimed at addressing GHGs from solid waste, focusing on increasing waste diversion through recycling and organics pickup, now a mandatory part of Metro Vancouver solid waste bylaw. Lions Bay takes pride in the fact that in 2019 it was the lowest per capita producer of garbage in Metro.</p> <p>Climate change impacts have not yet been quantified, but Lions Bay is aware of the risks of sea-level rise, more intense flooding, erosion, subsidence, mudslides, and fire.</p> <p>The Municipality will continue to work towards policies that address the management of riparian and inter-tidal areas, ravines, steep slopes, and other hazard areas.</p> <p>The OCP addresses GHG reduction targets, policies and actions in section 9 and the next OCP update will also consider additional GHG reduction targets and actions. These will include both vehicular and non- vehicular sources.</p>
<p><b>STRATEGY 3.4</b> Encourage land use and transportation infrastructure that improve the ability to withstand climate change impacts and natural hazard risks</p>	<p>Policies 4.2a and b of the current OCP encourage conservation and stewardship of the watershed areas both inside and outside the village boundaries.</p> <p>Policy 4.2d states the municipality should create a plan for Wildfire Interface protection and a new Community Wildfire Protection Plan will be finalized in 2022.</p> <p>Through policy changes in the OCP update, it is expected that Lions Bay will encourage modest intensification of its existing residential areas and avoid development of areas associated with landslide and wildfire risk. Update(s) will also address flood control and oceanside setback requirements to address risks of sea-level rise.</p> <p>As stated in policy 4.2n, Lions Bay will continue to protect the riparian areas of its creeks and the creeks themselves as channels for potential debris flows. As funding permits, Lions Bay will continue to consider improvements to road drainage to address potential increases in storm-water runoff resulting from higher rainfall intensities associated with climate change.</p>

## 6.0 Regional Context Statement

### **GOAL 4: Develop Complete Communities.**

Metro Vancouver is a region of communities with a diverse range of housing choices suitable for residents at any stage of their lives. The distribution of employment and access to services and amenities builds complete communities throughout the region. Complete communities are designed to support walking, cycling and transit, and to foster healthy lifestyles.

**STRATEGY 4.1** Provide diverse and affordable housing choices

**STRATEGY 4.2** Develop healthy and complete communities with access to a range of services and amenities

*Metro 2040* identifies a need for complete communities, with a balance of jobs, housing opportunities, and services.

Lions Bay is largely residential, and most residents access employment and services outside the Village. As of January 2022, Municipal records indicate the housing stock consists of 528 single family homes with 58 registered secondary suites (not all of which are necessarily rented at any given time) and another 23 in varying stages of the approval process; there are 26 strata titled townhomes.

Policies 4.3a and 4.3b of the current OCP speak to providing for secondary suites and exploring limited opportunities for development to increase housing options.

A draft land use strategy that explored a variety of additional housing forms and locations within Village boundaries was not well received by residents, and a rethink of this strategy will be considered as part of the next OCP update.

Lions Bay's next OCP update may further explore development ideas and areas as described in Policy 4.3b, consider redevelopment of the Public Works yard, and possible long term use of the Upper Brunswick, Crystal Falls and Brunswick Hill (the "gravel pit") for municipal services. The next OCP may further consider Policy 4.3a, which provides for secondary suites.

Policy 4.4 of the OCP provides for strengthening the community through a number of policies and actions including enhancing school viability, the provision of other social, recreational, and cultural activities and facilities desirable for a more complete community.

The next OCP update will set out a vision for Lions Bay by exploring options to:

- Define and foster community values
- Grow the tax base, and accommodate a wider cross-section of the population.
- Promote active lifestyles

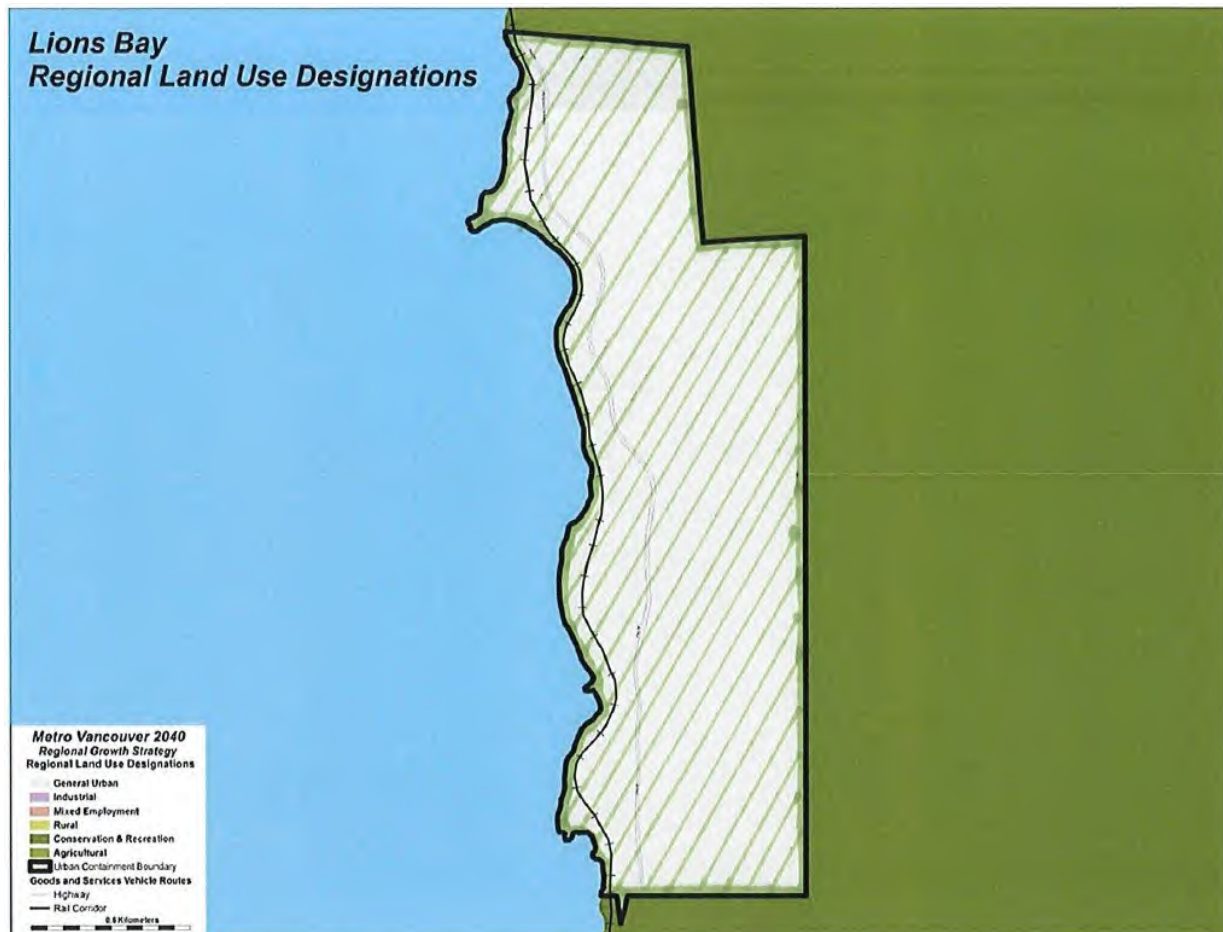
## 6.0 Regional Context Statement

	<ul style="list-style-type: none"> <li>• Become financially sustainable.</li> </ul> <p>Clarify land use and rezoning policy for housing options</p>
<p><b>GOAL 5: Support Sustainable Transportation Choices.</b></p> <p>Metro Vancouver’s compact, transit-oriented urban form supports a range of sustainable transportation choices. This pattern of development expands the opportunities for transit, multiple- occupancy vehicles, cycling and walking, encourages active lifestyles, and reduces energy use, greenhouse gas emissions, household expenditure on transportation, and improves air quality. The region’s road, transit, rail and waterway networks play a vital role in serving and shaping regional development, providing linkages among the region’s communities and providing vital goods movement networks.</p>	<p><i>Metro 2040</i> promotes land use and transportation planning that enables alternative choices to the private automobile, such as transit, cycling and walking, while ensuring the efficient movement of people and goods throughout the region. Due to Lions Bay’s location, most residents depend on private vehicles, but the municipality has worked and will continue to work with TransLink to enhance transit service to the Village and improve transit infrastructure and alternative mobility options</p> <p>Section 4.6 of the current OCP includes policies that recognize the role, jurisdiction and access to the Sea to Sky Highway 99 (4.6a), encourage multi-modal transportation solutions in the corridor (4.6b), greater transportation choice including car pooling, park &amp; ride, shuttle buses (4.6c) and further development of linked pathways (4.6e) and hiking trails (4.6f).</p> <p>The next OCP update will consider policies related to goods movement.</p> <p>The next OCP update will consider policies related to electric vehicle charging stations and actions to reinforce our anti-idling bylaw.</p> <p>CN’s rail line that runs through the Village provides an important corridor for goods movement and may provide a future opportunity for a passenger rail service with a station at Lions Bay.</p>
<p><b>STRATEGY 5.1</b> Coordinate land use and transportation to encourage transit,multiple-occupancy vehicles, cycling and walking</p> <p><b>STRATEGY 5.2</b> Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods and services</p>	<p>Policy 4.6 e and f, commits to enhancing the in-Village trail network.</p> <p>OCP Policy 4.6a-d provide actions for maximizing mobility choices. We will continue to build on successful discussions enhancing bus service provided by TransLink.</p>

# 6.0 Regional Context Statement

Map 1: Lions Bay Regional Land Use Designations and Goods Movement Network

RCS Map 1 is coloured light green to denote Rural for all lands within the boundaries of Lions Bay



RCS Map 1



April 6, 2022

Chair Sav Dhaliwal & Board of Directors  
 Metro Vancouver Regional District  
 Metrotower III, 4515 Central Boulevard  
 Burnaby, BC, V5H 0C6

Dear Chair Dhaliwal & Board Directors:

**Re: Request for Acceptance of Village of Lions Bay Amended Regional Context Statement**

The Village of Lions Bay is one of three villages in the Metro Vancouver Regional District (“Metro”). It measures just 2.53 km<sup>2</sup> in size, has a population of 1,390 residents and 554 residences. The Village is geographically separated from the closest Metro communities in Electoral Area A and West Vancouver to the south and is the northernmost community in the region. Due to its location, Lions Bay receives no water or sewerage services from Metro: over 80% of homes are on private septic systems, and the remaining 20% are connected to a small, municipally owned wastewater treatment plant. Water is provided by two creeks and two Village treatment plants. There is no natural gas supply to the Village.

Lions Bay’s Official Community Plan clearly and repeatedly reflects its unique rural character, for example:

*Located on the east shore of Howe Sound, the community is endowed with a spectacular natural landscape. It is this landscape that both attracts residents to the community, and significantly shapes its character.*

*Lions Bay owes much to its surroundings- the source of its water, its natural character, and the awe-inspiring views. Creeks, shoreline, and steep slopes are found within the Village. The community must fit within and coexist within its larger environment of forest and ocean by respecting these treasured resources.*

*The Village is surrounded by the ‘green zone’ ... In addition to this Crown Land ‘green zone’, the community has a number of green spaces, beaches and wilderness areas within Village boundaries which provide residents with high value access to nature only a few steps from their front doors. The natural setting many of us cherish is to the largest extent found on the private lots throughout Lions Bay.*

Many residents were therefore surprised to discover – during vigorous public consultation in 2019 around Metro’s Woodburning Bylaw in which over 300 residents participated – that the community was designated “general urban”, while the other two Metro villages and nearby neighbour Bowen Island were designated “rural”. Feedback received showed that some respondents felt there was a lack of understanding on Metro’s part as to the reality of life in Lions Bay, and how residents live.

This bylaw triggered a discussion, that rapidly became a much larger conversation. In June 2021, over 200 residents signed a “Formal Request to Move Lions Bay Outside Metro’s Urban Containment Boundary”, asking that Council take the necessary steps to do so, saying:

*... As we celebrate the 50th Anniversary of Lions Bay, we are reminded of the reasons our village came to be and continue to cherish the rural character of our community, which is why we live here. We identify closely with our near neighbour, Bowen Island, and the other two villages that belong to Metro Vancouver, Belcarra and Anmore... We enjoy a rural lifestyle close to nature, as reflected in our Official Community Plan, which we wish to retain...*

Based on this input by a significant number of residents, in October 2021 Council formally consulted the community, via a “Have Your Say” invitation as to whether Lions Bay should be “general urban” or “rural”, based on Metro’s definitions of these designations. The results were unequivocal:

Responses received: 535 (This equates to 53% of eligible voters or 77% of actual votes cast in the 2014 general election and about double the number of votes cast in our last byelection in 2017 – current Council was acclaimed in 2018.)

Rural: 489 (91%)

General Urban: 38 (7%)

Don’t know: 8

Metro 2040 identified urban centres around transit corridors. The recently approved Transport 2050 supports this growth strategy, as does the draft Metro 2050. Lions Bay is neither an urban centre, nor is it located on a frequent transit development corridor.

We believe that a rural designation for Lions Bay is in keeping with Metro 2040 and supports the goals in the draft Metro 2050 (the municipality’s input was submitted in December). Having declared a climate emergency in early 2021 and pledging support for the Howe Sound Biosphere Region by resolution, we believe all efforts to reduce carbon emissions – which is the core of the UCB concept – must be taken at this critical point in history: It is now or never.

In working through the draft Metro 2050, it also became apparent that Metro will, in all likelihood, continue using the UCB as a logical parameter for bylaws and policies formulated for

dense urban areas. Including Lions Bay in bylaws and policies that are unsuited to the municipality would continue to be problematic.

In preparing this submission for the Board, it was evident to Council that the Village's OCP – outside of the Regional Context Statement (RCS) added in 2016 – remains closely aligned with the wishes of residents. We have worked with Staff to make amendments to the misaligned RCS to bring it in line with the remainder of the (original) OCP, which has not been changed, to reflect a rural designation in keeping with the vision and wishes of the community. That rural vision will be further fleshed out through a future OCP review, but our OCP and RCS should be aligned going into that process.

### **Conclusion**

In closing, it is clear that a rural designation supports both the Lions Bay community's wishes as reflected in the OCP, as well as supporting the goals of the Regional District. Based on this, we believe this is a simple change that will have no impact on other member municipalities and that it strongly supports Metro's regional growth strategy. We are asking for the Board to support this decision and take the necessary steps to make this change at the earliest possible opportunity.

These RCS amendments have had two readings, followed by a public hearing and subsequent third reading. The RCS as amended and approved at 3<sup>rd</sup> reading is attached to this letter, along with a certified copy of the Council resolution that this request be forwarded to the Metro Board for acceptance.

Sincerely,

Ron McLaughlin, Mayor on behalf of  
The Council of the Village of Lions Bay

cc. Chris Plagnol, Corporate Officer, Metro Vancouver Regional District  
Jerry Dobrovlny, Commissioner/Chief Administrative Officer, Metro  
Heather McNell, General Manager Regional Planning and Housing Services, Metro  
Sean Galloway, Director, Regional Planning and Electoral Area Services, Metro



THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

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**CERTIFIED COUNCIL RESOLUTION**



- (f) THAT footnote 4 on the 6<sup>th</sup> page of Schedule A be deleted as it references text that is no longer included in Schedule A;
  - (g) THAT the bullet item regarding trails on page 1 of Schedule A be moved from the Village assets section to the Village attributes section.
- (3) THAT Village of Lions Bay Official Community Plan Designation Bylaw No. 408, 2008, Amendment Bylaw No. 612, 2022 be read a third time, as amended; and
- (4) THAT a letter be written to the Metro Vancouver Regional District Board requesting acceptance of the Village of Lions Bay Regional Context Statement, as amended by Village of Lions Bay Official Community Plan Designation Bylaw No. 408, 2008, Amendment Bylaw No. 612, 2022, as at approval of 3<sup>rd</sup> reading.

**CARRIED**

I hereby certify the foregoing to be a true and correct copy of the Village of Lions Bay Council resolution regarding this matter as passed by the Council at its Regular Meeting of March 1, 2022.



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Peter DeJong, Corporate Officer  
Village of Lions Bay

To: Regional Planning Committee

From: Eric Aderneck, Senior Regional Planner, Planning, Policy and Environment Department

Date: March 10, 2016 Meeting Date: April 15, 2016

Subject: **Consideration of the Village of Lions Bay Regional Context Statement**

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### RECOMMENDATION

That the GVRD Board accept the Village of Lions Bay Regional Context Statement as received by Metro Vancouver on March 9, 2016.

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### PURPOSE

This report provides the GVRD Board with the opportunity to consider acceptance of the Village of Lions Bay's Regional Context Statement.

### BACKGROUND

On July 29, 2011, the GVRD Board adopted *Metro Vancouver 2040: Shaping Our Future* ('*Metro 2040*'), the regional growth strategy. Pursuant to the *Local Government Act*, each municipality must submit a Regional Context Statement within two years of the adoption of the new regional growth strategy. On March 9, 2016, Metro Vancouver received a request from the Village of Lions Bay to consider their Regional Context Statement for acceptance by the GVRD Board (Attachments 1 and 2). Metro Vancouver must respond within 120 days of receipt of the Regional Context Statement.

### *Regional Context Statements*

A Regional Context Statement (RCS) identifies the relationship between the municipality's Official Community Plan (OCP) and the regional growth strategy (*Metro 2040*) and, if applicable, explains how the Official Community Plan is to be made consistent with *Metro 2040* over time. *Metro 2040* identifies Metro Vancouver's role is to accept (by a simple majority weighted GVRD Board vote) RCSs that support *Metro 2040*'s goals and strategies. The role of municipalities is to adopt RCSs that specify how the municipality's OCP addresses each of the applicable *Metro 2040* policy actions. In considering an RCS, the GVRD Board's expectation is that the RCS is generally consistent with the goals, strategies, actions, and the parcel-based regional land use designations in *Metro 2040*. This report evaluates the Regional Context Statement that has been adopted by Lions Bay Council.

### *Village of Lion Bay's Official Community Plan and Regional Context Statement Process*

The Village of Lions Bay Official Community Plan Bylaw was initially adopted in 2009. The associated RCS was accepted by the GVRD Board in 2009, under the provisions of the *Livable Region Strategic Plan*, in force at the time.

An OCP bylaw amendment with the new Regional Context Statement, Bylaw No. 493, 2015, was given first and second readings by Lions Bay Council on June 2, 2015. A public hearing was held on September 19, 2015, third reading given on January 19, 2016, and the RCS was adopted on February 2, 2016. Subsequently, the RCS was sent to Metro Vancouver for consideration of acceptance by the GVRD Board.

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Normally, the RCS is sent to Metro Vancouver at the time of third reading, so that if the RCS is not accepted by the GVRD Board, an amendment to the OCP bylaw can be completed without the requirement to go through a second municipal public hearing.

Metro Vancouver staff and TransLink staff provided comments to Lions Bay staff during 2015 on earlier drafts of the Regional Context Statement. Metro Vancouver comments generally related to the language used in the RCS, inclusion of references to relevant OCP policies, and use of 'work towards' clauses to be addressed in the OCP update planned for 2016. This RCS substantially responds to the staff comments provided to Lions Bay.

### ***Village of Lions Bay Context***

The Village of Lions Bay is located along Howe Sound, between Horseshoe Bay in the District of West Vancouver and the District of Squamish within the Squamish Lillooet Regional District, and surrounded by Metro Vancouver Electoral Area A. Lions Bay is accessible by Highway 1, and fronts onto Howe Sound, with some areas with steeper terrain. The Village is relatively small, with a population of approximately 1,400 residents and limited commercial and employment functions. Most development is in the form of single detached residential, with a community store and marina.

### ***Analysis of the Village of Lions Bay Regional Context Statement***

Many of the policies in *Metro 2040* are not relevant for the RCS review, because of the limited types of land uses in Lions Bay - it only contains a *Metro 2040* General Urban land use designation. The RCS is generally consistent with the objectives of *Metro 2040*, as outlined as follows. The policies can be further enhanced through the 2016 review and update of the OCP, which may lead to a subsequent update to the RCS.

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

The Village of Lions Bay is located entirely within the *Metro 2040* Urban Containment Boundary and designated 'General Urban', although it is not connected to regional water or sewerage service. The ocean forms the western boundary of the community, and Electoral Area A surrounds it on the other three sides. The RCS contains a map that shows the Urban Containment Boundary and General Urban area that is consistent with *Metro 2040*.

The RCS contains population, dwelling unit, and employment projections for 2021, 2031, and 2041 and they are the same as the projections in *Metro 2040* (Table A.1). The RCS also provides an indication on how the OCP policies will work towards accommodating the growth associated with these projections.

**Table 1: Village of Lions Bay Population, Dwelling Unit and Employment Projections**

	<b>2021</b>	<b>2031</b>	<b>2041</b>
<b>Population</b>	1,425	1,650	1,700
<b>Dwelling Units</b>	600	675	750
<b>Employment</b>	350	460	570

Lions Bay does not have Frequent Transit Network Service (FTN), nor accordingly potential for Frequent Transit Development Areas (FTDAs). Further, there are no *Metro 2040* Urban Centres or local centres within Lions Bay.

Growth policies include encouraging secondary suites and increased densities in existing residential areas. The RCS does not define non-residential major trip generating uses. The lack of this definition undermines the ability to confirm that the intent of this policy is being met. Through the OCP review process, further attention can be given to defining non-residential major trip generators.

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

Lions Bay does not have any Industrial, Mixed Employment, Agricultural, or Rural lands, and very few commercial activities. Economic objectives are directed towards encouraging home-based businesses, tele-commuting, and commercial development in suitable spaces.

#### **Goal 3 – Protect the Environment and Respond to Climate Change Impacts**

Although Lions Bay does not include any regionally-designated Conservation and Recreation lands, it is surrounded by Conservation and Recreation lands in the Electoral Area A, which also covers watersheds serving the Village.

The RCS notes that Lions Bay plans to explore expanding its municipal boundary to provide more municipal influence over surrounding lands to meet environmental protection objectives. The lands outside the municipal boundary are designated as Conservation and Recreation in *Metro 2040*, and classified in the Metro Vancouver Sensitive Ecosystem Inventory as Mature Forest, Old Forest and Riparian. Further protection for drinking water and controlling resource use may be better served through a long-term lease with the Province, as municipal boundary expansion into sensitive ecosystems could inadvertently signal development intent.

The Village of Lions Bay OCP states support for small scale hydro and renewable power generation projects, management of its tree resources, and awareness of various climate change related risks. The RCS states that through the 2016 OCP update, the Village will work towards policies that address the management of riparian areas, ravines, steep slopes, and other hazard areas, and intertidal areas through the application of Development Permit Areas. Lions Bay could further assess possible climate change risks, and opportunities to improve resilience during development, resource management, and infrastructure upgrades, as well as collaborate with regional and Provincial initiatives to reduce the Village's vulnerability and exposure to risks.

#### **Goal 4 – Develop Complete Communities**

The Lions Bay vision is for a community where residents can live their entire lives, with a variety of available facilities. Lions Bay is a small, in the regional context, predominantly residential community, with a large proportion of single-detached and owner-occupied housing units. OCP policies provide for new secondary suites and opportunities for increasing housing options.

Lions Bay's 2016 OCP update may designate new areas for residential development, and allow for a wider range of housing forms and options. Any designation of areas for development should consider riparian areas, natural hazards, drinking water catchment areas, and other features.

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

Due to Lions Bay's location, most residents depend on private vehicles for their travel. The municipality will work with TransLink to encourage transit service to the Village and explore a potential in-village on-demand shuttle service to enhance mobility. The 2016 OCP update will consider policies related to goods movement and enhancing the trail network, as well as electric vehicle charging stations and anti-idling bylaws.

### **ALTERNATIVES**

1. That the GVRD Board accept the Village of Lions Bay Regional Context Statement as received by Metro Vancouver on March 9, 2016.
2. That the GVRD Board not accept the Village of Lions Bay Regional Context Statement as received by Metro Vancouver on March 9, 2016, indicating the provisions to which the Board objects and the reasons for objection, and request the Village of Lions Bay amend its Regional Context Statement and re-submit the revised Regional Context Statement to the Board for consideration.

### **FINANCIAL IMPLICATIONS**

If the GVRD Board chooses Alternative 1, Metro Vancouver would accept the Village of Lions Bay's Regional Context Statement as proposed. If the GVRD Board chooses Alternative 2, the Board would need to indicate the provisions to which it objects and the reasons for objection, and request that the Village of Lions Bay amend its Regional Context Statement and re-submit the revised RCS to the Board for consideration. This latter course of action may lead to a dispute resolution process. The cost for this dispute resolution would depend on the process and is prescribed based on the proportion of assessed land values; Metro Vancouver would be responsible for most of the costs.

### **SUMMARY / CONCLUSION**

The Village of Lions Bay submitted a Regional Context Statement on March 9, 2016, for GVRD Board's consideration of acceptance. Staff's evaluation is that the RCS is 'generally consistent' with *Metro 2040* and therefore recommend Alternative 1, that the GVRD Board accept the Village of Lions Bay's Regional Context Statement. As the municipal OCP bylaw has already received final adoption, no further readings of the bylaw by Village of Lions Bay Council are required. Lions Bay plans to prepare an updated OCP in 2016, which will be an opportunity to further enhance alignment between the OCP and *Metro 2040*.

### **Attachments:**

1. Lions Bay Regional Context Statement, Adopted by Council on February 2, 2016.
2. Lions Bay Regional Context Statement Letter, dated February 29, 2016, from Peter DeJong, CAO, Village of Lions Bay, to Heather McNell, Division Manager, Metro Vancouver
3. Lions Bay Report to Council, titled "Official Community Plan Amendment Bylaw", dated January 29, 2016, considered by Council on February 2, 2016



THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY



## **Official Community Plan Amendment Bylaw**

### **Bylaw No. 493, 2015**

Amending Official Community Plan Bylaw No. 408, 2008, as amended

Adopted: February 2, 2016

PO Box 141, 400 Centre Road, Lions Bay, BC V0N 2E0

Phone: 604-921-9333 Fax: 604-921-6643

Email: [office@lionsbay.ca](mailto:office@lionsbay.ca) Web: [www.lionsbay.ca](http://www.lionsbay.ca)

## Bylaw No. 493, 2015

### Official Community Plan Amendment Bylaw 2015

A bylaw to amend Official Community Plan Bylaw No. 408, 2008, as amended.

**WHEREAS** the Council of the Village of Lions Bay has adopted Official Community Plan Bylaw No. 408, 2008, as amended;

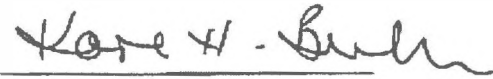
**AND WHEREAS** Section 877(3) of the *Local Government Act* requires local governments to incorporate within their official community plans targets, policies, and actions for the reduction of greenhouse gas emissions;

**AND WHEREAS** a Public Hearing has been held in accordance with Section 890 of the *Local Government Act*;

**NOW THEREFORE** the Council of the Village of Lions Bay, in open meeting assembled, enacts as follows:

1. This Bylaw may be cited as "Village of Lions Bay Official Community Plan Amendment Bylaw No. 493, 2015."
2. "Village of Lions Bay Official Community Plan Bylaw No. 408, 2008, as amended" is hereby amended by:
  - a) replacing section 6.0 Regional Context Statement with the attached Schedule A: Regional Context Statement.

<b>READ A FIRST TIME</b>	<b>June 2, 2015</b>
<b>READ A SECOND TIME</b>	<b>June 2, 2015</b>
<b>PUBLIC HEARING held on</b>	<b>September 16, 2015</b>
<b>READ A THIRD TIME</b>	<b>December 15, 2015</b>
<b>THIRD READING RESCINDED</b>	<b>January 19, 2016</b>
<b>RECONSIDERED AND READ A THIRD TIME</b>	<b>January 19, 2016</b>
<b>ADOPTED</b>	<b>February 2, 2016</b>

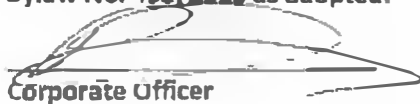


Mayor



Corporate Officer

**Certified a true copy of  
Village of Lions Bay Official  
Community Plan Amendment  
Bylaw No. 493, 2015 as adopted.**



Corporate Officer



**Schedule "A"**

**Regional Context Statement**

## Municipality of Lions Bay Amended Regional Context Statement

Section 866 of the BC *Local Government Act* requires that every municipality's Official Community Plan (OCP) include a Regional Context Statement (RCS) to demonstrate how the OCP supports the local Regional District's Regional Growth Strategy (RGS). Lions Bay is unique in its Regional District, Metro Vancouver, in that it is located within the defined Urban Containment Boundary but outside the Greater Vancouver Sewerage and Drainage District and Greater Vancouver Water District. Lions Bay completed its current OCP in 2009. The next iteration is planned for 2016. This amended RCS therefore includes work-towards statements that will inform the next OCP.

At the 2011 federal census, Lions Bay had 1,318 people living in 556 private dwellings, a slight decline in population, and increase in age, from the censuses of 2006 and 2001. Lions Bay seeks to reverse this trend, to maintain a thriving "complete community." In mid-2015, the Village had four commercial enterprises (a marina, a boat service centre, a general store & café, and a real estate office), plus numerous home-based businesses. Due to topography and limited supply of land, there are limitations to growth. Long term (2040) potential population may be 1600-1800 residents and 700-800 residences. Village attributes include:

- Magnificent views
- Abundant trees
- Adequate clean water
- A modern highway accessing downtown Vancouver in 30 minutes (and Squamish in 40, Whistler in 70)
- School District 45's Lions Bay Elementary School with capacity for 60 K-3 students (enrollment in 2015 was 32).

Municipally-owned assets include:

- Lions Bay Village Hall
- Klatt Public Safety Building<sup>1</sup>
- Frank Smith Works Yard
- Lions Bay Field (a joint use soccer-size playing field shared with the school)
- Sand or gravel beaches at Main Beach (up to 50 resident parking spaces, 30 potentially paid non-resident parking spaces, washroom and three separate play structures), Kelvin Grove (15 free parking spaces, washroom, off leash dogs allowed) and Brunswick (limited non-resident parking).

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<sup>1</sup> Which houses Lions Bay Fire & Rescue's Fire Hall 1 (2 engines, 1 rescue truck and a wildfire trailer), a BC Ambulance station, and Lions Bay Search and Rescue.

- Three buildable lots, plus six in the Crystal Falls neighbourhood currently overlaid by a private road and bridge
- A single unlit tennis court (limited on-street parking, single, recently resurfaced and unlit)
- Centennial Trail, Pride Trail, Isleview Trail and numerous volunteer-maintained trails outside the Village limits.
- Wade Park
- A small secondary WWTP serving 100 of the Village's 550 homes.
- A fire-training facility on Crown leased land at the "Upper Brunswick" gravel plt.

The Greater Vancouver Regional District's RGS, *Metro Vancouver 2040: Shaping Our Future*<sup>2</sup>, outlines a regional vision—unanimously endorsed by all member municipalities—of achieving "the highest quality of life embracing cultural vitality, economic prosperity, social justice and compassion, all nurtured in and by a beautiful and healthy natural environment." *Metro 2040* lays out five fundamental goals to achieve this vision. Lions Bay's current OCP and future update addresses these goals with the following approaches:

<p><b>GOAL 1: Create a Compact Urban Area.</b></p> <p>Metro Vancouver's growth is concentrated in compact communities with access to a range of housing choices, and close to employment, amenities and services. Compact transit-oriented development patterns help reduce greenhouse gas emissions and pollution, and support both the efficient use of land and an efficient transportation network.</p>	<p>The intent of this goal is to focus urban development within the "Urban Containment Boundary" in "Urban Centres" and "Frequent Transit Development Areas," with access to a range of housing choices close to employment, amenities and services.</p> <p>Although Lions Bay is designated "General Urban" in <i>Metro 2040</i>, it has no Urban Centres or Frequent Transit Development Areas. Lions Bay is surrounded by Electoral Area A, and is separated from its nearest Metro neighbour municipality, West Vancouver, by 12 km of highway. With its small size (2.53 sq.km) Lions Bay's impact on regional growth is low, and it is unlikely to draw significant urban development.</p> <p>Nevertheless, Lions Bay is open to densify, both to increase the tax base, and to produce a more complete community, and has recently formalized secondary suites. The 2016 OCP update will explore if there are suitable parts of Lions Bay for rezoning to multi-family, Crown lands to extend municipal boundaries into, and land grants and swaps to achieve.</p> <p>The future OCP will consider steps that are consistent with this goal, considering development applications in the Upper</p>
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<sup>2</sup> Metro Vancouver's Regional Growth Strategy: *Metro Vancouver 2040 – Shaping our Future* was adopted in July 2011 after unanimous acceptance by the 23 local governments in the region.

	Brunswick, Crystal Falls, and Kelvin Grove neighbourhoods.
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<p><b>STRATEGY 1.1: Contain urban development within the Urban Containment Boundary</b></p>	<p>While Lions Bay will attempt to densify its housing stock within the existing urban Village boundary there is very limited undeveloped land within the boundary for new development (RCS Map 1: Lions Bay Regional Land use Designations and Goods Movement Network). Therefore, Lions Bay may elect to expand its municipal boundaries through the provincially administered boundary adjustment process and possible <i>Metro 2040</i> Urban Containment Boundary amendment application.</p> <p><i>Municipal Population, Dwelling and Employment Projections</i></p> <table border="1" data-bbox="709 753 1482 1041"> <thead> <tr> <th>Year</th> <th>Population</th> <th>Dwellings</th> <th>Employment</th> </tr> </thead> <tbody> <tr> <td>2011</td> <td>1,318</td> <td>556</td> <td>310<sup>3</sup></td> </tr> <tr> <td>2021</td> <td>1425</td> <td>600</td> <td>350</td> </tr> <tr> <td>2031</td> <td>1650</td> <td>675</td> <td>460</td> </tr> <tr> <td>2041</td> <td>1700</td> <td>750</td> <td>570</td> </tr> </tbody> </table>	Year	Population	Dwellings	Employment	2011	1,318	556	310 <sup>3</sup>	2021	1425	600	350	2031	1650	675	460	2041	1700	750	570
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<p><b>STRATEGY 1.2: Focus growth in Urban Centres and Frequent Transit Development Areas</b></p>	<p>Most RGS policies are not applicable in Lions Bay, which has no Urban Centres and no Frequent Transit Development Areas. However, the existing OCP does encourage secondary suites and exploration with the community of modest increases in residential density (policy 4.3 a, b).</p>																				
<p><b>STRATEGY 1.3 Protect Rural areas from urban development</b></p>	<p>Not applicable in Lions Bay: no Rural areas.</p>																				
<p><b>GOAL 2: Support a Sustainable Economy.</b></p> <p>The land base and transportation systems required to nurture a healthy business sector are protected and supported. This includes supporting regional employment and economic growth. Industrial and agricultural</p>	<p>Lions Bay's location, small population and limited infrastructure constrain its ability to contribute to the larger regional economy. Lions Bay has no industrial or agricultural lands. However, many people in Lions Bay work from home (185 according to the 2011 census<sup>3</sup>) and there is a policy in the current OCP (4.3d) that encourages home-based businesses.</p> <p>Nonetheless, recognizing that residential is the lowest property tax rate classification, the 2016 OCP update will seek to encourage opportunities for business and</p>																				

<sup>3</sup> 2011 National Household Survey shows that 175 Lions Bay residents worked from home and 85 had no fixed place of work.

<p>land is protected and commerce flourishes in Urban Centres throughout the region</p> <p><b>STRATEGY 2.1</b> Promote land development patterns that support a diverse regional economy and employment close to where people live</p> <p><b>STRATEGY 2.2</b> Protect the supply of industrial land</p> <p><b>STRATEGY 2.3</b> Protect the supply of agricultural land and promote agricultural viability with an emphasis on food production</p>	<p>commercial development in suitable spaces.</p>
<p><b>GOAL 3: Protect the Environment and Respond to Climate Change Impacts.</b></p> <p>Metro Vancouver's vital ecosystems continue to provide the essentials of life – clean air, water and food. A connected network of habitats is maintained for a wide variety of wildlife and plant species. Protected natural areas provide residents and visitors with diverse recreational opportunities. Strategies also help Metro Vancouver and member municipalities meet their greenhouse gas emission targets, and prepare for, and mitigate risks from, climate change and natural hazards.</p> <p><b>STRATEGY 3.1</b> Protect Conservation and Recreation lands</p> <p><b>STRATEGY 3.2</b> Protect and enhance natural features and their connectivity</p> <p><b>STRATEGY 3.3</b> Encourage land use and transportation infrastructure that reduce energy consumption and</p>	<p>Regional strategies to achieve this goal focus on protecting Conservation and Recreation lands, which includes enhancing natural features and their connectivity. The intent is also to encourage land use and transportation patterns that reduce energy consumption and greenhouse gas emissions and enable municipalities to mitigate and adapt to climate change and withstand risk of natural hazards.</p> <p>As identified on RCS Map 1, there are no regionally-designated Conservation and Recreation areas within Lions Bay, but Lions Bay is surrounded by regionally-designated 'Conservation and Recreation' lands and supports the principles behind the designation, including a buffer for urban growth as stated in OCP Policy 4.2. Lions Bay plans to explore expanding its municipal boundary to provide more municipal influence over its 'green belt' in meeting environmental protection objectives, not for urban development.</p> <p>Policies 4.2 (a) and (b) of the current OCP encourage conservation and stewardship of the watershed areas both inside and outside the village boundaries. Lions Bay's three watersheds with provincial water licenses on Magnesia, Alberta and Harvey Creeks are designated Conservation and Recreation in <i>Metro 2040</i>. Harvey and Magnesia creeks have wide riparian areas designated as Conservation/Watershed Protection on the 2008 OCP Land Use Map. None of these streams are salmon-bearing, and all three were channelized in the 1980s with large debris catchment basins built on</p>

greenhouse gas emissions, and improve air quality

Harvey and Magnesia. The 'Watershed' zone in the Zoning Bylaw is now obsolete since the water intakes have moved higher upstream. The 2016 OCP update will further address how the streams will be protected to prevent erosion and provide a channel for potential debris flows.

Since Lions Bay is not supplied with natural gas, home heating is a combination of oil furnace, electric baseboard and wood. Both wood and oil produce GHGs, so Learn to Burn, woodstove upgrade and oil furnace replacement campaigns will be undertaken as resources allow.

With the advent of the BC Hydro Net Metering program, mini- and micro-hydro projects become more feasible, and Lions Bay will investigate opportunities for generating energy using its water intake piping and nine large pressure-reducing valves. Policy 4.7i of the current OCP commits the municipality to explore opportunities for small-scale renewable power generation.

Policy 4.7j states a continued focus on reduction, re-use and recycling of solid waste resources, aimed at addressing GHGs from solid waste, focusing on increasing waste diversion through recycling and organics pickup, now a mandatory part of Metro Vancouver solid waste bylaw.

Through protection policies and implementation tools to be implemented in a new "Trees, Views and Landscapes Bylaw," Lions Bay will address the management of its significant tree resources.

Climate change impacts are hard to quantify, but Lions Bay is aware of the risks of sea-level rise, more intense flooding, erosion, subsidence, mudslides, and fire.

The 2016 OCP update will work towards policies that address the management of riparian areas, ravines, steep slopes, other hazard areas, and intertidal areas through the application of Development Permit Areas.

The 2016 OCP update will also consider additional non-vehicular GHG reduction targets and actions.

<p><b>STRATEGY 3.4 Encourage land use and transportation infrastructure that improve the ability to withstand climate change impacts and natural hazard risks</b></p>	<p>Policies 4.2a and b of the current OCP encourage conservation and stewardship of the watershed areas both inside and outside the village boundaries.</p> <p>Policy 4.2d states the municipality should create a plan for Wildfire Interface protection.</p> <p>Through policy changes in the OCP update, Lions Bay will encourage modest intensification of its existing residential areas and avoid development of areas associated with landslide and wildfire risk. Update(s) will also address flood control and oceanside setback requirements to address risks of sea-level rise.</p> <p>As stated in policy 4.2 n, Lions Bay will continue to protect the riparian area of its creeks and the creeks themselves as channels for potential debris flows. As funding permits, Lions Bay will continue to consider improvements to road drainage to address potential increases in storm-water runoff resulting from higher rainfall intensities associated with climate change.</p>
<p><b>GOAL 4: Develop Complete Communities.</b></p> <p>Metro Vancouver is a region of communities with a diverse range of housing choices suitable for residents at any stage of their lives. The distribution of employment and access to services and amenities builds complete communities throughout the region. Complete communities are designed to support walking, cycling and transit, and to foster healthy lifestyles.</p> <p><b>STRATEGY 4. 1 Provide diverse and affordable housing choices</b></p> <p><b>STRATEGY 4. 2 Develop healthy and complete communities with access to a range of services and amenities</b></p>	<p><i>Metro 2040</i> identifies a need for complete communities, with a balance of jobs, housing opportunities, and services.</p> <p>Lions Bay is largely residential, and most residents access employment and services outside the Village. Currently, the housing stock is largely single-detached and 86% is owner occupied with the remaining 14% rented. Only 25 of 550 units are condominium. 23% of tenant households spend 30% or more of household total income on shelter<sup>4</sup>.</p> <p>Policies 4.3a and 4.3b of the current OCP speak to providing for secondary suites and exploring limited opportunities for development to increase housing options. A draft land use strategy explores a variety of additional housing forms and will be considered as part of the 2016 OCP update.</p> <p>Lions Bay's 2016 OCP update may designate new development areas, consider redevelopment of the Public Works yard, and possible long term use of the Upper Brunswick, Crystal Falls and Brunswick Hill (the "gravel pit") for a range of municipal and residential alternatives. The 2016 OCP will further consider providing for secondary</p>

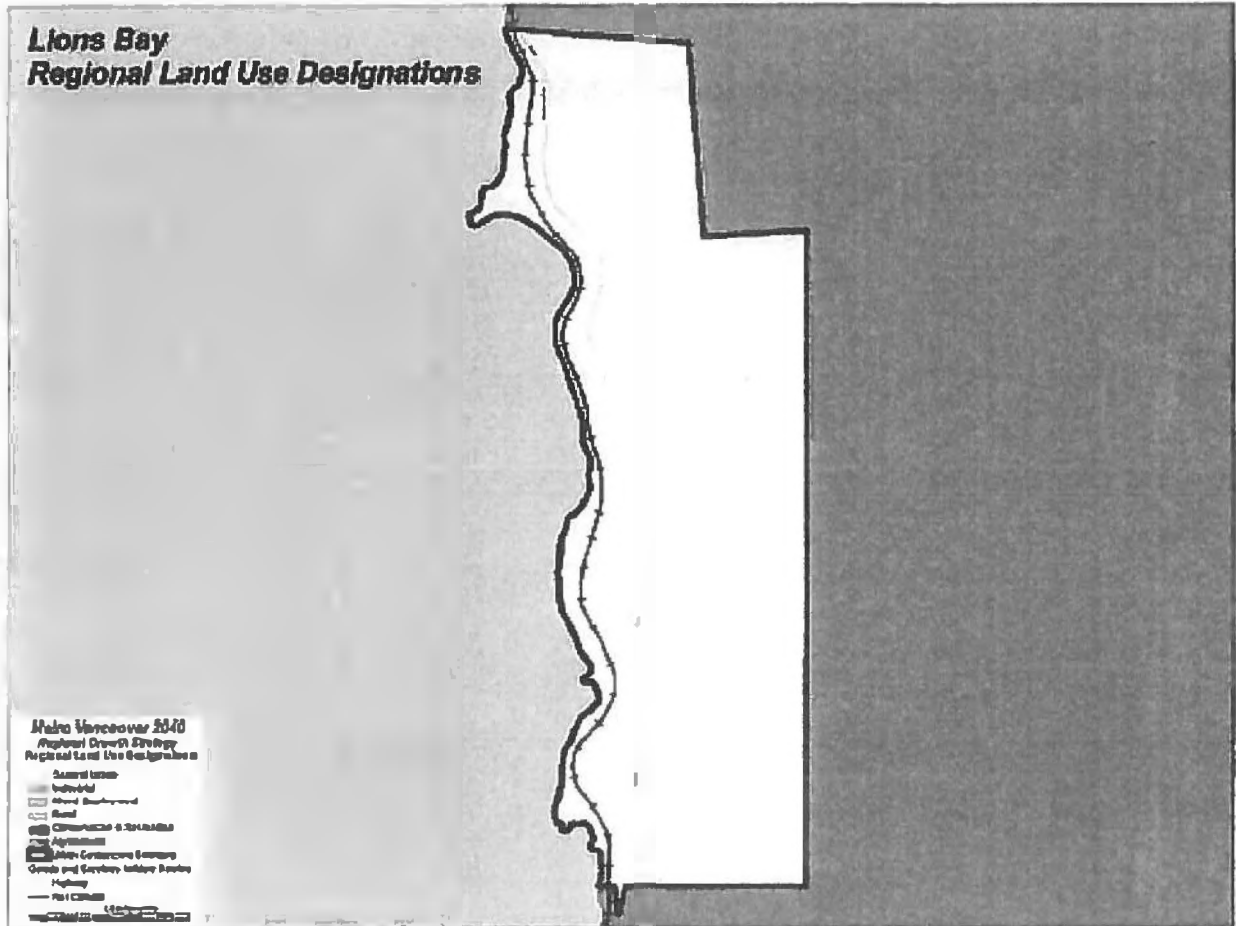
<sup>4</sup> 2011 National Household Survey

	<p>suites, rezoning single family to duplex, and limited development opportunities that will enhance housing options.</p> <p>Policy 4.4(e) of the OCP provides for enhancing school viability and the provision of other social, recreational, and cultural activities for an increased population. Lions Bay's vision is of residents living out their whole lives here, with in-Village shuttle assisting people to get around the steep terrain, aged- and assisted living facilities, entry-priced housing, and enhanced hiking trails.</p> <p>The 2016 OCP update will set out a vision for Lions Bay that seeks to:</p> <ul style="list-style-type: none"> <li>• Define and foster community values</li> <li>• Grow tax base, and accommodate a wider cross-section of population. Possible avenues include amalgamation, encouraging selective development and densification.</li> <li>• Promote active lifestyles</li> <li>• Become financially sustainable.</li> <li>• Clarify land use and rezoning policy for new housing options</li> </ul>
<p><b>GOAL 5: Support Sustainable Transportation Choices.</b></p> <p>Metro Vancouver's compact, transit-oriented urban form supports a range of sustainable transportation choices. This pattern of development expands the opportunities for transit, multiple-occupancy vehicles, cycling and walking, encourages active lifestyles, and reduces energy use, greenhouse gas emissions, household expenditure on transportation, and improves air quality. The region's road, transit, rail and waterway networks play a vital role in serving and shaping regional development, providing linkages among the region's communities and providing vital goods movement networks.</p>	<p><i>Metro 2040</i> promotes land use and transportation planning that enables alternative choices to the private automobile, such as transit, cycling and walking, while ensuring the efficient movement of people and goods throughout the region. Due to Lions Bay's location, most residents depend on private vehicles, but the municipality has worked and will continue to work with TransLink to enhance transit service to the Village. The municipality will also look at an in-Village on-demand shuttle service to enhance mobility. A ride-share parking program is in place, and Lions Bay will look to add paid parking lots.</p> <p>Section 4.6 of the current OCP includes policies that recognize the role, jurisdiction and access to the Sea to Sky Highway 99 (4.6a), encourage multi-modal transportation solutions in the corridor (4.6b), greater transportation choice including car pooling, park &amp; ride, shuttle buses (4.6c) and further development of linked pathways (4.6e) and hiking trails (4.6f).</p> <p>The 2016 OCP update will consider policies related to goods movement.</p>



	<p>The 2016 OCP update will consider policies related to electric vehicle charging stations and an anti-idling policy or bylaw.</p> <p>CN's rail line that runs through the Village provides an important corridor for goods movement and may provide a future opportunity for a passenger rail service with a station at Lions Bay.</p>
<p><b>STRATEGY 5. 1 Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking</b></p> <p><b>STRATEGY 5. 2 Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods and services</b></p>	<p>The 2016 OCP update will work toward enhancing the in-Village trail network.</p> <p>The 2016 OCP update will work toward enhancing bus service provided by TransLink</p>

Map 1: Lions Bay Regional Land Use Designations and Goods Movement Network





THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

---

February 29, 2016

Heather McNeil, Division Manager  
Regional Planning – Planning & Policy Analysis  
Greater Vancouver Regional District  
4330 Kingsway  
Burnaby, BC  
V5H 4G8

Dear Heather;

**RE: Village of Lions Bay's Regional Context Statement**

Please accept this letter as a formal request for the GVRD Board to consider acceptance of the Village of Lions Bay's Regional Context Statement, which was previously forwarded to you under cover of our letter of February 11, 2016.

Please do not hesitate to contact me if you have any questions or concerns. Thank you.

Regards,

A handwritten signature in black ink, appearing to read 'Peter DeJong', written over a light blue horizontal line.

Peter DeJong  
Chief Administrative Officer  
Village of Lions Bay

P.O. Box 141 – 400 Centre Road  
Lions Bay, British Columbia, V0N 2E0  
Tel: (604) 921-9333  
Fax: (604) 921-6613  
[www.lionsbay.ca](http://www.lionsbay.ca)



THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

---

February 11, 2016

Heather McNell  
Metro Vancouver  
4330 Kingsway  
Burnaby, BC, V5H 4G8

Dear Heather,

**RE: Official Community Plan Amendment Bylaw No. 493, 2015**

Enclosed is a true copy of the Official Community Plan Amendment Bylaw No. 493, 2015, adopted at the Regular Council Meeting on February 2, 2016 and signed by the Corporate Officer, Peter DeJong, and Mayor Karl Buhr.

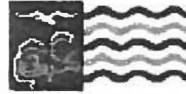
If you have any questions, please contact CAO Peter DeJong at 604-921-9333.

Sincerely,

Shawna Gilroy  
Office Coordinator

/Enclosure

P.O. Box 141 – 400 Centre Road  
Lions Bay, British Columbia, V0N 2E0  
Tel: (604) 921-9333  
Fax: (604) 921-6643  
[www.lionsbay.ca](http://www.lionsbay.ca)



## THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

<b>Type</b>	Report to Council		
<b>Title</b>	Official Community Plan Amendment Bylaw		
<b>Author</b>	S. Gilroy	<b>Reviewed By:</b>	P. DeJong
<b>Date</b>	January 29, 2016	<b>Version</b>	
<b>Issued for</b>	February 2, 2016 Regular Council Meeting		

### RECOMMENDATION

THAT Official Community Plan Amendment Bylaw No. 493, 2015 be adopted.

### ATTACHMENTS

- OCP Amendment Bylaw No. 493, 2015

### BACKGROUND

Council passed third reading of the OCP Amendment Bylaw No. 493 at the December 15, 2015 Regular Council Meeting. At the January 19, 2016 Regular Council Meeting, a technical amendment regarding the citation of Village of Lions Bay Official Community Plan Bylaw No. 408, 2008 was inserted to incorporate by reference any subsequent amendments of that bylaw.

### OPTIONS

1. Adopt Official Community Plan Amendment Bylaw No. 493, 2015
2. Refer Official Community Plan Amendment Bylaw No. 493, 2015 back to staff:
  - (a) to draft substantive amendments to the Regional Context Statement with respect to climate change provisions of Village of Lions Bay Official Community Plan Bylaw No. 408, 2008 Amendment Bylaw No. 420, 2010;
  - (b) to coordinate a new Public Hearing with respect to any Regional Context Statement amendments arising from option 2(a); and
  - (c) to bring Official Community Plan Amendment Bylaw No. 493, 2015 back for the further consideration of Council.

### PREFERRED STRATEGY

Given that Council intends to re-visit the OCP in 2016 and any substantive amendments will require a further Regional Context Statement amendment after that point in time, and given that the technical amendment incorporates the 2010 amendments by reference, and given that Metro Vancouver has been awaiting the current Regional Context Statement OCP Amendment Bylaw for some time, staff recommends that the current version of Official Community Plan Amendment Bylaw No. 493, 2015 be adopted by Council at this time.

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To: Regional Planning Committee

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

Date: June 30, 2022 Meeting Date: July 8, 2022

Subject: **Metro 2050: Summary of Affected Local Government Acceptances**

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### **RECOMMENDATION**

That the MVRD Board receive for information the report dated June 30, 2022, titled “Metro 2050: Summary of Affected Local Government Acceptances”.

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### **EXECUTIVE SUMMARY**

This report presents a summary of the local government acceptances received at the date of writing this report on *Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022*, and summarizes next steps.

### **PURPOSE**

To provide an update to the Regional Planning Committee and MVRD Board on which affected local governments have accepted or refused to accept *Metro 2050*, the update to the regional growth strategy, to date.

### **BACKGROUND**

At its March 25, 2022 meeting, the MVRD Board read *Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022*, a first and second time and scheduled a public hearing for April 20, 2022. At its meeting on April 29, 2022, the Board received the minutes of the public hearing including the comments received, and passed a resolution to refer the Bylaw to all affected local governments for acceptance and to the Minister of Municipal Affairs as required by the *Local Government Act*. In accordance with the Board’s direction, all affected local governments were notified in writing, by email and regular mail, during the first week of May 2022.

Affected local governments are defined in the *Act* as: Metro Vancouver member jurisdictions (excluding Bowen Island), Fraser Valley Regional District, Squamish-Lillooet Regional District, and TransLink. Pursuant to section 436 of the *Act*, each affected local government must, by resolution, accept the regional growth strategy or refuse to accept it within 60 days of receipt; if it does not respond during that 60-day period, the affected local government is deemed to have accepted the regional growth strategy.

## AFFECTED LOCAL GOVERNMENT ACCEPTANCES AND REFUSALS TO ACCEPT

At the time of writing this report, the following responses have been received from affected the local governments (Table 1).

**Table 1. Summary of Affected Local Government Responses to Metro 2050 Bylaw Referral**

	Affected Local Government	Council / Board Decision	Date Received
1	Village of Anmore	Accept	May 17, 2022
2	Village of Belcarra	Accept	June 22, 2022
3	City of Burnaby	Accept	June 20, 2022
4	City of Coquitlam	Accept	June 13, 2022
5	City of Delta	Accept	June 13, 2022
6	Fraser Valley Regional District	Accept	June 29, 2022
7	City of Langley	Accept	June 13, 2022
8	Township of Langley	Refuse to Accept	May 30, 2022
9	Village of Lions Bay	Accept	June 7, 2022
10	City of Maple Ridge	Accept	June 14, 2022
11	City of New Westminister	Accept	May 30, 2022
12	City of North Vancouver	Accept	May 30, 2022
13	District of North Vancouver	Accept	June 20, 2022
14	City of Pitt Meadows	Accept	June 21, 2022
15	City of Port Coquitlam	Accept	June 21, 2022
16	City of Port Moody	Accept	June 14, 2022
17	City of Richmond	Accept	June 30, 2022
18	Squamish Lillooet Regional District	Accept	May 25, 2022
19	City of Surrey	Refuse to Accept	June 13, 2022
20	TransLink	Accept	June 23, 2022
21	Tsawwassen First Nation	Accept	June 14, 2022
22	City of Vancouver	Accept	June 21, 2022
23	District of West Vancouver	Accept	June 13, 2022
24	City of White Rock	Accept	June 27, 2022

Of the 24 signatories, 22 have accepted *Metro 2050* as the update to the regional growth strategy (Attachment 1).

Two affected local governments, the Township of Langley and the City of Surrey, passed resolutions to refuse to accept *Metro 2050*. These two municipalities provided the reasons in writing for refusing to accept and summarized the provisions / policies to which they object and why, and whether they would be willing to accept *Metro 2050* if those specific provisions did not apply to their respective jurisdiction (Attachment 2).

### *Township of Langley*

The Township of Langley’s response lists 12 objections: that 4 topics in *Metro 2050* fall outside the category of ‘land use’ or ‘planning’ matters and shouldn’t be included in the regional growth strategy (e.g. tenant protection, invasive species, affordable housing, and agricultural awareness – the last two are in *Metro 2040*); that *Metro 2050* does not go far enough in protecting the quality and quantity

of groundwater; the request to show the Agricultural Land Reserve on a map in its Regional Context Statement; the policy that requires the Agricultural Land Commission to exclude land from the ALR before consideration of a proposed amendment to the regional Agricultural or Rural land use designation (which is already in *Metro 2040*); that the flexibility for residential on Employment lands near rapid transit is not sufficient; that there should be flexibility to use better data for sensitive ecosystem protection than Metro Vancouver’s Inventory; that the University District lands should be shown as General Urban, not Agricultural (lands are included in the ALR); that the correction to the wording of policy 6.9.1 regarding ‘Rural lands within the sewerage area’ is incorrect, and that there is an error in the legend of Map 12 (Attachment 2).

*City of Surrey*

The City of Surrey’s stated objection is that the Urban Containment Boundary does not appropriately consider Surrey’s context in terms of rapid growth, escalating land costs and limited employment land supply. Surrey requests that the City be able to amend lands with a regional Rural land use designation to Industrial, Employment or General Urban without the need for consideration by the MVRD Board (Attachment). The Urban Containment Boundary and amendment process provisions are both in *Metro 2040*.

**NEXT STEPS**

The project plan for the update to the regional growth strategy strives for adoption of the updated regional growth strategy within this local election cycle. Staff will be presenting options for consideration at the MVRD Board’s July meeting.

**ALTERNATIVES**

This is an information report; no alternatives are presented.

**FINANCIAL IMPLICATIONS**

There are no financial implications to this report.

**CONCLUSION**

At its meeting on April 29, 2022, the MVRD Board referred *Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022*, to all affected local governments for acceptance and to the Minister of Municipal Affairs as required by the *Local Government Act*. In accordance with the Board’s direction, all affected local governments were notified in writing, by email and regular mail, during the first week of May 2022. Each affected local government must, by resolution, accept the regional growth strategy or refuse to accept it within 60 days of receipt citing reasons for any objections; the acceptance period closes on July 6, 2022. At the time of writing of this report, 22 out of the 24 regional growth strategy signatories have accepted *Metro 2050*, while two affected local governments passed resolutions to refuse to accept. The Board will be considering next steps at its meeting on July 29, 2022.

**Attachments**

1. Letters of acceptance received from affected local governments
2. Letters of non-acceptance from the Township of Langley and City of Surrey





0400-60/22

May 24, 2022

Chris Plagnol, Corporate Officer  
Metro Vancouver  
4730 Kingsway  
Burnaby, BC V5H 0C6

Via email: [chris.plagnol@metrovancover.org](mailto:chris.plagnol@metrovancover.org)

Dear Mr. Plagnol:

RE: Metro 2050 Acceptance

Further to the letter the Village of Anmore dated May 3, 2022 regarding submission of Metro 2050 for acceptance by affected local governments, Anmore Council passed the following resolution at the May 17, 2022 Regular Council Meeting:

R058/22      "That the Metro Vancouver Regional Growth Strategy, titled Metro 2050 (Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022), be received for information;

And That the proposed Metro 2050 Regional Growth Strategy (Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022) be accepted, as presented, pursuant to Section 436 of the Local Government Act;

And That staff be directed to forward the Council resolution of acceptance of Metro 2050 Regional Growth Strategy (Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022) to the Metro Vancouver Regional District."

Sincerely,

A handwritten signature in black ink, appearing to read "Karen Elrick".

Karen Elrick  
Manager of Corporate Services  
[karen.elrick@anmore.com](mailto:karen.elrick@anmore.com)



# VILLAGE OF BELCARRA

*"Between Forest and Sea"*

4084 BEDWELL BAY ROAD, BELCARRA, B.C. V3H 4P8  
TELEPHONE 604-937-4100 FAX 604-939-5034  
belcarra@belcarra.ca • www.belcarra.ca



June 22, 2022

File No. 0470-01

Sav Dhaliwal, Chair  
Metro Vancouver Board  
4515 Central Boulevard  
Burnaby, BC V5H 0C6  
Via email: [chair@metrovancouver.org](mailto:chair@metrovancouver.org)

Dear Chair Dhaliwal,

Re: Metro 2050 – Acceptance by Affected Local Governments

Please be advised that at a Regular meeting of Belcarra Council held on June 20, 2022, the following motion was passed:

"That the Village of Belcarra accept "Metro 2050: Metro Vancouver Regional District Regional Growth Strategy Bylaw No.1339, 2022" attached to the Letter from the Chair of the Metro Vancouver Board of Directors dated May 3, 2022, and request that the following Village of Belcarra concerns be considered in the near future:

1. Joint opportunities for improvements to the Belcarra Water System to enable improved water storage, flows and fire suppression capacity in the Village and for Metro Parks; and
2. Continued co-operation for the eventual provision of road access from Belcarra to both Belcarra North and nearby Conservation and Recreation Lands in Belcarra Regional Park."


We are also attaching the following Council reports for background information:

- Metro Vancouver Request for Acceptance of Metro 2050 (Metro Vancouver Regional Growth Strategy Bylaw No. 1339, 2022), dated June 6, 2022
- Follow Up report on Belcarra North Road and Fire Suppression Water Supply – Village of Belcarra: Metro Vancouver Request for Acceptance of Metro 2050 (Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022), dated June 20, 2022

We appreciate the opportunity to review Metro 2050: Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022.

Sav Dhaliwal, Chair  
Metro Vancouver Board  
Re: Metro 2050 – Acceptance by Affected Local Governments  
June 22, 2022  
Page 2 of 2

Sincerely,



Paula Richardson  
Acting Corporate Officer

cc Jerry Dobrovolny, Commissioner/Chief Administrative Officer, Metro Vancouver  
Heather McNell, General Manager, Regional Planning and Housing Services, Metro Vancouver  
Chris Plagnol, Corporate Officer, Metro Vancouver



## COUNCIL REPORT

File: 0470-01

**Date:** June 6, 2022

**From:** Dennis Back, Acting Chief Administrative Officer

**Subject:** **Metro Vancouver Request for Acceptance of Metro 2050  
(Metro Vancouver Regional District Regional Growth Strategy  
Bylaw No. 1339, 2022)**

---

### **Recommendation**

That the Village of Belcarra accept “Metro 2050: Metro Vancouver Regional District Regional Growth Strategy Bylaw No.1339, 2022” referenced in the attached letter from Sav Dhaliwal, Chair, Metro Vancouver Board, dated May 3, 2022.

### **Introduction and Purpose**

As explained in Attachment 1, the Metro Vancouver Board is in the process of considering a new Regional Growth Strategy (RGS) in 2022 to replace the current amended RGS, first adopted in 2011. Provincial legislation requires the Regional Districts to seek acceptance from all the member Treaty First Nations, municipalities and Electoral Areas before adoption.

This report is intended to provide Mayor and Council with additional planning background, local context plus implications and options to consider in this regard and recommends that Council accept the Metro 2050 RGS as the new Regional Plan for Belcarra and Metro local and First Nation governments.

### **Background and Discussion**

The Draft Metro Vancouver Regional Growth Strategy Metro 2050 is the latest effort to co-ordinate the planning for and development of the lowlands of the South-west portion of British Columbia. While protecting and enhancing the environment, respecting and working with the rights and aspirations of indigenous peoples and planning for the arrival of 1.3 million more people (mainly through migration from elsewhere) by 2050, this Plan is also meant to co-ordinate metropolitan actions with local First Nations, municipalities and unincorporated areas.

There have been efforts to manage growth and change through a Regional Plan in the Lower Mainland since 1948 (an idea called for by some municipalities and promoted by the Province after a damaging flood in that year) and the resulting Lower Mainland Regional Planning Board published a Plan for the Lower Mainland in 1952. With the creation of Regional Districts by the Province in 1965, the Greater Vancouver Regional District was formed and a more specific Greater Vancouver Regional Plan followed.

Other regional services for water and sewer services had been established much earlier expanding eastward from a base on the Burrard peninsula; these bulk infrastructure services now have interlocking governance through the Regional District. In addition, the GVRD, renamed Metro Vancouver, has added other pan-municipal services over the years, significantly Regional Parks and Air Quality.

Metro Vancouver never has had responsibility for regional transportation planning with the Province reserving this authority. Over the past 25 years, there has been an increasing amount of integrated planning between the Ministry of Transportation and Infrastructure and the Region. Translink was set up to deal with transportation planning and regional highways and transit. For the first time, Metro and Translink are integrating their plans, Translink 2050 Plan was recently approved by the advisory Mayor's Council and by its Provincially appointed Board.

When the Village of Belcarra was incorporated in 1979, it became part of the federation of municipalities that then made up the Greater Vancouver Regional District. Twenty-one municipalities, the Tsawwassen Nation, and one geographically dispersed unincorporated area now make up Metro Vancouver. The current Regional Growth Strategy (from July, 2011) was adopted by the Regional Board. The Village accepted the current RGS on February 21, 2011.

The current RGS has little specific reference to the the Village of Belcarra. Focusing on the more rapidly growing Metro lands, similarly the draft Plan attached to Metro Vancouver Bylaw No. 1339 has little specific consideration of the Village or its current OCP.

Only one of the Draft RGS' five focus areas "**Goal 3: Protect the Environment, Address Climate Change and Respond to Natural Hazards**" has much relevance to Belcarra; the others **Create a Compact Urban Area** (Belcarra is outside its boundary), **Support a Sustainable Economy** (Commercial and Industrial policies primarily), **Provide Diverse and Affordable Housing Choices** (there is little scope for that in the Village's longer term plans and existing and proposed regional policies will make such provision difficult), and **Support Sustainable Transportation Choices**.

Two specific Metro RGS goals will make it difficult for much change to occur in Belcarra:

- Belcarra is and will continue to be outside the Urban Containment Area and bordered by Conservation and Recreation (C and R) Lands — in Strategy 3.1.1 (page 55) of

the new RGS will direct the Greater Vancouver Sewerage and Drainage District not to extend sewer services through C and R lands.

- various other sections of Goal 3 expect Member jurisdictions to mitigate the impacts of climate change by reducing green house gas emissions, developing storm water management plans, planning for and responding to wild fire threat, and reducing the spread of invasive species (see 3.2.7 and 3.3.7) and similar — all of which are difficult to implement in a rural municipality containing mostly Conservation and Recreation lands — meant to be left mainly in their natural state.

Metro also has a separate Regional Park Plan (RPP) that is close to ten years old now, that plan is for these C and R lands in Belcarra and throughout Metro. Not dealt with in detail in the Draft RGS, presumably updates that reflect new and expanded RGS policies will be articulated in the RPP.

Section 3.2.3 (d) of the Draft Plan indicates that Metro will “prepare Implementation Guidelines to support a green infrastructure network and to assist with the protection, enhancement, and restoration of ecosystems.”

Much of the Village is also within the administrative jurisdiction of Metro Parks. Given Metro’s ambitions to develop strong ecosystems while accommodating more recreation users, Belcarra is likely to receive a great deal of attention over the coming years as the RGS and related environmental initiatives are developed and implemented.

The current RPP states “Metro Vancouver 2040 does not describe an explicit role for the regional parks service in supporting the regional vision”. That document goes on to state “Moving forward Metro Vancouver’s challenge is to describe how the Regional Parks Service can support the Metro 2040 vision, while also meeting its own mandate”.

There are two pictures (page 57 and 67) in the draft RGS, from recent ceremonies honouring the historic agreement for “təmtəmíxwtən” (Tum-Tumay Whueton) Park between Metro and the Tsleil Waututh Nation. These images reflect a new element in RGS policy that is certainly to become more important. Metro is expanding its efforts to incorporate First Nation traditions and considerations in its work. First Nations lands are self-regulating and are not restricted by Metro or municipal policies, so co-operation concerning these rapidly growing Reserve lands will be critical in the years to come as will be Metro decision-making with involvement by and consideration for the original occupants of the Lower Mainland.

### **Options for Consideration**

There is relatively close alignment between the existing Village of Belcarra OCP and the proposed RGS. At least one other Member jurisdiction, the City of Surrey has indicated that the proposed RGS is unsatisfactory and their Council has articulated reasons related to local autonomy potentially being hampered by Metro policies. This can and has occurred. For example: 1. the rezoning of Flavelle lands in the City Port Moody took

a long time to be approved by the Metro Board because of the need to amend Metro land use controls before Port Moody could change their development regulations;  
2. The Village of Anmore has been hampered by GVS&DD regulations against expanding the sanitary sewer past the Urban Containment Boundary to solve a Townhouse project's failed septic system.

Belcarra also will have issues working through Metro's Board rules and regulations, a likely candidate for Metro concern will be ongoing efforts to link Belcarra North with the rest of the Village.

Processes exist for changes to Metro rules and regulations. The new RGS lays these existing amendment processes out in more detail and includes them in the Draft Plan.

Option 1: On balance, we recommend that Village Council adopt the supportive acceptance resolution included on Page 1 of this report;

Option 2: The Draft RGS is a significant document and there may be aspects of the Plan important to Council members that Staff have not addressed. A referral back to Staff to elaborate on specific aspects of the Plan will allow this work to be done with a report back to Council.

### **Attachments:**

1. Letter from the Chair of the Metro Vancouver Board of Directors dated May 3, 2022

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

May 3, 2022

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

Mayor Jamie Ross and Council  
Village of Belcarra  
4084 Bedwell Bay Road  
Belcarra, BC V3H 4P8  
VIA EMAIL: [jross@belcarra.ca](mailto:jross@belcarra.ca); [belcarra@belcarra.ca](mailto:belcarra@belcarra.ca)



Dear Mayor Ross and Council:

**Submission of *Metro 2050* for Acceptance by Affected Local Governments**

Metro Vancouver has been working closely with member jurisdictions, local First Nations, and other agencies and organizations over the past three years on the review and update of the regional growth strategy. Thank you for your participation and thoughtful contributions to the *Metro 2050* process. *Metro 2050* will replace *Metro Vancouver 2040: Shaping our Future*, and will guide land use decisions in Metro Vancouver over the coming decades.

*Metro 2050* introduces important new and enhanced policies that will help Metro Vancouver, member jurisdictions, TransLink, and other parties address the significant challenges facing this region - including climate change, housing affordability, equity, and resilience - and will advance our shared vision for a sustainable, prosperous, and livable region.

*Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022*, was given first and second readings by the Metro Vancouver Board on March 25, 2022, and a public hearing was held on April 20, 2022. At its meeting of April 29, 2022, the Metro Vancouver Board resolved to refer *Bylaw No. 1339, 2022* to all affected local governments (signatories) for acceptance. A copy of the Bylaw and the accompanying report dated April 22, 2022, titled "*MVRD Regional Growth Strategy Bylaw No. 1339, 2022*, a bylaw to adopt *Metro 2050* – Public Hearing Minutes and Bylaw Referral for Acceptance" is attached.

In accordance with Section 436 of the *Local Government Act*, affected local governments must, by way of a council resolution submitted to Metro Vancouver and within 60 days of receipt of this notice, accept the regional growth strategy. The *Local Government Act* affirms that if an affected local government fails to act within the period for acceptance, it is deemed to have accepted the regional growth strategy.

51386459



If an affected local government does not accept the regional growth strategy, it must indicate by way of a resolution within the sixty (60) day period: (a) the provision(s) to which it objects, (b) the reasons for its objection, and (c) whether it is willing that a provision to which it objects be included in the regional growth strategy on the basis that the provision will not apply to its jurisdiction.

Upon the conclusion of the acceptance period, Metro Vancouver staff will be reporting to the Metro Vancouver Board at its July 29, 2022 meeting on the status of affected local government acceptances, and, if appropriate, whether third reading and adoption of *Bylaw No. 1339, 2022* may be considered. Correspondingly, this will repeal *Metro 2040* (i.e. *Greater Vancouver Regional District Regional Growth Strategy Bylaw No. 1136, 2010*, as amended).

At the April 29, 2022 Metro Vancouver Board meeting, staff provided a summary of the engagement on the development of *Metro 2050* over the past three years. The Board expressed that this would be helpful context for member jurisdictions, and asked that the presentation be attached to the consideration of acceptance letter and email going to affected local government Councils and Boards. Please find attached the presentation titled "*Metro 2050: Public Hearing and Referral for Acceptance*".

Council resolutions can be sent to Chris Plagnol, Corporate Officer, Metro Vancouver, by email at [Chris.Plagnol@metrovancover.org](mailto:Chris.Plagnol@metrovancover.org).

If you have any questions about the regional growth strategy or the process for adopting the Bylaw, please do not hesitate to contact Heather McNell, General Manager, Regional Planning and Housing Services, by email at [Heather.Mcnell@metrovancover.org](mailto:Heather.Mcnell@metrovancover.org) or by phone at 604-436-6813.

Yours sincerely,



Sav Dhaliwal  
Chair, Metro Vancouver Board

SD/JWD/hm

cc: Lorna Dysart, Chief Administrative Officer, Village of Belcarra  
Jerry W. Dobrovolny, Commissioner/Chief Administrative Officer, Metro Vancouver  
Heather McNell, General Manager, Regional Planning and Housing Services, Metro Vancouver  
Chris Plagnol, Corporate Officer, Metro Vancouver

Enclosures:

1. Report dated April 22, 2022, titled "*MVRD Regional Growth Strategy Bylaw No. 1339, 2022*, a bylaw to adopt *Metro 2050* – Public Hearing Minutes and Bylaw Referral for Acceptance"
2. *Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022*
3. Presentation – *Metro 2050* Public Hearing Report and Referral for Acceptance

All enclosures can also be found at this link:

<https://cloudshare.metrovancouver.org:5001/sharing/3wjoLF21c>



## COUNCIL REPORT

File: 0470-01

**Date:** June 20, 2022

**From:** Richard White, RWPAS Ltd., Planning Consultant

**Subject:** Follow Up Report on Belcarra North Road and Fire Suppression Water Supply — Village of Belcarra: Metro Vancouver Request for Acceptance of Metro 2050 (Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022)

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### **Recommendation:**

That the Village of Belcarra accept “Metro 2050: Metro Vancouver Regional District Regional Growth Strategy Bylaw No.1339, 2022” attached to the Letter from the Chair of the Metro Vancouver Board of Directors dated May 3, 2022, and request that the following Village of Belcarra concerns be considered in the near future:

1. Joint opportunities for improvements to the Belcarra Water System to enable improved water storage, flows and fire suppression capacity in the Village and for Metro Parks; and
2. Continued co-operation for the eventual provision of road access from Belcarra to both Belcarra North and nearby Conservation and Recreation Lands in Belcarra Regional Park.

### **Introduction and Purpose:**

The Village of Belcarra has been asked by the Metro Vancouver Board to accept a new Regional Growth Strategy (RGS) in 2022 to replace the current amended RGS, first adopted in 2011. Provincial legislation requires the Metro Board to seek acceptance from all the member Treaty First Nations, municipalities and Electoral Areas before adoption.

Council considered this request on June 6, 2022, and resolved to have Staff report in more detail on the prospects for a road through Metro controlled lands connecting Belcarra with Belcarra North, and to enquire with Metro concerning the implications for the new RGS relative to the need for more and better fire suppression capabilities in Belcarra to serve both local and Regional Parks related emergency events.

This report has been prepared to set the stage for more discussion with Metro on local issues not addressed in the draft RGS. Contact has also been made with Senior Metro Officials who indicate that this discussion will be welcome.

This report is intended to provide Mayor and Council with additional planning background, local context plus implications and options to consider in regard to concerns raised at the last Council meeting.

The Report also recommends that Council accept the Metro 2050 RGS as the new Regional Plan for Belcarra and Metro local and First Nation governments.

### **Background and Discussion:**

The current RGS has little specific reference to the Village of Belcarra. The Draft RGS before Council for comment focuses, naturally enough, on the more rapidly growing areas in Greater Vancouver. Similarly, the draft document attached to Metro Vancouver Bylaw No. 1339 has little specific consideration of the Village or its current OCP. As a result, little in the RGS deals with the land use planning implications of a slow or no growth community like Belcarra as it experiences the externalities created by the rapidly growing Metro regional and broader, more global changes as well.

As noted previously, “parts of the new RGS expect Member jurisdictions to mitigate the impacts of climate change by reducing green house gas emissions, developing storm water management plans, reducing “wild fire threat” ... “the spread of invasive species (see 3.2.7 and 3.3.7) and similar — all of which are difficult to implement in a rural municipality containing mostly Conservation and Recreation lands.”

### **Water Supply and Fire Suppression:**

The two topics included in Council’s recent resolution are related.

Planning opportunities that are being tackled by Metro likely will better link its separate Regional Park Plan (RPP) to the RGS.

Like with so many aspects of current Metro development, growth helps to fund improvements. Metro and Belcarra, at the Staff level, have discussed the implications of new Regional expectations for Belcarra since Metro also does not support growth to help offset the cost of these new responsibilities.

Few places in the Region have the challenges of a community split by a Regional Park’s Conservation area or of a Metro Water service with an inadequate water supply to mitigate the increased fire threats posed by more park activity, municipal causes and the impact of drier and hotter summers. Considerable work is underway through utilities planning and the updating of the Belcarra OCP on this topic. Growth will be slow in Belcarra in the coming years; the population may eventually decline as it is very stable presently. Trends concerning public safety are not only related to population change.

The value and size of residential development has changed dramatically since the Water system was first introduced. Newer homes, even larger ones, are better protected from fire and also to contain fires within property lines better than older, even renovated properties. Fire suppression can also occur within homes through sprinkler and improved separations — these improvements are more typical in new homes.

The water system though has not been extended to serve all parts of the Village, particularly not the large Metro forest that surrounds the residential areas and that

separates Belcarra from the mutual aid normally available from adjacent municipalities in a larger fire or emergency.

As the next section details, fire suppression demands and other emergency responses in the Village will also be impacted by the increasing number of visitors to our Metro Parks.

Having Metro involved in the water supply topic and joining it with the road proposal to Belcarra North will be essential. Metro is a funder and member of Fire Services for Belcarra already. Better service in the longer term is directly connected to many of the expectations of the new RGS.

Funding for fire suppression through critical portions of large Regional Parks will have to be addressed in the coming years just as the RGS expects the reduction of “wild fire threats” to occur in Belcarra. In Belcarra this work might best be led or financed by Metro.

### **Belcarra North Road and Regional Parks:**

One of the planning opportunities that is being tackled by Metro now is linking its separate Regional Park Plan (RPP) to the RGS. Staff have discussed the implications of these new expectations for Belcarra since Metro also does not support growth to help offset the associated new cost. Few places in the Region have the challenges of a community split by a Regional Park’s Conservation area or of a Metro Water service with an inadequate water supply to mitigate the increased fire threats posed by more park activity, municipal changes and the impact of drier and hotter summers.

Section 3.2.3 (d) of the Draft Plan indicates that Metro will “prepare Implementation Guidelines to support a green infrastructure network and to assist with the protection, enhancement, and restoration of ecosystems.” A Draft Regional Parks Plan (RPP) was released in later 2021 and its relationship to the new RGS has the potential of being harmonized as TransLink and Metro have attempted with Transport 2050 and the new RGS.

As noted before, “much of the Village is also within the administrative jurisdiction of Metro Parks. Given Metro’s ambitions to develop strong ecosystems while accommodating more recreation users, Belcarra is likely to receive a great deal of attention over the coming years as the RGS and related environmental initiatives are developed and implemented.” The draft RPP indicates that while regional population has grown about 1.7% on an annualized basis in the last 20 years, Regional Park use has increased by 3.5% annually in most of that period with an additional 38% growth in the 2020 and 2021 period.

The current RPP states “Metro Vancouver 2040 does not describe an explicit role for the regional parks service in supporting the regional vision”. That document goes on to state “Moving forward Metro Vancouver’s challenge is to describe how the Regional Parks Service can support the Metro 2040 vision, while also meeting its own mandate”.

The authors do not know the history of the development of Tum Tumay Whueton Road. It is almost twice as long as the distance from Belcarra to Belcarra North and it, almost exclusively, serves the Belcarra Beach portion of Belcarra Regional Park. Park road access to Belcarra North would serve as access to similar Recreation land, for wild fire access, as well access to the Belcarra North private properties that once were in the jurisdiction of Metro for unincorporated area.

### **Options for Consideration**

As stated previously there is relatively close alignment between the existing Village of Belcarra OCP and the proposed RGS — slow or no growth in Rural areas is preferred. Changes and improvements to land use and community planning in support of public health, land preservation, community resiliency and related goals nevertheless will remain challenging for Belcarra since so many of these things are easier to accomplish/finance in a growing and urbanizing setting.

Option 1: On balance, we recommend that Village Council adopt the supportive acceptance resolution included on Page 1 of this report along with a request to Metro to assist with road and water supply related issues;

Option 2: The Draft RGS is a significant document and there may be aspects of the Plan important to Council members that Staff have not addressed. Nevertheless, a further referral back to Staff is not recommended. More research can be done with respect to the various ancillary Metro plans and Provincial funding for wild fire prevention and climate adaptation as Council directs.



May 30, 2022

Chris Plagnol  
Corporate Officer  
Metro Vancouver  
4515 Central Boulevard  
Burnaby, BC V5H 0C6  
Via email: [chris.plagnol@metrovancouver.org](mailto:chris.plagnol@metrovancouver.org)



City of  
**Burnaby**

Corporate Services  
Office of the City Clerk

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2022 June 21

FILE: 02410-20

Metro Vancouver Regional District  
Metrotower 3  
4515 Central Blvd  
Burnaby, BC V5H 4J5

Dear Metro Vancouver Regional District:

**Subject: Metro 2050 Regional Growth Strategy**  
(Item No. 5.10., Reports, Council 2022 June 20)

Burnaby City Council, at the Open Council meeting held on 2022 June 20, received the above noted report and adopted the following recommendations contained therein.

1. THAT Council accept the proposed Metro 2050 Regional Growth Strategy (Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022), as presented, pursuant to section 436 of the Local Government Act.
2. THAT the Council forward the Council resolution of acceptance of the Metro 2050 Regional Growth Strategy (Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022) be forward to the Metro Vancouver Regional District.

As per recommendation #2, a copy of the report is attached for your information.

Kathryn Matts  
Administrative Officer II

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Our Vision. A world-class city committed to creating and sustaining the best quality of life for our entire community





June 16, 2022

Our File: 01-0480-20/RD13-01/2022-1

Doc #: 4489334

Chris Plagnol  
Corporate Officer / Director Board and Information Services  
Metro Vancouver  
4330 Kingsway  
Burnaby, BC V5H 4G8

VIA EMAIL: [chris.plagnol@metrovancover.org](mailto:chris.plagnol@metrovancover.org)

Dear Mr. Plagnol:

**RE: City of Coquitlam Council Resolution – Consideration of the Metro Vancouver Regional Growth Strategy (RGS) Update - Metro 2050**

Please be advised that Coquitlam City Council unanimously adopted the following resolution at their June 13, 2022 Regular meeting:

That Council:

1. Accept the proposed Metro 2050 Regional Growth Strategy (*Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022*), as presented, pursuant to section 436 of the *Local Government Act*; and
2. Direct staff to forward the Council resolution of acceptance of Metro 2050 Regional Growth Strategy (*Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022*) to Metro Vancouver Regional District.

Should you have any questions or require further information with respect to this matter please contact me directly at 604-927-3450 or [KKarn@coquitlam.ca](mailto:KKarn@coquitlam.ca).

Sincerely,

Katie Karn  
City Clerk



Community Planning & Development

June 30, 2022

Chris Plagnol, Corporate Officer  
Metro Vancouver  
4515 Central Boulevard  
Burnaby, BC V5H 0C6

email: [chris.plagnol@metrovancouver.org](mailto:chris.plagnol@metrovancouver.org)

Dear Chris Plagnol,

**Re: Resolution of Council Regarding Metro 2050**

On June 13, 2022, Delta City Council unanimously approved recommendations to receive and accept the new Regional Growth Strategy, Metro 2050. A copy of the minutes and the resolution of Council are enclosed.

For your reference, on June 27, 2022 a Notice of Motion was put forward by Councillor Lois Jackson to request reconsideration of Council's acceptance of Metro 2050. Councillor Jackson's Notice of Motion will be discussed at the Regular Meeting of Council on July 25, 2022. Separately from this correspondence, Metro Vancouver staff have been invited to make a presentation at the July 25, 2022 Regular Meeting.

Should you have any questions, or require further clarification, please feel free to reach out to me at 604.946.3219 or [msangret@delta.ca](mailto:msangret@delta.ca).

Yours truly,

Marcy Sangret  
Director of Community Planning & Development/Deputy City Manager  
MS/cd

Attachment

c:\users\devor\desktop\ms letter to metro vancouver resolution of council.docx



**F.04**

6010 Deas Island Rd.

Report by the Community Planning and Development Department dated May 17, 2022 regarding Heritage Alteration Permit for the Inverholme Schoolhouse at 6010 Deas Island Road (Metro Vancouver Regional District). (File: LU009370)

-- Recommendations Endorsed

MOVED By Cllr. Jackson,  
SECONDED By Cllr. Copeland,

- A. THAT Heritage Alteration Permit LU009370 be issued.
- B. THAT the Mayor and City Clerk be authorized to sign all documents pertaining to this development.

CARRIED UNANIMOUSLY

**F.05**

Acceptance of Metro 2050

Report by the Community Planning and Development Department dated May 30, 2022 regarding Acceptance of Metro 2050. (File: P21-04)

MOVED By Cllr. McDonald,  
SECONDED By Cllr. Kruger,

- A. THAT the Metro Vancouver Regional Growth Strategy, titled *Metro 2050 (Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022)*, be received for information;
- B. THAT the proposed Metro 2050 Regional Growth Strategy (*Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022*) be accepted, as presented, pursuant to section 436 of the *Local Government Act*; and
- C. THAT staff be directed to forward the Council resolution of acceptance of Metro 2050 Regional Growth Strategy (*Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022*) to Metro Vancouver Regional District.

The question on the motion was not called as in response to Council queries, M. Sangret advised that the Metro 2050 Regional Growth Strategy projects a growth in Delta's population to 132,000 people by 2050, which is an increase of 26,000 more people over 28 years.

Staff have found that the Plan has strengthened in areas addressing regional liveability, urban forest targets, ecologically sensitive areas, the concentration of growth surrounding transit corridors and the protection of agricultural land.

M. Sangret noted that staff recognize that Delta's Official Community Plan (OCP) should be revisited and under Metro 2050, Delta will be required to update the regional context statement, which examines Delta's land use designations and where growth is anticipated and being directed. Delta will examine its current capacity under the existing OCP as well as any potential changes. Recent changes such as the

introduction of the Housing Action Plan and changes to the Ladner Area Plan will help create more opportunities for housing and amenities.

-- Recommendations  
Endorsed

The question on the motion was then called.

CARRIED UNANIMOUSLY

F.06  
4355 64 St.

Report by the Community Planning and Development Department dated May 30, 2022 regarding New Official Community Plan Amendment Application for 4355 64 Street (Khaira/Khara). (File: LU009412)

-- Recommendations  
Endorsed

MOVED By Cllr. Kruger,  
SECONDED By Cllr. Copeland,

- A. THAT preliminary information be received regarding a new application for a two-lot single detached residential development at 4355 64 Street.
- B. THAT staff be directed to advance this application to the public consultation and detailed review stage.
- C. THAT subject to adoption of Recommendation B, the public consultation process described in Attachment C of this report be endorsed.

CARRIED UNANIMOUSLY

F.07  
9336 119A St.

Report by the Community Planning and Development Department dated May 31, 2022 regarding Development Permit for Construction of a Single Detached Dwelling at 9336 119A Street (New Modern Home Development Ltd.). (File: LU009289)

MOVED By Cllr. Kanakos,  
SECONDED By Cllr. McDonald,

- A. THAT Development Permit LU009289 be issued subject to the owner satisfying the following requirements as a condition of permit issuance:
  - 1. Enter into Section 219 Covenants to the satisfaction of the Director of Community Planning and Development for:
    - a. Environmental Protection; and
    - b. Tree Retention.
  - 2. Provide a tree retention security in the amount of \$15,000; and
  - 3. Provide a riparian planting and monitoring security in the amount of \$4,277.
- B. THAT the Mayor and City Clerk be authorized to sign all documents pertaining to this development.

**EXTRACT**  
**FRASER VALLEY REGIONAL DISTRICT**  
**BOARD MEETING MINUTES**  
**June 29, 2022**

CITY OF  
LANGLEY



**CITY OF LANGLEY**  
**CERTIFIED RESOLUTION**



June 8, 2022

Metro Vancouver Regional District Board  
Metrotower III, 4515 Central Boulevard  
Burnaby, BC, V5H 0C6  
Attention: Chris Plagnol, Corporate Officer (via email)

Dear Mr. Plagnol:

**Re: Metro 2050 Regional Growth Strategy - Request for Acceptance by Village of Lions Bay**

At its regular meeting on June 7, 2022, the Council of the Village of Lions Bay passed the certified resolutions attached to this letter, accepting the Metro 2050 Regional Growth Strategy. It did so based upon its analysis of Metro 2050 and the commentary previously provided to the Board in November of 2021.

Since then, Council has undertaken consultation and a public legislative process to adopt a new, more appropriate Regional Context Statement to go along with our rurally oriented OCP and in April, 2022, submitted a request to the Board to accept our amended Regional Context Statement characterizing the Village of Lions Bay as “Rural” rather than “General Urban”. The effect of the change would see the Village moved out of the Urban Containment Boundary in the Metro 2050 RGS.

Notwithstanding that Metro 2050 still references Lions Bay as General Urban and within the Urban Containment Boundary due to the timelines of these respective processes, it is expected the Board will approve the request from Lions Bay and accordingly, Council has accepted Metro 2050 with the expectation of Board acceptance of our amended RCS and an amendment to Metro 2050 as soon as is practicable to reflect the desires of the residents of the Village.

Sincerely,

Peter DeJong, CAO, Village of Lions Bay

cc. Council of the Village of Lions Bay  
Jerry Dobrovlny, Commissioner/Chief Administrative Officer, Metro  
Heather McNell, General Manager Regional Planning and Housing Services, Metro  
Sean Galloway, Director, Regional Planning and Electoral Area Services, Metro



THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

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**CERTIFIED COUNCIL RESOLUTION**

June 8, 2022

From the minutes of a Regular Council Meeting of the Village of Lions Bay Council, held on June 7, 2022, in the Village of Lions Bay Council Chambers, 400 Centre Road, Lions Bay, BC:

Agenda Item 9Aii

Moved/Seconded

- (1) THAT the Metro Vancouver Regional Growth Strategy, titled Metro 2050 (*Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022*), be received for information;
- (2) THAT the proposed Metro 2050 Regional Growth Strategy (*Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022*) be accepted, as presented, pursuant to section 436 of the *Local Government Act*; and
- (3) THAT staff be directed to forward the Council resolution of acceptance of Metro 2050 Regional Growth Strategy (*Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022*) to Metro Vancouver Regional District.

**CARRIED**

I hereby certify the foregoing to be a true and correct copy of the Village of Lions Bay Council resolution regarding this matter as passed by the Council at its Regular Meeting of June 7, 2022.

---

Peter DeJong, Corporate Officer  
Village of Lions Bay





**Jonathan X. Côté**  
Mayor

June 6, 2022

Chair Sav Dhaliwal  
Metro Vancouver Regional District  
Metrotower III, 4515 Central Boulevard  
Burnaby, BC, V5H 0C6

Via email: [CAOadministration@metrovancover.org](mailto:CAOadministration@metrovancover.org)

Dear Chair Dhaliwal and the Metro Vancouver Regional District Board,

**Re: Regional Growth Strategy: *Metro 2050* Acceptance**

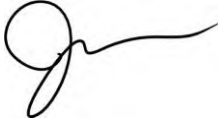
At a meeting on May 30, 2022, New Westminster City Council received a letter from Metro Vancouver dated May 3, 2022 regarding the submission of *Metro 2050* for acceptance by affected Local Governments. In response, Council passed the following resolution:

THAT the proposed Metro 2050 Regional Growth Strategy (*Metro Vancouver Regional District Growth Strategy Bylaw No. 1339, 2022*) be accepted, as presented, pursuant to section 436 of the *Local Government Act*.

Council determined that the updated Regional Growth Strategy provides a strong framework for guiding growth over the coming decades. Council also wished to convey an interest in further consideration of incorporating municipal-scale population and housing targets in regional plans going forward. The City of New Westminster has been committed to accommodating growth, in recognition of the growing regional population, the housing crisis, and the importance of focusing growth in urban parts of the region. To ensure equitable and sustainable distribution of growth across the region, we suggest municipal-scale targets would be appropriate.

We look forward to more conversation on this and other regional growth issues as we move into implementation of the new Regional Growth Strategy.

Sincerely,



Jonathan X. Côté  
Mayor

- cc. Lisa Spitale, Chief Administrative Officer, City of New Westminister  
Emilie K. Adin, Director of Climate Action, Planning and Development, City of New Westminister  
Jerry W. Dobrovolny, Commissioner/Chief Administrative Officer, Metro Vancouver  
Heather McNell, General Manager, Regional Planning and Housing Services, Metro Vancouver  
Chris Plagnol, Corporate Officer, Metro Vancouver

**Office of the Mayor**

Corporation of the City of New Westminister

511 Royal Avenue, New Westminister, BC • Canada V3L 1H9 T (604) 527 4522 F (604) 527 4594

[www.newwestminster.ca](http://www.newwestminster.ca)

June 6, 2022

File: 13-6500-20-0001/1

VIA EMAIL: [chris.plagnol@metrovancover.org](mailto:chris.plagnol@metrovancover.org)

Chris Plagnol  
Corporate Officer  
Metro Vancouver  
4730 Kingsway  
Burnaby, BC V5H 0C6

Dear Mr. Plagnol:

**Re: Metro Vancouver Regional Growth Strategy (Metro 2050): Acceptance by Affected Local Governments**

This will confirm that City Council, at its Regular meeting of Monday, May 30, 2022, unanimously endorsed the following resolution:

“PURSUANT to the report of the Manager, Long Range and Community Planning, dated May 18, 2022, entitled “Metro Vancouver Regional Growth Strategy (Metro 2050): Acceptance by Affected Local Governments”:

THAT the proposed Metro Vancouver Regional Growth Strategy (Metro 2050) (*Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022*) be endorsed, pursuant to Section 436 of the *Local Government Act*;

AND THAT staff be directed to forward a copy of this resolution to Metro Vancouver for information.”

A copy of the staff report is enclosed for your reference. To view the complete report with attachments, please visit [cnv.org/your-government/council-meetings](http://cnv.org/your-government/council-meetings).

Yours truly,






Karla Graham, MMC  
Corporate Officer

Encl.

cc M. Epp, Director, Planning and Development  
R. de St. Croix, Manager, Long Range and Community Planning



 Department Manager	 Director	 CAO
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The Corporation of **THE CITY OF NORTH VANCOUVER**  
**PLANNING & DEVELOPMENT DEPARTMENT**

**REPORT**

To: Mayor Linda Buchanan and Members of Council

From: Renée de St. Croix, Manager, Long Range and Community Planning

Subject: METRO VANCOUVER REGIONAL GROWTH STRATEGY (METRO 2050): ACCEPTANCE BY AFFECTED LOCAL GOVERNMENTS

Date: May 18, 2022 File No: 13-6500-20-0001/1

*The following is a suggested recommendation only. Refer to Council Minutes for adopted resolution.*

**RECOMMENDATION**

PURSUANT to the report of the Manager, Long Range and Community Planning, dated May 18, 2022, entitled "Metro Vancouver Regional Growth Strategy (Metro 2050): Acceptance by Affected Local Governments":

THAT the proposed Metro Vancouver Regional Growth Strategy (Metro 2050) (*Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022*) be endorsed, pursuant to Section 436 of the *Local Government Act*;

AND THAT staff be directed to forward a copy of this resolution to Metro Vancouver for information.

**ATTACHMENTS**

1. Metro Vancouver Regional Growth Strategy, Bylaw No. 1339, 2022 (CityDocs [#2179787](#))
2. Minute Clip and Council Report of November 3, 2021, City of North Vancouver Response to Metro Vancouver Regional Growth Strategy Metro 2050 (CityDocs [#2180304](#))
3. Letter of November 24, 2021 to Metro Vancouver from the Corporate Officer re the Draft Metro 2050 Regional Growth Strategy (CityDocs [#2117002](#))

## SUMMARY

This report presents the final Metro Vancouver *Regional Growth Strategy* update, titled *Metro 2050*, for Council's review and acceptance.

## BACKGROUND

*Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022* – being the final version of *Metro 2050*, the updated regional growth strategy – was given first and second readings by the Metro Vancouver Board on March 25, 2022. A public hearing on *Bylaw No. 1339, 2022* was held on April 20, 2022. At its meeting of April 29, 2022, the Metro Vancouver Board resolved to refer *Bylaw No. 1339, 2022* (Attachment 1) to all affected local governments (signatories) for acceptance.

In accordance with Section 436 of the *Local Government Act*, affected local governments must, by way of a council resolution submitted to Metro Vancouver, accept the regional growth strategy. The *Local Government Act* affirms that if an affected local government fails to act within the 60-day period for acceptance (which for the City began on May 4, 2022), it is deemed to have accepted the regional growth strategy.

The review and update process for the Metro Vancouver Regional Growth Strategy began in 2019. Since then staff have participated throughout the process to ensure that the City's interests were represented in the Strategy. City staff updated Council on the key policy updates proposed in *Metro 2050* in November 2021 during engagement on the draft strategy (Attachment 2). Council submitted formal comments to Metro Vancouver at this time for the agency's consideration in advance of finalizing the strategy (Attachment 3).

## DISCUSSION

In general, the final *Metro 2050* strategy remains consistent with and further strengthens the City's own objectives and policies related to growth, climate and environment, housing and affordability, mobility, equity, reconciliation, livability, and wellbeing as outlined in the current Official Community Plan, as well as those being established through the City's new *Mobility, Community Wellbeing, Climate and Environment, and Economic Strategies*.

A summary of key feedback received by Metro Vancouver through the strategy development period and specific key changes made to the final strategy include:

- Adding additional content to better reflect Indigenous perspectives and priorities in key subject areas
- Removing reference to Frequent Transit Development Area "corridor" and "station" sub-types in order to reduce confusion and improve alignment with direction for growth and development along transit corridors outlined in *Transport 2050*, the new *Regional Transportation Strategy* that came into effect in January 2022.
- Refined the proposed Regional Affordable Housing Target from "15%" to "at least 15%" of all new housing units built within urban centres and Frequent Transit



Development Areas in order to encourage the region and individual municipalities to support additional affordable housing.

- Enabling limited residential uses as part of a mixed use development containing commercial or light industrial uses on designated Employment Lands within 200 meters of a rapid transit station and located within an Urban Centre or Frequent Transit Development Area.

City staff are generally supportive of these adjustments and look forward to receiving future guidelines from Metro Vancouver to support the implementation of these and other actions and policies.

The City would like to continue the discussions and opportunities to improve on key issues that arose during this process, which include:

- **Managing Growth:** The Regional Growth Strategy has been successful at maintaining growth within the Urban Containment Boundary and focusing growth to the Urban Centres and Frequent Transit Development Areas. However, additional conversations are needed on the distribution of growth throughout the Region. In addition, the cost of growth must also be appropriately managed. Ensuring that growth is accompanied by investment in essential infrastructure is critical to building a livable region.
- **Responsibility and Accountability:** Broadly, there should be an ongoing conversation about accountability to ensure that all member jurisdictions are all equitably and fairly supporting and participating in achieving key policy objectives around growth, housing, environment, climate, transportation, economy, and more.
- **Challenges Ahead:** There are big challenges in front of us at all levels and numerous interconnected crises that are converging. As a Region, we need to work together to achieve the goals and objectives and these conversations need to be ongoing and responsive to these challenges. Metro 2050 offers and supports collaborative relationships in this regard.

## NEXT STEPS

Metro Vancouver staff will be reporting to the Metro Vancouver Board at its July 29, 2022 meeting on the status of affected local government acceptances, and, if appropriate, whether third reading and adoption of *Bylaw No. 1339, 2022* may be considered. Correspondingly, this will repeal *Metro 2040* (i.e. *Greater Vancouver Regional District Regional Growth Strategy Bylaw No. 1136, 2010*, as amended).

The City will then have two years, until July 2024, to submit a new Regional Context Statement that demonstrates how the Official Community Plan is generally consistent, or will become consistent with *Metro 2050* over time.

As noted above, the City's Official Community Plan remains largely consistent with the directions in Metro 2050, therefore the City's Regional Context Statement (RCS) remains largely consistent as well. The potential challenge however, is that the City is anticipating undertaking an Official Community Plan Review in the near future, likely starting, but not completing, within the 2-year timeframe required to update the RCS.

The intent is not to do this work twice. The City anticipates being able to re-submit the existing RCS with notations that a new RCS will be submitted once the updated Official Community Plan is complete. Further discussion with, and guidelines from, Metro Vancouver are expected on this matter. Staff will provide updates to Council as required.

## FINANCIAL IMPLICATIONS

Nil.

## INTER-DEPARTMENTAL IMPLICATIONS

Staff from multiple City departments have contributed to reviewing and providing input through the development of *Metro 2050*. Staff will continue to share information provided by Metro Vancouver related to the new *Regional Growth Strategy*, as it is received, for input and general awareness.

## STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

The *Regional Growth Strategy* is intended to align with and build on the key objectives and policies in the City's *Official Community Plan (2014)*. The *RGS* also aligns with the vision and priorities of Council's 2018-2022 *Strategic Plan*.

RESPECTFULLY SUBMITTED:



---

Renée de St. Croix  
Manager, Long Range and Community  
Planning



Date: June 21, 2022  
File No. 13.6440.10/001.000

Chris Plagnol  
Corporate Officer, Metro Vancouver  
4515 Central Boulevard  
Burnaby BC V5H 0C6

**Via Email**

[Chris.Plagnol@metrovancover.org](mailto:Chris.Plagnol@metrovancover.org)

Dear Mr. Plagnol:

**Subject: Acceptance of Metro 2050, the Metro Vancouver Regional Growth Strategy**

This is to advise that on Monday, June 20, 2022, the Council for the District of North Vancouver considered the May 26, 2022 report of the Community Planner regarding **Acceptance of Metro 2050, the Metro Vancouver Regional Growth Strategy**. Council subsequently passed the following resolutions:

THAT the proposed Metro 2050 Regional Growth Strategy (Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022) is accepted, as presented, pursuant to section 436 of the *Local Government Act*;

AND THAT staff forward the Council resolution of acceptance of Metro 2050 Regional Growth Strategy (Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022) to Metro Vancouver Regional District.

and,

THAT an early amendment to the Regional Growth Strategy be considered in accordance with the following principles:

1. Integrated
  - The contribution of land use is understood in an integrated manner;
  - Managing greenhouse gas emissions considers not only transportation, but also buildings, natural systems, and embodied carbon in buildings and infrastructure.
  - The integral role that land use can play in helping systematically solve complex inter-related problems: resilience to flood and heat wave impacts, housing and transportation affordability, congestion, food security, ecosystem integrity, civic infrastructure deficit



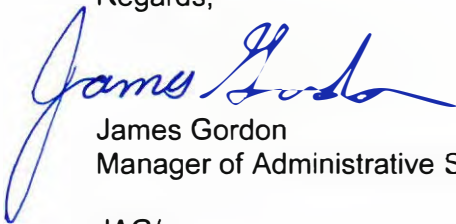
management and value for dollar taxpayer transportation infrastructure spending.

2. Defensible
  - Approaches will be developed that enable Metro 2050's vision and goals to be reconciled with strategies and actions and gaps are identified where continuous improvement efforts are planned.
3. High Benefit, Low Cost
  - Efforts focus on developing strategies and actions that maximize diverse benefits and minimize costs across the Metro Vancouver federation.
4. Creative, Collaborative & 1.5°C Consistent
  - Metro Vancouver undertakes approaches that enable rich analysis and diverging perspectives to be taken into account while meeting Metro's commitments to the Intergovernmental Panel on Climate Change's conclusions about the need for deep emission reductions by 2030 and adaptation measures.
5. Provincial Policy Innovation
  - Provincial policies governing local governments are strengthened to:
  - Make it attractive to manage growth in a manner that reduces congestion, vulnerability to climate change impacts, greenhouse gas emissions, civic infrastructure deficits.
  - Provide long term, predictable financing for public transit to allow local governments to support more sustainable, integrated, long-term land use policy and planning.

AND THAT staff forward this resolution to Metro Vancouver.

A copy of the relevant report is attached.

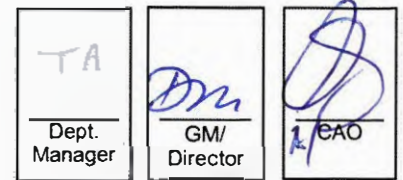
Regards,



James Gordon  
Manager of Administrative Services

JAG/ca

AGENDA INFORMATION	
<input checked="" type="checkbox"/> Regular Meeting	Date: June 13, 2022
<input type="checkbox"/> Other:	Date: _____



## The District of North Vancouver REPORT TO COUNCIL

May 26, 2022  
File: 13.6440.10/001.000

**AUTHOR:** Joshua Cairns, Community Planner

**SUBJECT:** Acceptance of Metro 2050, the Metro Vancouver Regional Growth Strategy

### RECOMMENDATION

THAT the proposed Metro 2050 Regional Growth Strategy (Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022) be accepted, as presented, pursuant to section 436 of the Local Government Act;

AND THAT staff forward the Council resolution of acceptance of Metro 2050 Regional Growth Strategy (Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022) to Metro Vancouver Regional District.

### REASON FOR REPORT:

On April 29, 2022, the Metro Vancouver Board referred the bylaw to introduce the new regional growth strategy, Metro 2050, to all affected local governments for acceptance. This report provides an overview of the proposed Metro 2050 for Council's consideration and recommends its acceptance as the new regional growth strategy.

### SUMMARY:

Metro 2050 is an update to the current regional growth strategy, Metro 2040, and defines a regional vision over the next 30 years for a more sustainable, equitable, and resilient future. Since the draft Metro 2050 was released in June 2021, District staff have worked closely with Metro Vancouver to address and resolve concerns identified at the [Regular Meeting of Council on November 1, 2021](#). Staff are supportive of the proposed Metro 2050 and seek Council direction within the 60 day acceptance period. Should Metro 2050 be adopted as the new regional growth strategy, the District will have two years to prepare and submit a revised Regional Context Statement.

### BACKGROUND:

Metro Vancouver 2040: Shaping our Future ("Metro 2040") is the current regional growth strategy for the Metro Vancouver region, and was adopted in 2011 by TransLink, adjacent regional districts, and the 21 member municipalities including the District of North Vancouver.

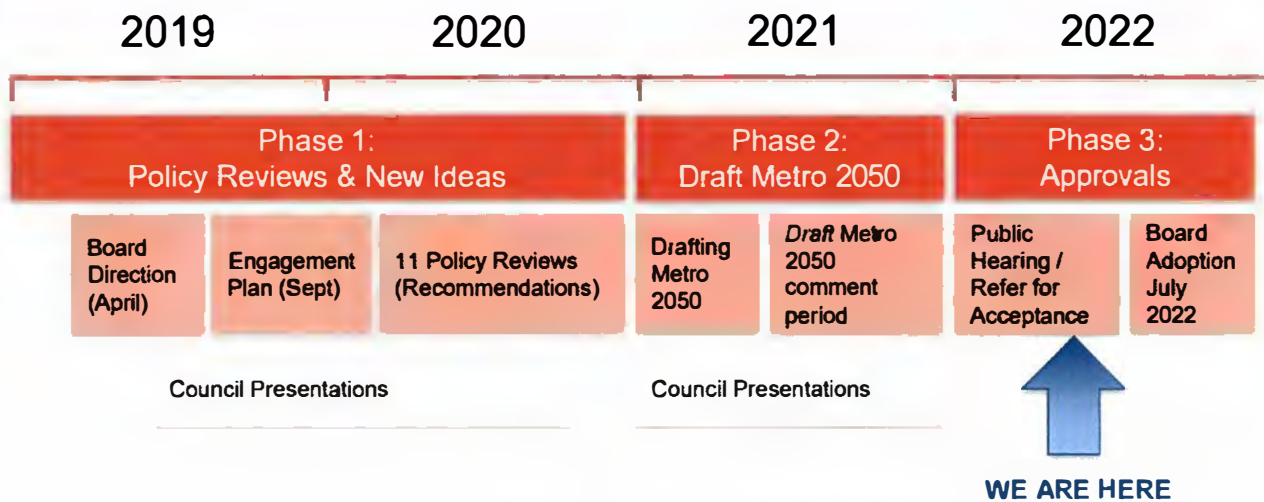
**SUBJECT: Acceptance of Metro 2050, the Metro Vancouver Regional Growth Strategy**

May 26, 2022

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In 2019, Metro Vancouver began updating Metro 2040 to extend the regional growth strategy to the year 2050, consider drivers of change, improve policies, and integrate with TransLink's new regional transportation strategy, Transport 2050. An overview of the phases and timing of the Metro 2050 process is provided in Figure 1.

Figure 1: Metro 2050 phases and timing (adapted from Metro Vancouver's Public Hearing Presentation)



Between April 2019 and June 2021, Metro Vancouver engaged with member jurisdictions, stakeholders, subject matter experts, First Nations, other levels of government, businesses, and the public. This process identified issues, gaps, and opportunities that informed proposed updates to the regional growth strategy. Proposed updates were reviewed by the Intergovernmental Advisory Committee (IAC)—a committee established by Metro Vancouver in accordance with the Local Government Act and with District staff as members.

From January to May 2021, members of the IAC reviewed draft policy changes proposed for Metro 2050 and provided comments for consideration. District staff from various departments contributed to this process, and many of the District's comments were addressed.

The draft Metro 2050 was released in June 2021 for a five-month comment period and was presented to District Council and the community at a Public Meeting on September 21, 2021. At the Regular Meeting of Council on November 1, 2021, Council adopted a resolution highlighting concerns with the draft including requests to revise language, policy and maps.

More than 900 individual comments were also submitted to Metro Vancouver during the five-month period from other member jurisdictions, adjacent regional districts, Vancouver Coastal Health and Fraser Health, TransLink, the Port of Vancouver, the Provincial and Federal Government, post-secondary institutions, local organizations, First Nations, and members of the public. Revisions were subsequently made to Metro 2050 based on the feedback received to improve the draft regional growth strategy.

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On March 25, 2022, the Metro Vancouver Board gave first and second readings to Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022 (the bylaw to adopt Metro 2050 as the new regional growth strategy) and referred the bylaw to a public hearing. Two written submissions were received and 10 speakers attended the public hearing held on April 20, 2022.

On April 29, 2022, the Metro Vancouver Board referred Bylaw No. 1339, 2022 to all affected local governments, thereby initiating a 60-day acceptance period. The District received the notice on May 3, 2022. The proposed Metro 2050 can be found on Metro Vancouver's website at [metrovancover.org/metro2050](https://metrovancover.org/metro2050).

**ANALYSIS:**

Metro 2050 contains policies and directions that contribute to five overarching regional goals:

- Create a compact urban area;
- Support a sustainable economy;
- Protect the environment and respond to climate change and natural hazards;
- Provide diverse and affordable housing choices; and,
- Support sustainable transportation choices.

The content in Metro 2050 remains generally unchanged or similar to Metro 2040, acknowledging the success of existing tools including regional land use designations, targets, and concepts such as Urban Centres and Frequent Transit Development Areas. However, some enhancements have been made to help better address the challenges facing this region—including climate change, housing affordability, equity, and resilience—and to advance a shared vision for a sustainable, prosperous, and livable region.

Notable enhancements include:

- Stronger alignment of planned locations for growth with transit investment through a new tool called 'Major Transit Growth Corridors';
- Housing policies to encourage transit-oriented affordable housing, increase stock and protect existing non-market rental units;
- Improved definition for industrial lands, as well as flexibility for affordable rental residential on employment lands near rapid transit stations;
- Stronger climate action, including collective actions toward emissions reductions;
- Improved integration of social equity outcomes;
- Greater emphasis on building relationships with First Nations, as well as incorporating future development and planning needs to support infrastructure investments; and,
- Aspirational regional targets, including: protecting 50% of land for nature; achieving 40% tree canopy cover within urban areas; and providing 15% of new housing in Urban Centres and Frequent Transit Development Areas as affordable rental housing.

District staff worked closely with Metro Vancouver to respond to Council's concerns with the previous draft, as identified at the Regular Meeting on November 1, 2021. Many of these concerns have been addressed in the proposed Metro 2050 (as summarized in Table 1).

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Table 1: Summary of District of North Vancouver concerns on draft RGS and corresponding outcomes

DNV Comment(s)	Outcome(s)
<p><b>Scope of the regional growth strategy:</b> Requested that language be revised to reflect matters within local planning jurisdiction (e.g., parking, built form, urban design), as municipalities are better able to adequately consider and respond to the local context.</p>	<p>Metro Vancouver confirmed that Metro 2050 does not contemplate a change in the balance of local autonomy and the regional federation. Language in Metro 2050 was amended to clarify this.</p>
<p><b>Regional affordable housing target (15%):</b> Requested the target be replaced with policy that supports a municipal-led approach to affordable housing targets. The District continues to undertake considerable work in support of affordable housing, and municipalities are best equipped to create targets with consideration of local priorities, community needs, land economics and form of development.</p>	<p>Metro Vancouver confirmed the target is intended to be measured at a regional scale, and not applied to individual municipalities, developments, or specific areas. Minor revisions were made for clarity.</p>
<p><b>Major Transit Growth Corridors (MTGCs):</b> Concerned that Maplewood Village Centre was not identified within the MTGCs despite its close proximity to Phibbs Exchange and the Major Transit Network. Requested extending the MTGCs east to Maplewood Village Centre and Statlōw District.</p>	<p>Metro Vancouver confirmed this omission can be resolved through the District's Regional Context Statement and that this process would be supported. TransLink has also recognized the need to improve transit service in the Maplewood area to a level consistent with the Major Transit Network.</p>
<p><b>Regional ecosystem inventory mapping:</b> Metro 2050 introduces a regional map and policies that seeks to identify and protect sensitive and modified ecosystems. This is a subject that benefits from local study to accurately identify and understand ecological assets, and determine appropriate policy. Recommended communicating the regional map's limitations and emphasis be placed on desired outcomes rather than specific implementation tools.</p>	<p>An update to the Sensitive Ecosystem Inventory map is planned in 2022-23. It will use the latest remote sensing imagery and local ecological datasets. Minor revisions were made to clarify map does not reflect land use designations. Metro Vancouver confirmed that implementation tools are not prescriptive.</p>
<p><b>Discourage expansion of commercial/institutional uses outside Urban Centres:</b> Although this policy is generally in alignment with the District's OCP, requested language stating that in certain circumstances expansion in these areas may be necessary and/or desired (e.g., Capilano University).</p>	<p>Minor revisions were made to recognize existing institutional areas outside Urban Centres and Frequent Transit Development Areas that may require expansion.</p>
<p><b>Financial implications:</b> Requested that Metro Vancouver's financial policies and bylaws be better aligned with Metro 2050 and consider the impacts of growth. This will ensure that revenues associated with growth pay for the impacts of growth and result in a more equitable regional distribution of costs.</p> <p><b>Infrastructure planning:</b> There is a need for improved integration of infrastructure planning and asset management in long-range regional planning. Requested that Metro 2050 be enhanced by articulating a long-term approach to providing and maintaining infrastructure capable of supporting anticipated growth.</p>	<p>Although Metro Vancouver staff indicated these concerns fall outside the scope of Metro 2050, staff understand that initiatives are underway to begin to address them. Metro Vancouver's Long-term Financial Plan is one of these initiatives, and will address issues like sustainable and equitable funding in the delivery of their services. With this plan in place, the next update to the Regional Growth Strategy can take a more integrated approach and include a section on funding, as TransLink does in their "Transport 2050" plan.</p>



In addition to the changes noted in Table 1, additional revisions were made in response to feedback received since the draft was first released, including:

- Additional content related to Indigenous perspectives and priorities;
- Improving the clarity on the intent of various targets;
- Clarification of various policies and concepts, including Major Transit Growth Corridors;
- Further strengthening of climate action language; and,
- Other general edits for improved clarity and interpretation.

Staff have reviewed the proposed Metro 2050 and are satisfied with Metro Vancouver's response to the District's identified concerns. Accordingly, staff are supportive of the proposed Metro 2050 and recommend acceptance.

Next Steps:

In accordance with the *Local Government Act*, all affected local governments must either accept or object to the proposed Metro 2050 by way of a Council resolution submitted to Metro Vancouver within the 60 day acceptance period. If a resolution is not submitted, affected local governments will be deemed to have accepted Metro 2050.

In the case of an objection, the Council resolution must indicate:

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

District staff have reviewed the proposed Metro 2050 and have not identified any provisions that are not acceptable and are recommending acceptance.

Metro Vancouver staff intend to report to the Metro Vancouver Board at its July 29, 2022 meeting on the status of affected local government acceptances, and whether third reading and adoption of Bylaw No. 1339, 2022 may be considered. Unanimous acceptance by all affected local governments is required prior to the adoption of the Metro 2050.

The District's current Regional Context Statement (2014) will remain in effect following the adoption of Metro 2050 until a new Regional Context Statement is submitted and accepted by the MVRD Board. Following the adoption of Metro 2050, the District will have two years to prepare and submit a new Regional Context Statement that demonstrates how the Official Community Plan is generally consistent, or will work towards consistency, with Metro 2050. At this time, the District can designate Maplewood as a Frequent Transit Development Area and request its addition to the Major Transit Growth Corridors

**Conclusion:**

Metro Vancouver's regional growth strategy, Metro 2050, is the result of a comprehensive planning process and engagement plan that took place over a three year period. If adopted, Metro 2050 will set a collective vision for accommodating future growth in the region to the

**SUBJECT: Acceptance of Metro 2050, the Metro Vancouver Regional Growth Strategy**

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year 2050 with considerations that include diverse and affordable housing, transit and mobility, resilient employment, protected ecological and agricultural lands, the impacts of a changing climate, and more. Staff are supportive of the proposed Metro 2050, which satisfactorily addresses the District's previously identified concerns, and recommend acceptance.

**Options:**

1. THAT the proposed Metro 2050 Regional Growth Strategy (Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022) be accepted, as presented, pursuant to section 436 of the Local Government Act;

AND THAT staff forward the Council resolution of acceptance of Metro 2050 Regional Growth Strategy (Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022) to Metro Vancouver Regional District (**staff recommendation**).

OR

2. THAT Council not accept Metro 2050 and identify the provisions that Council objects to and the reasons for the objection.

Respectfully submitted,



Joshua Cairns  
Community Planner

**SUBJECT: Acceptance of Metro 2050, the Metro Vancouver Regional Growth Strategy**

May 26, 2022

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REVIEWED WITH:		
<input type="checkbox"/> Community Planning _____	<input type="checkbox"/> Clerk's Office _____	External Agencies:
<input type="checkbox"/> Development Planning _____	<input type="checkbox"/> Communications _____	<input type="checkbox"/> Library Board _____
<input type="checkbox"/> Development Engineering _____	<input type="checkbox"/> Finance _____	<input type="checkbox"/> NS Health _____
<input type="checkbox"/> Utilities _____	<input type="checkbox"/> Fire Services _____	<input type="checkbox"/> RCMP _____
<input type="checkbox"/> Engineering Operations _____	<input type="checkbox"/> ITS _____	<input type="checkbox"/> NVRC _____
<input type="checkbox"/> Parks _____	<input type="checkbox"/> Solicitor _____	<input type="checkbox"/> Museum & Arch. _____
<input type="checkbox"/> Environment _____	<input type="checkbox"/> GIS _____	<input type="checkbox"/> Other: _____
<input type="checkbox"/> Facilities _____	<input type="checkbox"/> Real Estate _____	
<input type="checkbox"/> Human Resources _____	<input type="checkbox"/> Bylaw Services _____	
<input type="checkbox"/> Review and Compliance _____	<input checked="" type="checkbox"/> Planning _____	



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June 15, 2022

File: 01-0480-20-03

Via email: [chris.plagnol@metrovancover.org](mailto:chris.plagnol@metrovancover.org)

Metro Vancouver  
4730 Kingsway  
Burnaby, BC V5H 0C6

To Whom It May Concern:

**Re: Response to *Metro 2050* Regional Growth Strategy**

At the Special Council meeting held on June 14, 2022, Council considered the attached report dated June 1, 2022 from the Community Development Department – Policy Planning Division and passed the following resolution:

*CW22/056-057*

THAT the proposed *Metro 2050* Regional Growth Strategy (Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022) be accepted, as presented, pursuant to section 436 of the *Local Government Act*,

AND THAT staff be directed to forward the Council resolution of acceptance of *Metro 2050* Regional Growth Strategy (Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022) to Metro Vancouver Regional District as recommended in the report dated June 1, 2022 from the Community Development Department – Policy Planning Division regarding Response to *Metro 2050* Regional Growth Strategy;

AND THAT Council's resolution of acceptance shall also communicate to Metro Vancouver Regional District that the City of Port Moody's continued support for the *Metro 2050* growth strategy will be strictly contingent upon the extent to which the region's other members demonstrate consistent adherence to the strategy's stated core principles, which include preserving the stable integrity of the region's established Urban Containment Boundary, containing urban densification within compact urban centres and frequent transit development corridors, and declining to support further urban sprawl into the region's outlying rural lands, for which the *Metro 2050* strategy prioritizes protection

of the existing character, landscapes, and climate-sensitive environmental qualities of rural communities.

Sincerely,



Tracey Takahashi  
Acting Corporate Officer

Encl.



# City of Port Moody

## Report/Recommendation to Council

Date: June 1, 2022  
Submitted by: Community Development Department – Policy Planning Division  
Subject: Response to *Metro 2050* Regional Growth Strategy

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### Purpose

To provide a response in accordance with the *Local Government Act* indicating acceptance or non-acceptance of the *Metro 2050* Regional Growth Strategy.

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### Recommended Resolutions

**THAT the proposed Metro 2050 Regional Growth Strategy (Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022) be accepted, as presented, pursuant to section 436 of the Local Government Act; and**

**THAT staff be directed to forward the Council resolution of acceptance of Metro 2050 Regional Growth Strategy (Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022) to Metro Vancouver Regional District.**

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### Background

Metro Vancouver has been working closely with member jurisdictions, local First Nations, and other agencies and organizations over the past three years to review and update the regional growth strategy. *Metro 2050* will replace *Metro Vancouver 2040: Shaping our Future* and will guide land use decisions in Metro Vancouver over the coming decades.

*Metro 2050* introduces important new and enhanced policies that will help Metro Vancouver, member jurisdictions, TransLink, and other parties address challenges facing the region, including climate change, housing affordability, equity, and resilience - and will advance a shared vision for a sustainable, prosperous, and livable region. This includes a focus on five regional goals, supported by strategies and policy actions for Metro Vancouver, member jurisdictions, and TransLink to implement:

1. create a compact urban area;
2. support a sustainable economy;
3. protect the environment and respond to climate change and natural hazards;
4. provide diverse and affordable housing choices; and
5. support sustainable transportation choices.

The *Metro 2050* Executive Summary (**Attachment 1**) provides a concise summary of each of these goals. The final *Metro 2050* document is available at [www.metrovancouver.org/metro2050](http://www.metrovancouver.org/metro2050).

### Metro 2050, Bylaw No. 1339, 2022

Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022, was given first and second readings by the Metro Vancouver Board on March 25, 2022, and a public hearing was held on April 20, 2022. At its meeting of April 29, 2022, the Metro Vancouver Board resolved to refer Bylaw No. 1339, 2022 to all affected local governments (signatories) for acceptance. **Attachment 2** includes a letter dated May 3, 2022 from Metro Vancouver regarding the referral of *Metro 2050* to affected local governments. In accordance with Section 436 of the *Local Government Act*, affected local governments must, by way of a council resolution, submit a response to Metro Vancouver indicating acceptance or non-acceptance of the regional growth strategy within 60 days of this notice.

## Discussion

### Metro 2050 and the City of Port Moody

City staff have participated in several Metro Vancouver engagement initiatives to contribute to *Metro 2050*. This includes staff participation in the following Metro Vancouver committees and sub-committees:

- Regional Administrative Advisory Committee (RAAC);
- Regional Planning Advisory Committee (RPAC);
- Intergovernmental Advisory Committee;
- RPAC Housing Subcommittee;
- RPAC Social Issues Subcommittee;
- RPAC Environment Subcommittee;
- RPAC Invasive Species Subcommittee;
- Regional Engineers Advisory Committee (REAC);
- REAC Climate Protection Subcommittee;
- Regional Parks Advisory Committee;
- Regional Economic Prosperity Committee; and
- Regional Cultural Development Advisory Group.

In June 2021, draft *Metro 2050* was released and referred by the Metro Vancouver Regional District Board of Directors to member jurisdictions and remained open for comment until November 26, 2021. Metro Vancouver staff presented the draft *Metro 2050* to Port Moody Council at the Regular Council meeting on November 16, 2021. At the Regular Council meeting on November 23, 2021, Council passed the following resolutions:

#### RC21/488

THAT the staff comments on the draft Regional Growth Strategy, *Metro 2050*, as summarized in the report dated November 10, 2021 from the Community Development Department - Policy Planning Division regarding Proposed Comments on the Draft *Metro 2050* Regional Growth Strategy be endorsed;

AND THAT staff be directed to submit the comments to Metro Vancouver;

AND THAT Port Moody Council support policies to strengthen Urban Containment Boundaries.

A summary of all comments received for *Metro 2050* and responses are included in the [Issue Response Table](#). A summary of the responses to Port Moody's comments forwarded on November 24, 2021, are included as **Attachment 3**.

Staff recommend acceptance of the *Metro 2050* Regional Growth Strategy.

## Other Options

1. THAT the proposed Regional Growth Strategy (Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022) be sent back to Metro Vancouver with the request to make the following revisions...
2. THAT the proposed *Metro 2050* Regional Growth Strategy (Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022) be rejected.

If an affected local government does not accept the regional growth strategy, it must indicate by way of a resolution within the sixty (60) day referral period: (a) the provision(s) to which it objects, (b) the reasons for its objection, and (c) whether it is willing that a provision to which it objects be included in the regional growth strategy on the basis that the provision will not apply to its jurisdiction.

## Financial Implications

There are no financial implications associated with this report.

## Communications and Civic Engagement Initiatives

Development of *Metro 2050* included an extensive engagement process over a 3-year period. This included a joint survey with Transport 2050 with 30,000 responses, 4 dialogue events, meetings with First Nations, Council presentations, public webinars, online comment forms and ongoing social media promotion. The Metro 2050 Engagement Plan can be found at [Regional Planning Committee Agenda - July 5, 2019 \(metrovancouver.org\)](#).

## Council Strategic Plan Objectives

The goals and associated actions in the *Metro 2050* Regional Growth Strategy are consistent with the 2019-2021 Council Strategic Plan strategic priorities of Environmental Leadership, Healthy City, Economic Prosperity, and Community Evolution and the goals outlined in the Port Moody Climate Action Plan.

## Attachments

1. *Metro 2050* Executive Summary
2. Metro Vancouver referral letter dated May 3, 2022
3. *Metro 2050* Issue-Response Table – Port Moody Summary

## Report Author

Jess Daniels  
Policy Planner

### Report Approval Details

Document Title:	Response to Metro 2050 Regional Growth Strategy.docx
Attachments:	- Attachment 1 - Metro 2050 Executive Summary.pdf - Attachment 2 - Metro 2050 Referral Letter.pdf - Attachment 3- Metro 2050 Issue-Response Table.pdf
Final Approval Date:	Jun 6, 2022

This report and all of its attachments were approved and signed as outlined below:

Mary De Paoli, Manager of Policy Planning - Jun 2, 2022 - 11:01 AM

Kate Zanon, General Manager of Community Development - Jun 2, 2022 - 11:07 AM

Natasha Vander Wal for Rosemary Lodge, Manager of Communications and Engagement - Jun 2, 2022 - 6:39 PM

Paul Rockwood, General Manager of Finance and Technology - Jun 3, 2022 - 8:56 AM

Tim Savoie, City Manager - Jun 6, 2022 - 10:43 AM



### What is a Regional Growth Strategy?

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

### About Metro Vancouver’s Regional Growth Strategy

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

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

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

### How we got to the draft *Metro 2050*

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

#### *Metro 2050* Vision

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

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



## Metro 2050's Five Goals

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



### Goal 1: Create a Compact Urban Area

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

#### STRATEGIES

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



### Goal 2: Support a Sustainable Economy

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

#### STRATEGIES

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

### REGIONAL PLANNING GUIDING PRINCIPLES

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

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



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

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

#### STRATEGIES

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

### Goal 4: Provide Diverse and Affordable Housing Choices

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

#### STRATEGIES

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



### Goal 5: Support Sustainable Transportation Choices

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

#### STRATEGIES

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

## Anticipated Growth

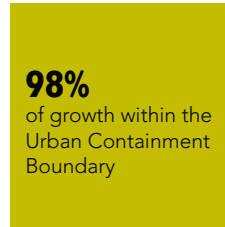
Metro 2050 forecasts indicate that over the next thirty years, Metro Vancouver will receive an additional one million residents for a total population of **3.8 million by the year 2050**. This also means 500,000 additional housing units will be needed and almost 500,000 jobs will be created during that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


## What's New/Proposed?

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




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

## Metro 2050 Regional Targets



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

**NEW**

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

## OPPORTUNITIES TO PROVIDE FEEDBACK

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

Please send your comments to:

**Online feedback form:** [metrovancover.org/metro2050](https://metrovancover.org/metro2050)

**Email:** [regionalplanning@metrovancover.org](mailto:regionalplanning@metrovancover.org)

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

**metrovancouver**  
Together we make our region strong

May 3, 2022

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

Mayor Rob Vagramov and Council  
City of Port Moody  
100 Newport Drive PO Box 36  
Port Moody, BC V3H 5C3  
**VIA EMAIL: [rvagramov@portmoody.ca](mailto:rvagramov@portmoody.ca); [councilea@portmoody.ca](mailto:councilea@portmoody.ca)**

Dear Mayor Vagramov and Council:

### **Submission of *Metro 2050* for Acceptance by Affected Local Governments**

Metro Vancouver has been working closely with member jurisdictions, local First Nations, and other agencies and organizations over the past three years on the review and update of the regional growth strategy. Thank you for your participation and thoughtful contributions to the *Metro 2050* process. *Metro 2050* will replace *Metro Vancouver 2040: Shaping our Future*, and will guide land use decisions in Metro Vancouver over the coming decades.

*Metro 2050* introduces important new and enhanced policies that will help Metro Vancouver, member jurisdictions, TransLink, and other parties address the significant challenges facing this region - including climate change, housing affordability, equity, and resilience - and will advance our shared vision for a sustainable, prosperous, and livable region.

*Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022*, was given first and second readings by the Metro Vancouver Board on March 25, 2022, and a public hearing was held on April 20, 2022. At its meeting of April 29, 2022, the Metro Vancouver Board resolved to refer *Bylaw No. 1339, 2022* to all affected local governments (signatories) for acceptance. A copy of the Bylaw and the accompanying report dated April 22, 2022, titled "*MVRD Regional Growth Strategy Bylaw No. 1339, 2022*, a bylaw to adopt *Metro 2050* – Public Hearing Minutes and Bylaw Referral for Acceptance" is attached.

In accordance with Section 436 of the *Local Government Act*, affected local governments must, by way of a council resolution submitted to Metro Vancouver and within 60 days of receipt of this notice, accept the regional growth strategy. The *Local Government Act* affirms that if an affected local government fails to act within the period for acceptance, it is deemed to have accepted the regional growth strategy.

51386459

If an affected local government does not accept the regional growth strategy, it must indicate by way of a resolution within the sixty (60) day period: (a) the provision(s) to which it objects, (b) the reasons for its objection, and (c) whether it is willing that a provision to which it objects be included in the regional growth strategy on the basis that the provision will not apply to its jurisdiction.

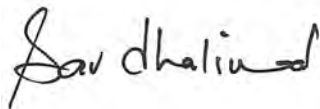
Upon the conclusion of the acceptance period, Metro Vancouver staff will be reporting to the Metro Vancouver Board at its July 29, 2022 meeting on the status of affected local government acceptances, and, if appropriate, whether third reading and adoption of *Bylaw No. 1339, 2022* may be considered. Correspondingly, this will repeal *Metro 2040* (i.e. *Greater Vancouver Regional District Regional Growth Strategy Bylaw No. 1136, 2010*, as amended).

At the April 29, 2022 Metro Vancouver Board meeting, staff provided a summary of the engagement on the development of *Metro 2050* over the past three years. The Board expressed that this would be helpful context for member jurisdictions, and asked that the presentation be attached to the consideration of acceptance letter and email going to affected local government Councils and Boards. Please find attached the presentation titled "*Metro 2050: Public Hearing and Referral for Acceptance*".

Council resolutions can be sent to Chris Plagnol, Corporate Officer, Metro Vancouver, by email at [Chris.Plagnol@metrovancover.org](mailto:Chris.Plagnol@metrovancover.org).

If you have any questions about the regional growth strategy or the process for adopting the Bylaw, please do not hesitate to contact Heather McNell, General Manager, Regional Planning and Housing Services, by email at [Heather.Mcneil@metrovancover.org](mailto:Heather.Mcneil@metrovancover.org) or by phone at 604-436-6813.

Yours sincerely,



Sav Dhaliwal  
Chair, Metro Vancouver Board

SD/JWD/hm

cc: Tim Savoie, City Manager, City of Port Moody  
Andre Boel, City Planner, City of Port Moody  
Jerry W. Dobrovolny, Commissioner/Chief Administrative Officer, Metro Vancouver  
Heather McNell, General Manager, Regional Planning and Housing Services, Metro Vancouver  
Chris Plagnol, Corporate Officer, Metro Vancouver

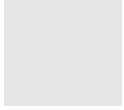
Enclosures:

1. Report dated April 22, 2022, titled "*MVRD Regional Growth Strategy Bylaw No. 1339, 2022, a bylaw to adopt Metro 2050 – Public Hearing Minutes and Bylaw Referral for Acceptance*"
2. *Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022*
3. Presentation – *Metro 2050* Public Hearing Report and Referral for Acceptance

All enclosures can also be found at this link:

<https://cloudshare.metrovancouver.org:5001/sharing/3wjoLF21c>

**Attachment 3 – Metro 2050 Issue-Response Table – Port Moody Summary**



			would be at their discretion.	
E - Goal 1	1.3.7 (f)	Would appreciate any resources to support the development of health and social impact assessments.	Thank you for the comment. Metro Vancouver's 2015 HIA Guidebook and Toolkit remain resources. Also, a recent report summarizing the findings of quite comprehensive stakeholder engagement and document scans, as well as a Practitioner's Handbook, which provides a useful resource for both public health and built environment professionals to collaborate more effectively, can be found on the CIP website	No changes required.
E - Goal 1	Table 3	In comments submitted to Metro Vancouver in April 2021, staff noted that this growth framework is becoming increasingly complex, making it harder to explain and track. It is believed that this may unnecessarily detract from achieving the overall purpose of the growth framework. Staff suggest simplifying the framework by reviewing the need for additional subtypes, and using shorter names to reduce the need for acronyms, if possible.	Recommend removing the FTDA subtypes, and revert back to having one single FTDA category.	Add to Table 3 FTDA criteria "A range of multi-family housing form
E - Goal 2	2.2.9 (b)	Confirm this policy applies only to private lands.	This Policy could apply to any lands that meet the criteria, irrespective of ownership / tenure.	No changes required.
E - Goal 2	2.2.9 (c)	Clarify what intensification/densification of Industrial lands means.	Metro Vancouver has undertaken a number of studies defining and documenting	No changes required



			industrial intensification, which can be found on the Metro Vancouver website (search "industrial lands").	
E - Goal 2	2.2.9 (c)	Clarify what intensification/densification of Industrial lands means.	Metro Vancouver has undertaken a number of studies defining and documenting industrial intensification, which can be found on the Metro Vancouver website (search "industrial lands").	No changes required
E - Goal 2	2.2.9 (c)	Define clear categories of what industrial uses are to help assist in this interpretation.	The Regional Industrial Lands Strategy underwent a rigorous process to define Industrial. These uses, as defined in RILS, are included in the updated definition of Industrial Regional Land Use Designation in Metro 2050 Section D. 2.2.9 c) will be edited to reference that definition.	Revise to read 2.2.9 c) "include policies for Industrial lands that: i) consistently define, support, and protect industrial uses, as defined in Metro 2050, in municipal plans and bylaws, and ensure that non-industrial uses are not permitted."
E - Goal 2	2.2.9 (c)	Consider whether this is a necessary action to include as it is very open-ended and everything is linked to land use planning.	This section includes numerous policies related to industrial land uses as the RGS is a land use and parcel based strategy.	No changes required
E - Goal 3	3.2.1 (b)	Consider separate canopy cover targets for more urbanized/developed areas where canopy cover and access to green space may be inadequate.	The regional tree canopy cover target is intended to apply as a regional average across lands within the Urban Containment Boundary.	No changes required.

E - Goal 3	3.2.2 (a)	Consider including datasets on green (built) infrastructure as an important component of the Ecological Health Framework.	Such a dataset may evolve overtime with the identification and implementation of a regional green infrastructure network and as more data becomes available	No changes required.
E - Goal 3	3.3.6 (a) iii	Consider including another subset action to advocate and/or work with the Provincial government to require climate resilient buildings. Confirm if financial incentives are only offered for climate resilient buildings	Please refer to action 3.4.4. b).	No changes required.
E - Goal 3	3.3.6 (a) vi	Consider stronger language for this action, e.g. “advocate for legislation to allow local governments to voluntarily set embodied emissions targets for new construction”.	Note that action 3.3.6 a) vi) in the draft Metro 2050 would support more specific advocacy requests such as the one suggested. The majority of the advocacy actions in 3.3.6 are intentionally broad to support future, and more specific advocacy requests under thematic areas – in this case, the reduction of embodied emissions through legislative and fiscal mechanisms.	No changes required.

E - Goal 3	3.3.6 (b)	Consider advocating for zero emissions vehicle sales targets for medium and heavy-duty vehicles to accelerate the ZEV transition in multiple sectors.	Advocacy actions pertaining to zero-emissions vehicle sales targets were deemed out of scope for Metro 2050, but are within scope for Metro Vancouver's Climate 2050 Transportation Roadmap (see Policy 1.1 and 3.2). Also refer to zero-emission vehicle sales targets identified in the Clean BC Roadmap to 2030.	No changes required.
E - Goal 3	3.4.1	Consider the operational and embodied impact of GHG emissions in hazard risk assessments.	This feedback has been forwarded to multiple Metro Vancouver departments for further consideration. Updates to Action 3.4.1 in Metro 2050 can be considered in the future.	No change required.
E- Goal 3	3.4.2	Consider the operational and embodied impacts on emissions in all of the subset actions.	Note that actions in 3.4.2. encourage Metro Vancouver to work collaboratively with other partners to address resilience challenges, and consideration of operational and embodied emissions would not be relevant to all subset actions in 3.4.2. Also note that collaborative actions to address GHG emissions are included in Strategy 3.3, including embodied emissions policies referenced in 3.3.6 a) vi and 3.3.7 b i).	No change required.

E- Goal 3	Goal Intro	Would be beneficial to include the potential impacts that extreme weather and natural hazards can have on greenhouse gas emissions, e.g. extreme heat may increase energy consumption and emissions (ensure that actions address this).	Support drawing the connection between GHG emissions and natural hazards/climate change impacts in the Goal 3 preamble.	Add the following sentence at the end of the third paragraph on p. 53 of Metro 2050: Addressing both greenhouse gas emissions and the impacts of climate change and natural hazards simultaneously is critical, as the challenges and solutions associated with these issues are often interlinked.
E- Goal 3	MV Role	Consider advocating to the Province to accelerate mechanical efficiency standards to be more in line with reaching 2030 building sectoral targets and/or enabling legislation for local governments to voluntarily move faster with these requirements	Note that the Clean BC Roadmap to 2030 references an accelerated timeline for establishing equipment efficiency standards in the 'Buildings' section of the document. Also note that this topic area is addressed in Policy 2.1.7 of Metro Vancouver's Clean Air Plan, as well as Policy 1.7 of Metro Vancouver's Climate 2050 Buildings Roadmap.	No change required.
E- Goal 3	3.4.2	Consider the operational and embodied impacts on emissions in all of the subset actions.	Note that actions in 3.4.2. encourage Metro Vancouver to work collaboratively with other partners to address resilience challenges, and consideration of operational and embodied emissions would not be relevant to all subset actions in	No changes required.

			3.4.2. Also note that collaborative actions to address GHG emissions are included in Strategy 3.3, including embodied emissions policies referenced in 3.3.6 a) vi and 3.3.7 b i	
E- Goal 3	Goal Intro	Would be beneficial to include the potential impacts that extreme weather and natural hazards can have on greenhouse gas emissions, e.g. extreme heat may increase energy consumption and emissions (ensure that actions address this).	Support drawing the connection between GHG emissions and natural hazards/climate change impacts in the Goal 3 preamble.	Add the following sentence at the end of the third paragraph on p. 53 of Metro 2050: Addressing both greenhouse gas emissions and the impacts of climate change and natural hazards simultaneously is critical, as the challenges and solutions associated with these issues are often interlinked.
E- Goal 3	MV Role	Consider advocating to the Province to accelerate mechanical efficiency standards to be more in line with reaching 2030 building sectoral targets and/or enabling legislation for local governments to voluntarily move faster with these requirements	Note that the Clean BC Roadmap to 2030 references an accelerated timeline for establishing equipment efficiency standards in the 'Buildings' section of the document. Also note that this topic area is addressed in Policy 2.1.7 of Metro Vancouver's Clean Air Plan, as well as Policy 1.7 of Metro Vancouver's Climate 2050 Buildings Roadmap	No changes required.
E - Goal 4	4.1.8 (a)	Consider incorporating housing continuum language.	Housing needs reports and assessments are	

			already required by provincial legislation to consider the entire housing continuum as a result of the information and data collection requirements. Policy 4.1.8 c)i) specifically requires that member jurisdictions identify in their RCS the local policies and actions that will contribute to increased supply of housing to meet needs across the housing continuum.	No changes required.
E - Goal 4	4.1.8 (b)	Consider incorporating full spectrum of housing continuum to ensure there are no gaps.	Policy 4.1.8 c) i) requires that member jurisdictions identify in their RCS the local policies and actions that will contribute to increased supply of housing to meet needs across the housing continuum.	No change required
E-Goal 5	5.1.14	Suggested new wording for preamble: “Adopt Regional Context Statements that identify land use and transportation policies and actions, consistent with promoting a sustainable modal hierarchy, that:	Have elected not to employ a hierarchy of transportation modes for Metro 2050	No changes required.
E-Goal 5	5.1.15	Consider including a new role for Translink “work toward multi-modal hubs at major transit facilities that create public amenities (e.g. bike share, secure bike parking, public washrooms) and retail opportunities”.	The provision of station amenities, while valuable, is better suited to Transport 2050 than the regional growth strategy	No changes required.
E - Goal 5	5.2 MV Role	Consider including a new role for Metro Vancouver: “Advocate to the Province to support the development of transportation system management strategies such as [see 5.2.7 c) for list].”	While the current language specifically refers to funding programs for applied research, the meaning appears to be	No changes required.

			consistent with the suggested revision - i.e. that the Province (and Federal government) support transportation system management initiatives	
E - Goal 5	5.2.5 (c)	Clarify that this applies to infrastructure expansion for transit; is transit considered a transportation demand management alternative?	This policy relates to system management and demand management, so transit expansion is outside its scope.	No changes required.
E - Goal 5	General	Consider including new policies that relate to how Metro 2050 will address the impact of autonomous vehicles.	Thank you for your comment. Metro Vancouver will convene stakeholders to discuss possible roles and actions regarding addressing the impact of autonomous vehicles and will seek to amend Metro 2050 if appropriate.	No changes required.
E-Goal 5	5.1.14	Suggested new wording for preamble: "Adopt Regional Context Statements that identify land use and transportation policies and actions, consistent with promoting a sustainable modal hierarchy, that:"	Have elected not to employ a hierarchy of transportation modes for Metro 2050.	No changes required.
E - Goal 5	5.1.15	Consider including a new role for Translink "work toward multi-modal hubs at major transit facilities that create public amenities (e.g. bike share, secure bike parking, public washrooms) and retail opportunities".	The provision of station amenities, while valuable, is better suited to Transport 2050 than the regional growth strategy.	No changes required.
E - Goal 5	5.2 MV Role	Consider including a new role for Metro Vancouver: "Advocate to the Province to support the development of transportation system management strategies such as [see 5.2.7 c) for list]."	While the current language specifically refers to funding programs for applied research, the meaning appears to be consistent with the	No changes required.

			suggested revision - i.e. that the Province (and Federal government) support transportation system management initiatives	
E - Goal 5	5.2.5 (c)	Clarify that this applies to infrastructure expansion for transit; is transit considered a transportation demand management alternative?	This policy relates to system management and demand management, so transit expansion is outside its scope.	No changes required.
E - Goal 5	General	Consider including new policies that relate to how Metro 2050 will address the impact of autonomous vehicles.	Thank you for your comment. Metro Vancouver will convene stakeholders to discuss possible roles and actions regarding addressing the impact of autonomous vehicles and will seek to amend Metro 2050 if appropriate.	No changes required.
E - Goal 5	5.2 MV Role	Consider including a new role for Metro Vancouver: "Advocate to the Province to support the development of transportation system management strategies such as [see 5.2.7 c) for list].	While the current language specifically refers to funding programs for applied research, the meaning appears to be consistent with the suggested revision - i.e. that the Province (and Federal government) support transportation system management initiative	No changes required.
E - Goal 5	5.2.5 (c)	Clarify that this applies to infrastructure expansion for transit; is transit considered a transportation demand management alternative?	This policy relates to system management and demand management, so transit expansion is outside its scope.	No changes required.
E - Goal 5	General	Consider including new policies that relate to how Metro 2050 will	Thank you for your comment. Metro Vancouver will	No changes required.



		address the impact of autonomous vehicles.	convene stakeholders to discuss possible roles and actions regarding addressing the impact of autonomous vehicles and will seek to amend Metro 2050 if appropriate.	
E - Goal 5	5.2.5 (c)	Clarify that this applies to infrastructure expansion for transit; is transit considered a transportation demand management alternative?	This policy relates to system management and demand management, so transit expansion is outside its scope.	No changes required.
	General	Consider including new policies that relate to how Metro 2050 will address the impact of autonomous vehicles	Thank you for your comment. Metro Vancouver will convene stakeholders to discuss possible roles and actions regarding addressing the impact of autonomous vehicles and will seek to amend Metro 2050 if appropriate.	No changes required.



Box 219, 1350 Aster Street  
Pemberton, BC V0N 2L0  
P. 604-894-6371 TF. 800-298-7753  
F. 604-894-6526  
info@slrd.bc.ca www.slrd.bc.ca

May 26, 2022

Attn: Sav Dhaliwal, Chair Metro Vancouver Board  
Metro Vancouver Regional District  
4730 Kingsway, Burnaby, BC, V5H 0C6  
VIA EMAIL: Chris.Plagnol@metrovancover.org

Dear Sav Dhaliwal,

**Re: Metro 2050 for Acceptance by Affected Local Governments – SLRD Acceptance**

The SLRD Board received the *Submission of Metro 2050 for Acceptance by Affected Local Governments* on May 3, 2022. The SLRD Board passed the following resolution of acceptance at the May 25, 2022 SLRD Board meeting:

*THAT the SLRD Board accept Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022 (Metro 2050) as per Section 436 of the Local Government Act.*

For further details, please see the related staff report: [Metro2050-ReferralForAcceptance\\_att](#)

*Metro 2050* introduces important new and enhanced policies that will help Metro Vancouver and adjacent regional districts address regional and cross jurisdictional goals. SLRD staff benefitted from participation on the IAC and look forward to opportunities for collaboration and joint advocacy.

Sincerely,

Claire Dewar  
Senior Planner, SLRD

cc: Kim Needham, Director of Planning and Development Services, SLRD



# City of Richmond

6911 No. 3 Road  
Richmond, BC V6Y 2C1  
[www.richmond.ca](http://www.richmond.ca)

June 30, 2022  
File: 01-0157-30-RGST1

Metro Vancouver  
Metrotower III  
4515 Central Boulevard  
Burnaby, BC V5H 0C6

**Attention: Chris Plagnol, Corporate Officer**

Dear Mr. Plagnol:

**Re: Proposed Metro Vancouver Regional Growth Strategy Bylaw 1339, 2022,  
Metro 2050**

This is to advise that Richmond City Council, at its Special Council meeting held on June 30, 2022, considered the above matter and adopted the following resolution:

- (1) That the proposed Metro Vancouver Regional Growth Strategy Bylaw 1339, 2022, Metro 2050, be accepted, and*
- (2) That the Metro Vancouver Board be advised of the City of Richmond's position on the Regional Growth Strategy.*

If you require any further information regarding the above, please do not hesitate to contact Diana Nikolic, Program Manager, Policy Planning, at [DNikolic@richmond.ca](mailto:DNikolic@richmond.ca) or 604-276-4040.

Yours truly,

Claudia Jesson  
Director, City Clerk's Office

CJ:lea

cc: Heather McNell, General Manager, Regional Planning & Housing, Metro Vancouver



**TransLink**  
400 - 287 Nelson's Court  
New Westminster, BC V3L 0E7  
Canada  
Tel 778.375.7500  
translink.ca

South Coast British Columbia  
Transportation Authority

June 30, 2022

Chris Plagnol  
Corporate Officer  
Metro Vancouver  
Metrotower III, 4730 Kingsway  
Burnaby BC, V5H 0C6

**RE: Submission of *Metro 2050* for Acceptance by Affected Local Governments**

Dear Mr. Plagnol,

Thank you for the letter dated May 3, 2022, from Metro Vancouver Board Chair Dhaliwal requesting that TransLink, considered an affected local government per the *Local Government Act*, resolve to accept or reject *Metro 2050* as the new regional growth strategy within 60 days.

We would like to advise you that at their June 23, 2022, meeting the TransLink Board of Directors supported the below resolutions to accept *Metro 2050* as the new regional growth strategy and advise Metro Vancouver of this decision:

- A. Accept the proposed Metro 2050 Regional Growth Strategy (Metro Vancouver Regional District Regional Growth Strategy Bylaw. No. 1339, 2022) as presented in the letter from Metro Vancouver dated May 3, 2022, attached as Attachment 1 to the report "Acceptance of the Proposed Metro Regional Growth Strategy" dated May 30, 2022; and
- B. Request that Management forward confirmation of the Board resolution of acceptance of Metro 2050 Regional Growth Strategy (Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022) to Metro Vancouver Regional District.

The *Metro 2050* document serves as a long-term regional growth strategy and is closely aligned with the creation of *Transport 2050*, the regional transportation strategy. This is evident in the close coordination of actions in the plans and the complementary directions within these mutually supportive policies. The coordination between *Metro 2050* and *Transport 2050* is evident the goals, strategies and policy directions in the two plans, which both support positive transportation outcomes for the region.

TransLink would like to reiterate its appreciation for the close coordination during the development of *Metro 2050* and we look forward to continued cooperation with Metro Vancouver on implementation of the updated regional growth strategy and future work to support shared regional goals. If you have any questions or clarifications regarding this response, please contact Matt Craig, Acting Director, System Planning at [matt.craig@translink.ca](mailto:matt.craig@translink.ca).

Sincerely,

A handwritten signature in black ink, appearing to read 'K. Quinn', with a stylized flourish at the end.

Kevin Quinn  
Chief Executive Officer, TransLink

CC:

Sav Dhaliwal, Chair, Metro Vancouver Board

Jerry W. Dobrovolsky, Commissioner/Chief Administrative Officer, Metro Vancouver

Heather McNell, General Manager, Regional Planning and Housing Services, Metro Vancouver

Lorraine Cunningham, Chair, TransLink Board

Sarah Ross, Vice President, Transportation Planning and Policy, TransLink

Matt Craig, Acting Director, System Planning, TransLink

Attachment:

Proposed Metro 2050 Regional Growth Strategy – TransLink Board Report, July 23, 2022

TO: Board of Directors

FROM: Sarah Ross, VP Transportation Planning and Policy  
Zak Bennett, Senior Planner – Transportation Planning and Policy

DATE: May 30, 2022

SUBJECT: Proposed Metro 2050 Regional Growth Strategy

---

**PROPOSED RESOLUTIONS:**

That the TransLink Board of Directors:

- A. Accept the proposed Metro 2050 Regional Growth Strategy (Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022) as presented in the letter from Metro Vancouver dated May 3, 2022, attached as Attachment 1 to the report “Acceptance of the Proposed Metro 2050 Regional Growth Strategy” dated May 30, 2022; and
- B. Request that Management forward confirmation of the Board resolution of acceptance of Metro 2050 Regional Growth Strategy (Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022) to Metro Vancouver Regional District.

**EXECUTIVE SUMMARY**

Metro Vancouver recently issued a request for acceptance of the Metro 2050 Regional Growth Strategy (RGS) by affected local governments, which by definition includes TransLink. This request is a requirement under legislation for regional districts, and TransLink is required under our enabling legislation to review policies which may have regional transportation implications.

Metro 2050 represents the culmination of years of effort and engagement across the region, including close coordination between Metro Vancouver and TransLink in the respective development of the mutually supportive Metro 2050 and Transport 2050 strategies. TransLink has provided feedback over the course of Metro 2050’s development and the strategy addresses and reflects that input. Management recommends that the Board of Directors accept Metro 2050, recognizing the high degree of alignment with the regional transportation goals and outcomes of Transport 2050.

**PURPOSE**

TransLink has received a request from the Metro Vancouver Board of Directors to accept its proposed Metro 2050 Regional Growth Strategy pursuant to requirements of the *Local Government Act*. The purpose of this report is to respond to that request and recommend that the TransLink Board of Directors accept the proposed Metro 2050 Regional Growth Strategy dated April 2022.

## **BACKGROUND**

### **Legislative Context**

For the purposes of the Regional Growth Strategy (RGS), TransLink is considered an “affected local government”, and the *Local Government Act* (LGA) stipulates that, before final adoption of the RGS, Metro Vancouver seek acceptance of the draft Strategy by affected local governments. TransLink is further mandated under the *South Coast British Columbia Transportation Authority Act* (SCBCTA Act) to provide a regional transportation system that supports the Regional Growth Strategy as well as to review and advise Metro Vancouver regarding any regional transportation system implications of the RGS.

### **Metro 2050 Overview and Process**

Metro 2050 is the Metro Vancouver update to Metro 2040, the existing RGS, and will be the region's collective vision for how growth (population, housing and jobs) will be managed to support complete, connected, and resilient communities, protect important lands, and ensure the efficient provision of urban infrastructure like transit and utilities. Metro Vancouver is working towards adoption by the Metro Vancouver Board and seeking acceptance of Metro 2050 from all member jurisdictions, TransLink, and adjacent regional districts.

Metro 2050 is intended to be an update to the current Metro 2040 regional growth strategy, which has been comprehensively reviewed. The update is being undertaken to extend the regional growth strategy to 2050, consider significant drivers of change, improve policies, and integrate with Transport 2050, the regional transportation strategy (RTS). Metro 2050 represents the culmination of a work program begun by Metro Vancouver in 2019 and inclusive of significant input from across the region.

Despite delays due to the COVID-19 pandemic, a significant project milestone was achieved in July 2021 with the release of the draft Metro 2050. This release included an invitation to the public and to affected local governments, including TransLink, to provide comments. The draft strategy was reviewed by TransLink staff, who prepared a draft response letter for review by the Board. The Board provided substantive feedback during this process, resulting in the letter provided to the Metro Vancouver Board in October 2021 (see Attachment 2).

## **DISCUSSION**

### **Coordination and engagement of Metro 2050 and Transport 2050**

Throughout the development of both Transport 2050 and Metro 2050, TransLink and Metro Vancouver staff have worked together to co-develop policies and ensure alignment between the two regional strategies, which are meant to be mutually reinforcing documents. In addition to the formal Board feedback on the draft Metro 2050, TransLink staff have also provided input through participation on the Metro 2050 Intergovernmental Agency Committee and in working meetings with Metro Vancouver staff. Similarly, Metro Vancouver was closely involved in the development of Transport 2050 through participation on TransLink’s Regional Agency Advisory Committee and staff working groups.

### **Draft Metro 2050 and TransLink feedback**

TransLink’s draft Metro 2050 feedback supported the new growth management tools aligning land use and transportation while noting that the broader growth framework was too complex. TransLink also sought further coordination on planning with Indigenous communities, incentivizing frequent transit

development areas designation, clarifying affordable housing targets, parking policies, and managing industrial lands.

Metro 2050 was adjusted based on TransLink feedback, including simplification of frequent transit development area sub-types, clear inclusion of the major transit growth corridor criteria and identifying parking policy and land speculation mitigation as areas for future work. Based on the balance of comments from across the region, some areas, such as affordable housing targets, were not amended. An issue and response table provided by Metro Vancouver outlines all comments received and details the resulting changes.

Overall, Metro 2050 is closely aligned with the Transport 2050 goals. This includes policies limiting sprawl and for complete communities supporting walking, rolling and transit. Metro 2050 also aligns the major transit growth corridors, a new organizing principle shaping population and employment growth, with Transport 2050's Major Transit Network, characterized by higher order fast and reliable transit. This coordination of land use and transportation is fundamental to the success of both Metro 2050 and Transport 2050, demonstrating the successful co-development of each regional strategy.

#### **Metro Vancouver Board discussion and seeking TransLink acceptance**

At a January 2022 Metro Vancouver Board meeting, some members wanted to embed stronger climate actions into Metro 2050, and others had concerns around housing, land speculation and tree canopy coverage. As a result, Metro Vancouver staff were directed to undertake an additional month of outreach with regional municipalities. Metro 2050 was adjusted based on this outreach and a resolution considering an early Metro 2050 amendment to strengthen climate action language and policy was included.

Metro 2050 was given first and second reading on March 25, 2022, by the Metro Vancouver Board, followed by a public hearing on April 20, 2022. The Metro Vancouver Board resolved on April 29, 2022, to refer Metro 2050 to affected local governments, including TransLink, for acceptance. Local governments have 60 days to accept or reject Metro 2050 by resolution and full acceptance is required before final adoption by Metro Vancouver. The notification letter sent was sent on May 3, 2022, to TransLink (see Attachment A), and a response to Metro Vancouver is sought by July 2, 2022.

#### **CONCLUSION**

TransLink has been closely engaged with Metro Vancouver in the development of the Metro 2050 RGS update throughout the process. The Metro 2050 strategy reflects this involvement while reinforcing and complementing the vision and goals of Transport 2050, the regional transportation strategy. Taken together, Metro 2050 and Transport 2050 will ensure close coordination of land use with transportation investments, advancing a more affordable and sustainable region which is supportive of positive regional transportation outcomes. Staff recommend that the Board approve Metro 2050 and provide notice to Metro Vancouver via resolution of its support.

#### **ATTACHMENTS**

Attachment 1 - Letter to CEO Kevin Quinn, received May 3, 2022, from Metro Vancouver Board Chair Sav Dhaliwal regarding "Submission of *Metro 2050* for Acceptance by Affected Local Governments"

Attachment 2 - Letter to Chair Sav Dhaliwal, sent October 22, 2021, from TransLink Board Chair Tony Gugliotta regarding "July 14, 2021: Draft *Metro 2050*: Referral for Comment"





TSAWWASSEN FIRST NATION  
s̓c̓awaθ̓ən məsteyəx<sup>w</sup>

**ORDER OF THE EXECUTIVE COUNCIL OF TSAWWASSEN FIRST NATION**

Order No.: 055 - 2022

Approved and Ordered: June 14, 2022

Tsawwassen, B.C.

The Executive Council of Tsawwassen First Nation hereby resolves:

1. That the Metro Vancouver Regional Growth Strategy, titled Metro 2050 (*Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022*), be received for information.
2. That the proposed Metro 2050 Regional Growth Strategy (*Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022*) be accepted, as presented, pursuant to Chapter 17, Paragraph 4 of the Tsawwassen First Nation Final Agreement.
3. That staff be directed to forward the Council resolution of acceptance of Metro 2050 Regional Growth Strategy (*Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022*) to Metro Vancouver Regional District.

Signed on behalf of the Executive Council of the Tsawwassen First Nation

*(This part is for administrative purposes only and is not part of the Order.)*

Authority under which Order is made:

Act and section: Government Organization Act s. 31 (2)

Other (specify): \_\_\_\_\_

Registered in the Tsawwassen First Nation Registry by the Clerk of the Tsawwassen Government: \_\_\_\_\_

**From:** [Kennett, Bonnie](#)  
**To:** [Chris Plagnol](#); [Heather McNell](#)  
**Subject:** Decision - Metro Vancouver 2050 Regional District Regional Growth Strategy (RGS) Bylaw No. 1339, 2022, Metro 2050 Acceptance - Council June 21, 2022  
**Date:** Friday, June 24, 2022 4:33:22 PM

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**Hi Chris and Heather:**

Vancouver City Council, at its meeting on June 21, 2022, approved the following:

- A. THAT Council receive for information the Report dated May 17, 2022, entitled "Metro Vancouver 2050 Regional District Regional Growth Strategy (RGS) Bylaw No. 1339, 2022, Metro 2050 Acceptance".
- B. THAT Council accept the proposed Metro 2050 Regional Growth Strategy (Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022), as presented and set out in Appendix C of the Report dated May 17, 2022, entitled "Metro Vancouver 2050 Regional District Regional Growth Strategy (RGS) Bylaw No. 1339, 2022, Metro 2050 Acceptance", pursuant to section 436 of the Local Government Act.
- C. THAT Council direct staff to forward the Report dated May 17, 2022, entitled "Metro Vancouver 2050 Regional District Regional Growth Strategy (RGS) Bylaw No. 1339, 2022, Metro 2050 Acceptance" and the Council resolution to the Metro Vancouver Regional District.
- D. THAT Council direct staff to work with Metro Vancouver to consider as part of future Regional Growth Strategy updates:
  1. that projections for population and dwellings be shown separately by each individual municipality, and not grouped together with Vancouver, Burnaby and New Westminster;
  2. that the years of projection data line up with the census years (2021, 2026, 2031, 2036, etc.);
  3. that "Major Transit Growth Corridors" only be shown where major transit improvements have been approved, funded and extensive public consultation completed; and
  4. that Metro Vancouver engage with the public and stakeholders, including the Vancouver School Board and others, to assess the appropriate levels of growth including the required infrastructure increases and how that would be provided.

Link to the above-noted report online: <https://council.vancouver.ca/20220621/documents/r1.pdf>

Kind regards,

Bonnie

**Bonnie Kennett** | Meeting Coordinator  
Office of the City Clerk | City of Vancouver  
[bonnie.kennett@vancouver.ca](mailto:bonnie.kennett@vancouver.ca)

604.873.7269

I acknowledge that the land I work, live and play on is the unceded territory of the Coast Salish peoples, including the territories of the x<sup>w</sup>məθkwəy̓əm (Musqueam), the Skwxwú7mesh (Squamish),

and the Səlílwətaʔ/Selilwitulh (Tseil-Waututh) Nations.  
Pronouns: she/her/hers

**From:** [Mark Panneton](#)  
**To:** [Chris Plagnol](#)  
**Cc:** [Pascal Cuk](#)  
**Subject:** District of West Vancouver Council Resolution regarding Metro Vancouver Regional Growth Strategy  
**Date:** Friday, June 17, 2022 8:45:12 AM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)

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Good morning, Chris.

District of West Vancouver Council, at their June 13, 2022 regular meeting, passed the following resolution:

THAT

1. the Metro Vancouver Regional Growth Strategy, titled Metro 2050 (Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022), be received for information;
2. the proposed Metro 2050 Regional Growth Strategy (Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022) be accepted as presented, pursuant to section 436 of the *Local Government Act*; and
3. staff be directed to forward the Council resolution of acceptance of Metro 2050 Regional Growth Strategy (Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022) to Metro Vancouver Regional District.

CARRIED

Sincerely,

-Mark

**Mark Panneton** he, him, his

Director, Legislative Services/Corporate Officer | District of West Vancouver

t: 604-925-7045 | [westvancouver.ca](http://westvancouver.ca)



We acknowledge that we are on the traditional, ancestral and unceded territory of the Squamish Nation, Tsleil-Waututh Nation and Musqueam Nation. We recognize and respect them as nations in this territory, as well as their historic connection to the lands and waters around us since time immemorial.

This email and any files transmitted with it are considered confidential and are intended solely for the use of the individual or entity to whom they are intended. If you are not the intended recipient or the person responsible for delivering the email to the intended recipient, be advised that you have received this email in error and that any use, dissemination, forwarding, printing or copying of this email is strictly prohibited. If you have received this email in error, please notify the sender immediately and delete all copies of this email and attachment(s). Thank you.

June 6, 2021

File No. 6540-04

Chris Plagnol, Corporate Officer, Metro Vancouver  
[Chris.Plagnol@metrovancover.org](mailto:Chris.Plagnol@metrovancover.org)

- F. The Township objects to the intent statement for the Employment land use designation and policy 2.2.9(d)(v) as these provisions do not provide appropriate flexibility for permitting residential uses as part of mixed-use developments. The Township is not willing that these provisions be included in Metro 2050 on the basis that they do not apply to its jurisdiction.*
- G. The Township objects to strategy 3.2 as it does not adequately address protecting the quality and quantity of ground water. The Township is not willing that this provision be included in Metro 2050 on the basis that it does not apply to its jurisdiction.*
- H. The Township objects to policy 2.3.12(a) as it requires Regional Context Statements to denote lands within the Agricultural Land Reserve. The Township is willing that this provision be included in Metro 2050 on the basis that it does not apply to its jurisdiction.*
- I. The Township objects to policy 2.3.4 as it requires Agricultural Land Commission (ALC) exclusion of sites subject to Section 23(1) of the ALC Act prior to Metro Vancouver consideration of amending the Agricultural or Rural land use designation. The Township is willing that this provision be included in Metro 2050 on the basis that it does not apply to its jurisdiction.*

A certified copy of this resolution and Report 22-56 are enclosed.

If you have any questions or require any additional clarification, please contact the undersigned at 604-533-6050.

Yours truly,



Ramin Seifi, P.Eng., MCIP, RPP, R.I.  
GENERAL MANAGER  
ENGINEERING & COMMUNITY DEVELOPMENT

Enclosures: Report 22-56  
Certified Resolution

Copies to: Mark Bakken, Chief Administrative Officer, Township of Langley

# REPORT TO MAYOR AND COUNCIL

**PRESENTED:** MAY 30, 2022 – REGULAR MEETING  
**FROM:** COMMUNITY DEVELOPMENT DIVISION  
**SUBJECT:** METRO 2050 REGIONAL GROWTH STRATEGY UPDATE

**REPORT:** 22-56  
**FILE:** 6540-04

**EXECUTIVE SUMMARY:**

At its Regular Meeting of November 22, 2021, Council adopted resolutions authorizing staff to forward comments on draft Metro 2050, the proposed Regional Growth Strategy (RGS) update, to Metro Vancouver. Comments submitted by member jurisdictions to Metro Vancouver received a response in a report to the Metro Vancouver Regional District (MVRD) Board on January 28, 2022.

There were seven comments put forward by the Township as outlined in more detail in the body of this report. In staff's opinion, only two of the Township's seven comments appear to have been addressed by Metro Vancouver.

Notwithstanding the comments put forward by the Township, on April 29, 2022, the MVRD Board passed a resolution referring the MVRD Regional Growth Strategy Bylaw No. 1339, 2022, a bylaw to adopt Metro 2050 (Attachment A), to member jurisdictions for consideration of acceptance. Pursuant to Section 436(4) of the Local Government Act (the Act), the Township has sixty days by resolution to either: a) accept; or b) refuse to accept, Metro 2050. Given the unresolved status of Township comments, staff recommend that Council not accept Metro 2050 at this time, until said comments



**BACKGROUND/HISTORY:**

Metro 2040, the current Regional Growth Strategy (RGS), was accepted by the Township on March 7, 2011 and subsequently adopted by the MVRD Board on July 29, 2011. Pursuant to the Act, a Regional Growth Strategy (RGS) is a long-term regional planning framework for land use management that may be adopted by the MVRD Board. A RGS is intended to be a high-level strategy that **provides a vision and guides decisions** related to growth and development in the region by addressing matters of regional significance.

Despite the high-level intent of a RGS as contemplated in the provincial legislation, the 2011 RGS was structured as a more regulatory document with parcel-based mapping and strict requirements to manage growth and development across the region. While this shift was a significant departure from the historic approach, it was nevertheless accepted by all member municipalities culminating in its adoption by the MVRD Board in 2011.

A RGS is linked to municipal plans through a Regional Context Statement (RCS) that is required to be included in an Official Community Plan (OCP) being adopted by affected local governments. The RCS must identify the relationship between the OCP and the goals, strategies, and actions identified in the RGS and if inconsistencies exist, how the OCP is to be made consistent with the RGS over time. A new RCS must be prepared by all member jurisdictions and submitted to the MVRD Board within two years of a new RGS being adopted.

The Act requires regional districts that have adopted a RGS to review and, if deemed necessary, update the RGS at least every five years from the time of adoption. On April 26, 2019, the MVRD Board passed a resolution to initiate an update to Metro 2040. The purpose of the update was identified to extend the planning horizon of the strategy to the year 2050, respond to issues such as climate change, social equity, resilience, and housing affordability, and integrate with TransLink's Transport 2050 (the updated regional transportation strategy completed in January 2022). An overview of Metro 2050 is included in Report 21-120 (Attachment B).

At its June 25, 2021 meeting, the MVRD Board referred a draft Metro 2050 to member jurisdictions for comment. At its Regular Meeting of November 22, 2021, Council authorized staff to forward the comments presented as Attachment B to Report No. 21-120 to Metro Vancouver Regional District; and further resolved to add two additional sets of comments as items 6 and 7 as follows:

*"That the following be added as item number six (6) on the Township of Langley comments summary, Attachment B:*

1. *Portions of the Williams Neighbourhood Plan (NP) area, located on the northwest corner of 216 Street and 80 Avenue, are not designated as Business Park; but rather various forms of "Commercial" (Subject Lands);*
2. *The existing Metro Vancouver Regional Growth Strategy (MV 2040) designates both of these areas referenced in 1 above (designated Business Park and various Commercial in the Williams NP) as "Mixed Employment", with no distinction;*
3. *The areas designated as various forms of "Commercial" in the Williams NP are considered suitable for more intensive forms of mixed-use development, including residential uses, given their prominent location, unique geographic context and close proximity to employment-generating lands, institutional uses and major transportation corridors.*

*Accordingly, as part of an improved mixed-use development to better respond to the identified regional objectives of climate action, housing supply, walkability, residential proximity to employment, and housing affordability via additional supply, the designation of the Subject Lands provide for additional residential uses as part of mixed use developments within 250m of existing or approved University Districts."*

And further,

*“That strategy 3.2 be amended to include protection of aquifers and aquifer recharge areas as well as existing tree canopy coverage in aquifer recharge areas.”*

All comments submitted by member jurisdictions to Metro Vancouver received a response in a report to the MVRD Board on January 28, 2022. Revisions to Metro 2050 resulting from the comment period were generally minor in nature and primarily to provide clarification. The MVRD Board gave first and second reading to Metro 2050 on March 25, 2022 and a public hearing was subsequently held on April 20, 2022.

**DISCUSSION/ANALYSIS:**

Pursuant to the Act, Metro 2050 must be accepted by all affected local governments before it can be adopted by the MVRD Board. Or failing acceptance, become binding on affected local governments through a settlement process as prescribed by the Minister of Municipal Affairs. On April 29, 2022 the MVRD Board referred Metro 2050 (Attachment A) to member jurisdictions for consideration of acceptance. Accordingly, the Township has sixty days to by resolution: a) accept Metro 2050; or b) refuse to accept Metro 2050. Should a RGS not be acceptable, a resolution refusing to accept from an affected local government must include the following:

- each provision to which the local government objects;
- the reasons for objection; and
- whether it is willing that a provision to which it objects be included in the RGS on the basis that the provision will not apply to that jurisdiction.

If an affected local government fails to act within the prescribed sixty day period (for acceptance or refusal), the local government is deemed to have accepted Metro 2050 by default.

**Township of Langley Comments and Metro Vancouver Response:**

Metro Vancouver’s responses to the Township’s November 22, 2021 comments are copied below, along with supplemental staff comment on Metro Vancouver’s responses. Staff note that Metro Vancouver’s responses are copied from the report received by the MVRD Board on January 28, 2022 rather than from communications with Township staff. Metro Vancouver staff did not offer a meeting with Township staff to further discuss the Township’s November 22, 2021 comments prior to MVRD Board consideration of the Metro 2050 bylaw on March 25, 2022 and its subsequent referral to affected local governments on April 29, 2022.

Comment No. 1: Scope of Policy Actions

detection, and range expansion. Soil movement associated with land use and development is one of the main vectors of spread. Metro Vancouver has retained Action 3.2.7c)iii) as it is, and advances the recommendations of the Board-endorsed directions of the Metro 2040 policy reviews and because no other member jurisdiction has requested the exclusion of this Action.

***Metro 2050 revision:***

No change.

***May 9 Township staff comment:***

Metro Vancouver's response is focused on Policy 3.2.7c)iii), which was included in the Township's November 22 comments only as an example (as indicated in the subject comment) of the apparent overarching, and unjustified, reach of a RGS that is fundamentally intended as a long-term and visionary land use document. Metro 2050 continues to include a number of policies that, in staff's opinion, are beyond the scope of planning and land use management, are not regional matters, and/or do not provide an appropriate level of municipal flexibility (see Attachment C), resulting in reduced local autonomy in comparison to Metro 2040.

Comment No. 2: Policy 2.3.12(c)(vi) – Agriculture Regulations

***Metro 2050 revision:***

Change policy 2.3.12(c)(vi) to read: “align policies and regulations, where applicable, with the Minister's Bylaw Standards and Agricultural Land Commission legislation and regulations.”

***May 9 Township staff comment:***

The revision to Metro 2050 satisfies Township's concerns with the removal of words “zoning regulations” and addition of the words “where applicable”.

Comment No. 3: Policy 6.9.1 – Rural Area Sewer Servicing

***Metro 2050 revision:***

Change the policy to add the following text in bold to 6.9.1: "...and within the area identified on Map 12 as "Sewerage Extension Areas", known as North Salmon River Uplands and South Fernridge, regional sewer servicing will be permitted subject only to land uses being consistent with the applicable regional land use designation ..."

***May 9 Township staff comment:***

Staff do not agree with the Metro Vancouver response that no conditions to sewer servicing in the "Rural within the Sewerage Area" are being added in Metro 2050. Metro 2040 states that the subject area "is contained within the Greater Vancouver Sewerage and Drainage District's (GVS&DD) Fraser Sewerage Area" period (i.e., with no conditions of sewer servicing). However, with no apparent reason, while Metro 2050 continues to identify the subject area as being contained within the Fraser Sewerage Area, it has been redrafted to go on to state that: "regional sewer servicing will be permitted subject only to land uses being consistent with the applicable regional land use designation and normal Greater Vancouver Sewerage and Drainage District technical considerations."

Comment No. 4: Regional Land Use Designations

Comment No. 5: Major Transit Network

***January 28 Metro Vancouver response:***

Site specific land use designation change requests are beyond the scope of the current Metro 2050 update process. This land use designation change can be proposed as an RGS amendment in accordance with the prescribed amendment process post-adoption of Metro 2050.

***Metro 2050 revision:***

No change.

***May 9 Township staff comment:***

Township was not seeking a land use designation change, rather additional flexibility for mixed-use developments in the Metro 2050 Employment land use designation for sites within 250 m of existing or approved University Districts. It is noted that Metro 2050 currently includes flexibility in the Employment land use designation allowing mixed-use developments for sites within an Urban Centre or Frequent Transit Development Area that are within 200 m of a rapid transit station. This current flexibility for mixed-use sites in the Employment designation would not apply to the northwest corner of 216 Street and 80 Avenue as it is not located in an Urban Centre or Frequent Transit Development Area and is not within 200 m of a rapid transit station.

Township comment No. 7: Protection of Aquifers

**Additional Comments on Metro 2050:**

As noted above, some revisions to Metro 2050 were made as an outcome of the comments submitted by member jurisdictions and other organizations. Though these revisions were generally minor in nature and primarily to provide clarification, staff have identified the following new issues with Metro 2050 as a result of those revisions.

<b>Metro 2050 Item</b>	<b>Staff Comment</b>
2.3.12(a) Member Jurisdictions will adopt Regional Context Statements that specify the Agricultural lands within their jurisdiction, denoting those within the Agricultural Land	



**Implications of Refusal of Acceptance:**

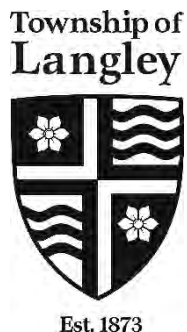
The MVRD Board must notify the Minister of Municipal Affairs if an affected local government refuses to accept Metro 2050. After being notified, the Minister must require a non-binding resolution process to attempt to reach acceptance on Metro 2050, or, if satisfied that resolution using a non-binding resolution process is unlikely, direct that Metro 2050 be settled by an arbitrator or panel. If changes to Metro 2050 are proposed as a result of a non-binding resolution process, Metro 2050 must be submitted again to all affected local governments for acceptance.

Unless otherwise agreed by the parties participating in the process, administrative costs of a non-binding resolution or settlement process are to be shared proportionally between the MVRD Board and the affected local governments that participate in the process, on the basis of the converted value of land and improvements in their jurisdictions.

Respectfully submitted,

Patrick Ward  
STRATEGIC/SOCIAL PLANNER  
for  
COMMUNITY DEVELOPMENT DIVISION

ATTACHMENT A	Metro 2050
ATTACHMENT B	Report 21-120 (without Attachment A)
ATTACHMENT C	Metro 2050 Policies Beyond Regional Growth Strategy Scope
ATTACHMENT D	Recommended Resolution and Township Comments Concordance Table



## REPORT TO MAYOR AND COUNCIL

### ATTACHMENT B

**PRESENTED:** OCTOBER 18, 2021 - REGULAR MEETING  
**FROM:** COMMUNITY DEVELOPMENT DIVISION  
**SUBJECT:** DRAFT METRO 2050  
 REGIONAL GROWTH STRATEGY UPDATE

**REPORT:** 21-120  
**FILE:** 6540-04

#### RECOMMENDATION:

**That** Council authorize staff to forward the comments on draft Metro 2050 in the form substantially presented as Attachment B to this report to Metro Vancouver Regional District.

#### EXECUTIVE SUMMARY:

On April 26, 2019, the Metro Vancouver Regional District (MVRD) initiated an update to Metro 2040, the current regional growth strategy (RGS). A RGS is intended to be a high-level strategy that provides a vision and guides decisions related to growth and development by addressing matters of regional significance. A RGS is linked to municipal plans through a Regional Context Statement (RCS) that is required in an Official Community Plan (OCP).

At its June 25, 2021 meeting, the MVRD Board referred the draft RGS update ("Metro 2050") to member jurisdictions for comment (see Attachment A). For Council's consideration, staff have prepared comments on draft Metro 2050 (see Attachment B). Overall, draft Metro 2050 is generally consistent with Township land use goals, objectives, and policies related to sustainable growth and land use management as articulated in the OCP. However, it is noted that some of the proposed changes in draft Metro 2050 are not regional matters and/or are beyond the scope of planning and land use management. Staff have also identified some specific items with particular implications for the Township.

Metro Vancouver requires that Township comments on draft Metro 2050 be submitted by Council resolution by November 26, 2021. It is currently anticipated that the formal bylaw and adoption process for Metro 2050 will begin in January 2022, with member jurisdictions, including the Township, consideration of acceptance by Council resolution between March and May 2022.

#### PURPOSE:

This report provides an overview of the regional growth strategy update and seeks Council authorization to forward Township of Langley comments on draft Metro 2050 to the Metro Vancouver Regional District.

### **BACKGROUND/HISTORY:**

On April 26, 2019, the Metro Vancouver Regional District (MVRD) Board passed a resolution to initiate an update to the current regional growth strategy, Metro Vancouver 2040: Shaping our Future (“Metro 2040”). Metro 2040, was accepted by the Township on March 7, 2011 and adopted by the MVRD Board on July 29, 2011.

Pursuant to the Local Government Act, a Regional Growth Strategy (RGS) is a long-term regional planning framework for land use management that may be adopted by the MVRD Board. A RGS is intended to be a high-level strategy that provides a vision and guides decisions related to growth and development in the region by addressing matters of regional significance.

A RGS is linked to municipal plans through a Regional Context Statement (RCS) that is required in an Official Community Plan (OCP). The RCS must identify the relationship between the OCP and the goals, strategies and actions identified in the RGS and, if inconsistencies exist, how the OCP is to be made consistent with the RGS over time. A new RCS must be prepared by all member jurisdictions and submitted to the MVRD Board within two years of a new RGS being adopted.

Over the past two years, Metro Vancouver staff have worked with staff from member jurisdictions, including the Township, to identify opportunities to enhance the RGS and address policy gaps. Between January and May 2021, Township staff participated on the Metro 2050 Intergovernmental Advisory Committee to review and provide feedback on early draft content for Metro 2050.

At its June 25, 2021 meeting, the MVRD Board referred the draft RGS update (“Metro 2050” – Attachment A) to member jurisdictions for comment. On September 20, 2021, Metro Vancouver staff presented an overview of draft Metro 2050 to Council. Metro Vancouver requires that Township comments on draft Metro 2050 be submitted by Council resolution by November 26, 2021.

### **DISCUSSION/ANALYSIS:**

According to Metro Vancouver, the purpose of the RGS update is to extend the planning horizon of the strategy to the year 2050, respond to issues such as climate change, social equity, resilience, and housing affordability, and integrate with TransLink’s Transport 2050 planning process (the update to the regional transportation strategy).

#### **Overview of Draft Metro 2050 Content:**

Draft Metro 2050 (Attachment A) has nine (9) sections. The overview below highlights the more pertinent sections and proposed updates in terms of policy and procedural implications for the Township, based on staff’s review and analysis.

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

Section D includes the descriptions of the core policy tools in the regional growth strategy including:

- The Urban Containment Boundary
- The six regional land use designations (i.e. General Urban, Industrial, Employment, Rural, Agricultural, and Conservation and Recreation)
- The five regional overlays (i.e. Urban Centres, Frequent Transit Development Areas, Major Transit Growth Corridors, Trade-Oriented Lands, and Natural Resource Areas)

The Urban Containment Boundary is a long-term, regionally defined area for urban development. The regional land use designations describe the intended land uses. Where they apply, the regional overlays provide additional land use policies that are meant to be interpreted in conjunction with the land use designations. These policy tools are the basis of the regional land use framework and inform the review and acceptance of RCSs.

Draft Metro 2050 does not propose any significant changes to the descriptions of the Urban Containment Boundary, regional land use designations, Urban Centres overlay, or Frequent Transit Development Areas overlay. The following new overlays are proposed in the current draft of Metro 2050:

- 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
- Trade-Oriented Lands are areas that may be identified in a RCS with a more defined set of permitted uses that support inter-regional, provincial, national, and international trade within the Industrial regional land use designation
- Natural Resource Areas are intended to illustrate existing provincially-approved natural resource uses within the Conservation and Recreation regional land use designation

Metro Vancouver proposes to add a new Major Transit Growth Corridor along 200 Street, between Willowbrook and Carvolth, with the latter being designated as a Frequent Transit Development Area. The proposed addition is to reflect changes to the Carvolth Neighbourhood Plan and Latimer Neighbourhood Plan to accommodate transit-supportive developments along the 200 Street corridor.

Section D also presents the population, dwelling unit, and employment growth projections. Draft Metro 2050 forecasts that the region will need to accommodate approximately one million more residents over the next 30 years, requiring approximately 500,000 additional housing units and almost 500,000 additional jobs over that period. Unlike Metro 2040 that presents growth projections for each municipality, draft Metro 2050 presents growth projections for six subregions. In future, member jurisdiction projections will still be prepared as a service to member jurisdictions, and will be reported annually, outside of the regional growth strategy.

#### Section E: Goals, Strategies and Actions

Section E includes the goals, strategies, and policy actions. The table below compares the Metro 2040 goals and strategies and the draft Metro 2050 goals and strategies.

<b>Metro 2040</b>	<b>Draft Metro 2050</b>
Goal 1: Create a Compact Urban Area <ul style="list-style-type: none"> <li>• Strategy 1.1: Contain urban development within the Urban Containment Boundary</li> <li>• Strategy 1.2: Focus growth in Urban Centres and Frequent Transit Development Areas</li> <li>• Strategy 1.3: Protect Rural areas from urban development</li> </ul>	Goal 1: Create a Compact Urban Area <ul style="list-style-type: none"> <li>• Strategy 1.1: Contain urban development within the Urban Containment Boundary</li> <li>• Strategy 1.2: Focus growth in Urban Centres and Frequent Transit Development Areas</li> <li>• Strategy 1.3: Develop resilient, healthy, connected, and complete communities with a range of services and amenities</li> <li>• Strategy 1.4: Protect Rural Lands from urban development</li> </ul>

<b>Metro 2040</b>	<b>Draft Metro 2050</b>
<p>Goal 2: Support a Sustainable Economy</p> <ul style="list-style-type: none"> <li>• Strategy 2.1: Promote land development patterns that support a diverse regional economy and employment close to where people live</li> <li>• Strategy 2.2: Protect the supply of industrial land.</li> <li>• Strategy 2.3: Protect the supply of agricultural land and promote agricultural viability with an emphasis on food production</li> </ul>	<p>Goal 2: Support a Sustainable Economy</p> <ul style="list-style-type: none"> <li>• Strategy 2.1: Promote land development patterns that support a diverse regional economy and employment opportunities close to where people live</li> <li>• Strategy 2.2: Protect the supply, and enhance the efficient utilization, of industrial land</li> <li>• Strategy 2.3: Protect the supply of agricultural land and strengthen agricultural viability</li> </ul>
<p>Goal 3: Protect the Environment and Respond to Climate Change Impacts</p> <ul style="list-style-type: none"> <li>• Strategy 3.1: Protect Conservation and Recreation lands</li> <li>• Strategy 3.2: Protect and enhance natural features and their connectivity</li> <li>• Strategy 3.3: Encourage land use and transportation infrastructure that reduce energy consumption and greenhouse gas emissions, and improve air quality</li> <li>• Strategy 3.4: Encourage land use and transportation infrastructure that improve the ability to withstand climate change impacts and natural hazard risks</li> </ul>	<p>Goal 3: Protect the Environment and Respond to Climate Change and Natural Hazards</p> <ul style="list-style-type: none"> <li>• Strategy 3.1: Protect and enhance Conservation and Recreation lands</li> <li>• Strategy 3.2: Protect, enhance, restore, and connect ecosystems</li> <li>• 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</li> <li>• Strategy 3.4: Encourage land use, infrastructure, and human settlement patterns that improve resilience to climate change impacts and natural hazards</li> </ul>
<p>Goal 4: Develop Complete Communities</p> <ul style="list-style-type: none"> <li>• Strategy 4.1: Provide diverse and affordable housing choices</li> <li>• Strategy 4.2: Develop healthy and complete communities with access to a range of services and amenities</li> </ul>	<p>Goal 4: Provide Diverse and Affordable Housing Choices</p> <ul style="list-style-type: none"> <li>• Strategy 4.1: Expand the supply and diversity of housing to meet a variety of needs</li> <li>• Strategy 4.2: Expand, retain, and renew rental housing supply and protect tenants</li> <li>• Strategy 4.3: Meet the housing needs of lower income households and populations experiencing or at risk of homelessness</li> </ul>
<p>Goal 5: Support Sustainable Transportation Choices</p> <ul style="list-style-type: none"> <li>• Strategy 5.1: Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking</li> <li>• Strategy 5.2: Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods and services</li> </ul>	<p>Goal 5: Support Sustainable Transportation Choices</p> <ul style="list-style-type: none"> <li>• Strategy 5.1: Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking</li> <li>• Strategy 5.2: Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods, and services</li> </ul>

As shown in the table above, the primary difference in the goal structure of Metro 2050 is that Goal 4 has become “Provide Diverse and Affordable Housing Choices” and now includes three strategies about housing. The content of Metro 2040 Strategy 4.2 “Develop healthy and complete communities with access to a range of services and amenities” (previously under Goal 4) has been moved to Goal 1 as a new Strategy 1.3 entitled “Develop resilient, healthy, connected, and complete communities with a range of services and amenities.”

Within each strategy, there are policy actions for Metro Vancouver and member jurisdictions (e.g. municipalities). For member jurisdictions, the policy actions are to be considered and adopted through a new RCS and, in the case of Strategies 4.1, 4.2 and 4.3, housing strategies or action plans. There are more policy actions for member jurisdictions in draft Metro 2050 than in Metro 2040.

Proposed policy action updates in draft Metro 2050 include:

- Enhanced clarity on Urban Centres and Frequent Transit Development Areas
- Stronger alignment of planned locations for growth with transit investment through Major Transit Growth Corridors
- More explicit integration of equity outcomes
- Emphasis on building relationships with First Nations
- Stronger protection for Industrial lands, particularly Trade-Oriented Lands
- Target to protect 50% of land for nature and achieve 40% tree canopy cover within the Urban Containment Boundary
- Stronger climate action, including collective actions to meet greenhouse gas emission reduction targets and prepare for impacts
- Target that 15% of new and redeveloped housing in Urban Centres and Frequent Transit Development Areas be affordable, rental housing
- Additional policies to encourage transit-oriented affordable housing and protect existing non-market rental units

#### Section F: Implementation

The Implementation section describes the procedures for implementing and amending the RGS. Draft Metro 2050 retains the same three amendment types and procedures as Metro 2040, except that the requirement for a regional public hearing is removed from the Type 2 amendment process.

#### Section I: Maps

Draft Metro 2050 retains the same parcel-based mapping approach that was introduced in Metro 2040, and no changes are proposed to the Urban Containment Boundary or land use designations. Map 5 “Major Transit Growth Corridors” and Map 11 “Sensitive Ecosystem Inventory” are new maps being introduced in draft Metro 2050.

#### **Comments on Draft Metro 2050:**

For Council’s consideration, staff have prepared comments on draft Metro 2050 (Attachment B). These comments are based on staff’s focused review of draft Metro 2050 content with implications for member jurisdictions, including the Township of Langley.

Overall, draft Metro 2050 is generally consistent with Township land use goals, objectives, and policies related to sustainable growth and land use management as articulated in the OCP.

However, it is noteworthy that some of the policy action updates proposed in draft Metro 2050 are not regional matters and/or are beyond the scope of planning and land use management. Specific items with particular implications for the Township are identified in Attachment B.

It is noted that Township and Metro Vancouver staff have engaged in a number of discussions on draft Metro 2050 since the MVRD Board formally referred it to member jurisdictions for comment on June 25, 2021. As a result, several of the comments have been resolved in principle, but have nevertheless been included for Council's consideration of endorsement, so that they may form part of the Township's formal submission for records purposes.

**Financial Implications:**

There are no financial implications associated with the recommendation in this report. Within two years of adoption of the RGS, municipalities are required to prepare and submit an updated RCS to Metro Vancouver. The scope of this work will depend on the final policy actions in the new RGS that need to be considered and adopted as part of an RCS update. At this point, staff anticipate that a relatively minor RCS and concurrent OCP update would be required following the adoption of Metro 2050.

**Conclusion and Next Steps:**

This report provides an overview of the RGS update and seeks Council authorization to forward Township of Langley comments on draft Metro 2050 to the Metro Vancouver Regional District. As noted above, Metro Vancouver requires that Township comments on draft Metro 2050 be submitted by Council resolution by November 26, 2021. It is currently anticipated that the formal bylaw adoption process for Metro 2050 will begin in January 2022, with member jurisdictions, including the Township, consideration of acceptance by Council resolution between March and May 2022.

Respectfully submitted,

Patrick Ward  
SOCIAL/STRATEGIC PLANNER  
for  
COMMUNITY DEVELOPMENT DIVISION

ATTACHMENT A     Draft Metro 2050, Regional Growth Strategy  
ATTACHMENT B     Township of Langley comments on draft Metro 2050

## **Township of Langley comments on draft Metro 2050**

### **1. Scope of policy actions**

Some draft policy actions do not appear to be regional matters and/or appear beyond the scope of planning and land use management. An example is Policy Action 3.2.7c)iii): “Adopt Regional Context Statements that include policies that 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.” It is recommended that Metro Vancouver, in collaboration with member jurisdictions, further review draft Metro 2050 to identify and omit policy actions that may not be regional matters and/or are not related to planning and land use management.

### **2. Policy 2.3.12(c)(vi)**

Draft policy action 2.3.12(c)(vi) reads as follows: “Adopt Regional Context Statements that include policies that protect the supply of agricultural land and strengthen agriculture viability including those that align Official Community Plan policies and zoning regulations with the Minister’s Bylaw Standards and Agricultural Land Commission legislation and regulations.”

The following comments are provided on this draft policy:

- An Official Community Plan (OCP) is a policy-oriented document whereas Minister’s Bylaw Standards and ALC legislation and regulations are regulatory-oriented documents. The Township does not support aligning a policy-oriented document with these regulatory-oriented documents as this exercise would introduce an inappropriate level of detail to the OCP.
- The reference to zoning regulations is inappropriate in a regional plan, which is meant to deal with regional matters.
- As one of the only two regulated municipalities within the region, the Township has the ability to propose farm or zoning bylaws that vary from the Minister’s Bylaw Standards, subject to the approval of the Minister of Agriculture.
- Section 46 of the ALC Act requires an OCP and Zoning Bylaw to be consistent with the ALC Act and regulations. This existing section sufficiently addresses the intent of the proposed Metro 2050 policy.
- The proposed policy does not reference the importance of food production, unlike existing Metro 2040 policy.

### **3. Policy 6.9.1**

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



Policy 6.9.1 in Metro 2040 currently reads as follows: “Notwithstanding any other provision in this Regional Growth Strategy, the area identified on Map 12 as “Rural within the Sewerage Area” includes part of the Salmon River Uplands in the Township of Langley that is contained within the Greater Vancouver Sewerage and Drainage District’s (GVS&DD) Fraser Sewerage Area. For the areas identified on Map 12 as “Sewerage Extension Areas” known as North Salmon River Uplands and South Fernridge in the Township of Langley, sewer servicing will be permitted subject only to land uses being consistent with the applicable regional land use designation and normal GVS&DD technical considerations.”

There are two key differences between Policy 6.9.1 in Metro 2040 and draft Metro 2050:

- In draft Metro 2050, regional sewer servicing in the “Rural within the Sewerage Area” (i.e. south Salmon River Uplands) is subject to “the land uses being consistent with the applicable regional land use designation and normal Greater Vancouver Sewerage and Drainage District technical considerations.” Under Metro 2040, there are no conditions of regional sewer servicing in this area.
- In draft Metro 2050, the references to North Salmon River Uplands and South Fernridge in Metro 2040 are removed.

The changes proposed in draft Metro 2050 are not supported as they do not recognize the historic sewer servicing entitlements in the subject areas.

#### 4. Regional Land Use Designations

There are two locations where the regional land use designations shown on draft Metro 2050 maps are not consistent with the land use designations shown on the Township’s existing Regional Context Statement map, as described in the table below and shown in Appendix 1.

Location	TOL RCS Designation	Draft Metro 2050 Designation
Fort Langley Airport	Industrial	Agricultural
University District	Urban	Agricultural

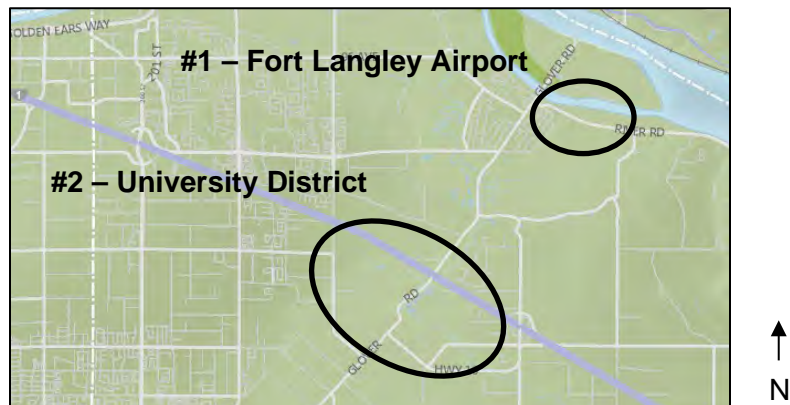
It is recommended that the regional land use designations reflect the land use designations shown on the Township’s existing Regional Context Statement map (per the table above).

#### 5. Major Transit Network

Map 5 of draft Metro 2050 shows the Major Transit Network concept, reflecting the draft transit network proposed by TransLink as part of the development of Transport 2050. It is noted that the Aldergrove Municipal Town Centre is not connected to the Major Transit Network, being one of only two Urban Centres in the region not connected to this network. The Township will continue to work with TransLink on appropriate transit service planning for the Aldergrove Municipal Town Centre and recommends that draft Metro 2050 maps be updated, as required, to reflect the outcome of the Township-TransLink discussions.

Appendix 1 – Land Use Designation Maps

Key Map



TOL RCS and Draft Metro 2050 Land Use Designations

#	TOL RCS	Draft Metro 2050
1		
2		

- General Urban
- Industrial
- Mixed Employment
- Agricultural
- Rural

**ATTACHMENT C****Metro 2050 policies beyond RGS scope**

The table below summarizes Metro 2050 policies that, in staff's opinion, are beyond the scope of planning and land use management, are not regional matters, and/or do not provide appropriate municipal flexibility (i.e., November 22, 2021 Township comment #1: Scope of policy actions). It is noted that staff are not necessarily objecting to the intent of these policies, rather their merit in a Regional Growth Strategy (RGS), which is meant, pursuant to the Local Government Act, to deal with regional matters (i.e., "a matter that involves coordination between or affects more than one municipality") related to "human settlement" (i.e., planning and land use management).

<b>Metro 2050 policy</b>	<b>Staff comment</b>
1.4.3(e) Adopt Regional Context Statements that 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.	This policy does not provide appropriate municipal flexibility. In particular, it does not reference the ability to refer to "more detailed local ecological and cultural datasets" in protecting, enhancing, restoring, and expanding ecosystems as in Policy 3.2.7(b).
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.	While this policy action is currently reflected in the Township's Agricultural Viability Strategy, it is not related to planning and land use management, and therefore is outside of the scope of an RGS.
3.2.7(c)(iii) Adopt Regional Context Statements that include policies that 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.	While this policy action is currently reflected by various Township regulations and practices, it is not related to planning and land use management, and therefore is outside of the scope of an RGS.
4.2.7(d)(iv) Adopt Regional Context Statements that identify policies and actions that contribute to the following outcomes mitigated impacts on renter households due to renovation or redevelopment, and strengthened protections for tenants.	This policy is overly prescriptive. Tenant protections related to renovation may be best addressed by the Provincial Residential Tenancy Branch.
4.2.8(b) Prepare and implement housing strategies or action plans that encourage tenant protections and assistance for renter households impacted by renovation or redevelopment of existing purpose-built rental housing.	This policy is overly prescriptive. Tenant protections and assistance related to renovation may be best addressed by the Provincial Residential Tenancy Branch.
4.3.8(b) Prepare and implement housing strategies or action plans that identify strategies to increase community acceptance and communicate the benefits of affordable and supportive housing development.	While this policy action is currently reflected in the Township's Housing Action Plan, it is not related to planning and land use management, and therefore is outside of the scope of an RGS.

**ATTACHMENT D****Recommended Resolution and Township Comments Concordance Table**

The table below shows the relationship between the recommended Council resolution and unresolved November 22, 2021 Township comments and the issues identified from revisions to Metro 2050 since November.

<b>Recommended Council Resolution</b>	<b>Township Comments</b>
	<i>Unresolved November 22, 2021 comments</i>
A, B, and C	Scope of Policy Actions (see Attachment C)
D	Policy 6.9.1 – Rural Area Sewer Servicing
E	Regional Land Use Designations (University District)
F	Portions of the Williams Neighbourhood Plan Area
G	Protection of Aquifers (Strategy 3.2)
	<i>Issues from revisions to Metro 2050 since November</i>
H	Policy 2.3.12(a) – Requirement to denote ALR in TOL RCS
I	Policy 2.3.4 – Additional approval required for lands exempt from ALC
E	Map 12 – Incorrect symbology to depict the “Rural within the Sewerage Area” and “Sewerage Extension Area”

## THE TOWNSHIP OF LANGLEY

The following is a certified correct copy of a resolution passed by Langley Township Council at its Regular Council Meeting held May 30, 2022:

### **Metro 2050 Regional Growth Strategy Update**

#### **Report 22-56**

File CD 6540-04

That Council advise the Metro Vancouver Regional District (MVRD) Board that the Township of Langley refuses to accept MVRD Regional Growth Strategy Bylaw No. 1339, 2022, a bylaw to adopt Metro 2050, and that (a) the provisions to which it objects, (b) the reasons for its objections, and (c) whether it is willing that a provision to which it objects be included in the Regional Growth Strategy on the basis that the provision will not apply to the jurisdiction of the Township, are as follows:

- A. The Township objects to policy 1.4.3(e) as this provision does not provide appropriate flexibility to use more detailed local ecological and cultural datasets in protecting, enhancing, restoring, and expanding ecosystems. The Township is willing that this provision be included in Metro 2050 on the basis that it does not apply to its jurisdiction.
- B. The Township objects to policies 2.3.13, 3.2.7(c)(iii), and 4.3.8(b) as they are outside of the scope of planning and land use management. The Township is willing that these provisions be included in Metro 2050 on the basis that they do not apply to its jurisdiction.
- C. The Township objects to policies 4.2.7(d)(iv) and 4.2.8(b) as addressing potential impacts on renter households due to renovation is a matter of provincial jurisdiction. The Township is willing these provisions be included in Metro 2050 on the basis that they do not apply to its jurisdiction.
- D. The Township objects to policy 6.9.1 as it introduces conditions to sewer servicing in the Rural within the Sewerage Area, not recognizing the historic and current entitlement to sewer servicing in this area. The Township is not willing that this provision be included in Metro 2050 on the basis that it does not apply to its jurisdiction.
- E. The Township objects to maps 2, 3, 4, 5, 6, 8, 9 and 12 as the Agricultural designation of the lands designated University District in the Township's Official Community Plan is inconsistent with that Plan, and the areas identified as Rural within the Sewerage Area and Sewerage Extension Area on map 12 are incorrect. The Township is not willing that these maps be included in Metro 2050 on the basis that they do not apply to its jurisdiction.
- F. The Township objects to the intent statement for the Employment land use designation and policy 2.2.9(d)(v) as these provisions do not provide appropriate flexibility for permitting residential uses as part of mixed-use developments. The Township is not willing that these provisions be included in Metro 2050 on the basis that they do not apply to its jurisdiction.
- G. The Township objects to strategy 3.2 as it does not adequately address protecting the quality and quantity of ground water. The Township is not willing that this provision be included in Metro 2050 on the basis that it does not apply to its jurisdiction.

- H. The Township objects to policy 2.3.12(a) as it requires Regional Context Statements to denote lands within the Agricultural Land Reserve. The Township is willing that this provision be included in Metro 2050 on the basis that it does not apply to its jurisdiction.
- I. The Township objects to policy 2.3.4 as it requires Agricultural Land Commission (ALC) exclusion of sites subject to Section 23(1) of the ALC Act prior to Metro Vancouver consideration of amending the Agricultural or Rural land use designation. The Township is willing that this provision be included in Metro 2050 on the basis that it does not apply to its jurisdiction.

**CARRIED**

CERTIFIED A CORRECT COPY:

  
\_\_\_\_\_  
Wendy Bauer, CMC  
TOWNSHIP CLERK

June 14, 2022

File: 0450-30 (Metro 2050)

Via email: [chris.plagnol@metrovancover.org](mailto:chris.plagnol@metrovancover.org)

Chris Plagnol  
Corporate Officer  
Metro Vancouver  
604-432-6250

Dear Mr. Plagnol:

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

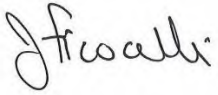
At the June 13, 2022 Regular Council – Public Hearing meeting, Council considered Corporate Report No. 2022-R119: Response to Metro Vancouver Regional Growth Strategy Bylaw No. 1339, 2022, and passed the following resolution

“That Council:

1. Receive this Corporate Report R119 for information;
2. In accordance with Section 436 of the Local Government Act, not accept "Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022" (Metro 2050), on the basis of the reason outlined in the attached Appendix "I";
3. As required in Section 436 of the Local Government Act, advise Metro Vancouver that the City of Surrey is not willing to accept inclusion of the provisions to which it objects, as outlined in Appendix "I", into the Regional Growth Strategy, unless the provision to which it objects will not apply to Surrey;
4. If Metro Vancouver does not approve Council's request to remove the applicability of the above-noted provision to the City of Surrey then Council approves a request for a facilitator be appointed by the Province as provided for in Section 435 of the Local Government Act, to monitor and support discussions between Metro Vancouver and the City of Surrey to address the City of Surrey's objections to the proposed Regional Growth Strategy; and
5. Direct the City Clerk to forward a copy the report, along with the related Council resolution, to Metro Vancouver.

In accordance with the above resolution, enclosed herewith please find a copy of the relevant Corporate Report, together with Council Resolution RES. R22-1116.

Yours truly,

A handwritten signature in black ink, appearing to read "JFicocelli". The signature is written in a cursive, flowing style.

Jennifer Ficocelli  
City Clerk

JF/GY

Encls.





# CORPORATE REPORT

NO: R119

COUNCIL DATE: June 13, 2022

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## REGULAR COUNCIL

TO: Mayor & Council

DATE: June 9, 2022

FROM: Acting General Manager, Planning &  
Development

FILE: 0450-30 (Metro  
2050)

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

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## RECOMMENDATION

The Planning & Development Department recommends that Council:

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

## INTENT

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

## BACKGROUND

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

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

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

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

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

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

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

## DISCUSSION

### Objection to Provisions in Metro 2050

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

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

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

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

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

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

#### Rationale for Objection

##### *Escalating Land Costs and Limited Land Supply*

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

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

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

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

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

#### Proposed Change to Address Objection

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

#### **Next Steps**

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

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

#### **Legal Services Review**

Legal Services has reviewed this report and have no concerns.

#### **SUSTAINABILITY CONSIDERATIONS**

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

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

## CONCLUSION

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



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

PH/cc

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

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

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

Summary of the City’s Objections to Metro 2050

**Objection:** The current Urban Containment Boundary does not appropriately consider Surrey’s context.

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

Reasons: The Metro 2050 Urban Containment Boundary (“UCB”) does not give enough consideration to the issue of limited land supply and escalating land costs to accommodate large parcel sizes for employment uses. In support of the UCB, Surrey has accommodated a significant portion of the region’s population and employment growth, and between 2011 and 2020, 98% of its growth has occurred within its UCB. While the City continues to support the goal to focus growth within the UCB, given the current limited employment land supply, escalation of land values and the limited amount of Rural lands in most member municipalities, there is merit in adding Rural Designated land (which only represents 1% of the land available in Surrey) to the UCB which will provide opportunity to accommodate additional employment growth.

# CORPORATE REPORT

NO: R231

COUNCIL DATE: November 22, 2021

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## REGULAR COUNCIL

TO: Mayor & Council DATE: November 18, 2021

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

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

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## RECOMMENDATION

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

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

## INTENT

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

## POLICY CONSIDERATIONS

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



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

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

## **BACKGROUND**

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

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

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

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

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

**DISCUSSION**

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

**Metro 2050 Adjusted Goal Framework**

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

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

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

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

## **New Themes and Content in Metro 2050**

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

### Climate Action Through Reduction of Greenhouse Gas Emissions

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

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

### Climate Change and Natural Hazard Resiliency

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

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

### Ecosystem and Tree Canopy Cover Targets

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

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

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

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

### Promoting and Supporting Affordable Housing

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

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

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

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

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

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

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

#### Mixed Employment Designation and Residential Uses at Transit Stations

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

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

#### Major Transit Growth Corridors Overlay

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

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

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

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

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

### Trade-Oriented Land Overlay

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

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

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

### Regional Growth Projections

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

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

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

The Metro 2050 Sub-regions are:

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

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

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

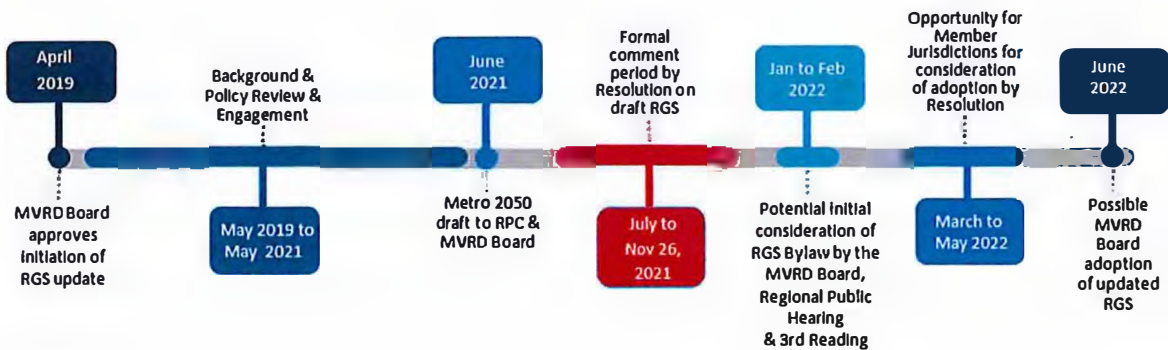
Individual member jurisdiction projections will still be prepared and will be reported out annually, independent of the RGS. Once the RGS is approved, along with the sub-regional projections, the individual municipal growth projections will be published as data on the Metro Vancouver website.

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

### Next Steps

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

Figure 1. RGS Update Process - Draft Timeline



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

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

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

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

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

## SUSTAINABILITY CONSIDERATIONS

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

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



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

## CONCLUSION

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

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



Ron Gill  
Acting General Manager,  
Planning & Development



Scott Neuman, P.Eng.  
General Manager,  
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Laurie Cavan  
General Manager,  
Parks, Recreation & Culture

PH/cc

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

**Note: Appendix available upon request**

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

May 3, 2022

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

Mayor Doug McCallum and Council  
City of Surrey  
13450 - 104 Avenue  
Surrey, BC V3T 1V8  
**VIA EMAIL: [mayor@surrey.ca](mailto:mayor@surrey.ca); [clerks@surrey.ca](mailto:clerks@surrey.ca)**

Dear Mayor McCallum and Council:

### **Submission of *Metro 2050* for Acceptance by Affected Local Governments**

Metro Vancouver has been working closely with member jurisdictions, local First Nations, and other agencies and organizations over the past three years on the review and update of the regional growth strategy. Thank you for your participation and thoughtful contributions to the *Metro 2050* process. *Metro 2050* will replace *Metro Vancouver 2040: Shaping our Future*, and will guide land use decisions in Metro Vancouver over the coming decades.

*Metro 2050* introduces important new and enhanced policies that will help Metro Vancouver, member jurisdictions, TransLink, and other parties address the significant challenges facing this region - including climate change, housing affordability, equity, and resilience - and will advance our shared vision for a sustainable, prosperous, and livable region.

*Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022*, was given first and second readings by the Metro Vancouver Board on March 25, 2022, and a public hearing was held on April 20, 2022. At its meeting of April 29, 2022, the Metro Vancouver Board resolved to refer *Bylaw No. 1339, 2022* to all affected local governments (signatories) for acceptance. A copy of the Bylaw and the accompanying report dated April 22, 2022, titled "*MVRD Regional Growth Strategy Bylaw No. 1339, 2022*, a bylaw to adopt *Metro 2050* – Public Hearing Minutes and Bylaw Referral for Acceptance" is attached.

In accordance with Section 436 of the *Local Government Act*, affected local governments must, by way of a council resolution submitted to Metro Vancouver and within 60 days of receipt of this notice, accept the regional growth strategy. The *Local Government Act* affirms that if an affected local government fails to act within the period for acceptance, it is deemed to have accepted the regional growth strategy.

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If an affected local government does not accept the regional growth strategy, it must indicate by way of a resolution within the sixty (60) day period: (a) the provision(s) to which it objects, (b) the reasons for its objection, and (c) whether it is willing that a provision to which it objects be included in the regional growth strategy on the basis that the provision will not apply to its jurisdiction.

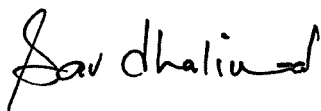
Upon the conclusion of the acceptance period, Metro Vancouver staff will be reporting to the Metro Vancouver Board at its July 29, 2022 meeting on the status of affected local government acceptances, and, if appropriate, whether third reading and adoption of *Bylaw No. 1339, 2022* may be considered. Correspondingly, this will repeal *Metro 2040* (i.e. *Greater Vancouver Regional District Regional Growth Strategy Bylaw No. 1136, 2010*, as amended).

At the April 29, 2022 Metro Vancouver Board meeting, staff provided a summary of the engagement on the development of *Metro 2050* over the past three years. The Board expressed that this would be helpful context for member jurisdictions, and asked that the presentation be attached to the consideration of acceptance letter and email going to affected local government Councils and Boards. Please find attached the presentation titled "*Metro 2050: Public Hearing and Referral for Acceptance*".

Council resolutions can be sent to Chris Plagnol, Corporate Officer, Metro Vancouver, by email at [Chris.Plagnol@metrovancover.org](mailto:Chris.Plagnol@metrovancover.org).

If you have any questions about the regional growth strategy or the process for adopting the Bylaw, please do not hesitate to contact Heather McNell, General Manager, Regional Planning and Housing Services, by email at [Heather.Mcneil@metrovancover.org](mailto:Heather.Mcneil@metrovancover.org) or by phone at 604-436-6813.

Yours sincerely,



Sav Dhaliwal  
Chair, Metro Vancouver Board

SD/JWD/hm

cc: Vincent Lalonde, City Manager, City of Surrey  
Preet Heer, Manager of Community Planning, City of Surrey  
Jerry W. Dobrovlny, Commissioner/Chief Administrative Officer, Metro Vancouver  
Heather McNell, General Manager, Regional Planning and Housing Services, Metro Vancouver  
Chris Plagnol, Corporate Officer, Metro Vancouver

Enclosures:

1. Report dated April 22, 2022, titled "*MVRD Regional Growth Strategy Bylaw No. 1339, 2022, a bylaw to adopt Metro 2050 – Public Hearing Minutes and Bylaw Referral for Acceptance*"
2. *Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022*
3. Presentation – *Metro 2050* Public Hearing Report and Referral for Acceptance

All enclosures can also be found at this link:

<https://cloudshare.metrovancouver.org:5001/sharing/3wjoLF21c>

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To: Regional Planning Committee

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

Date: May 4, 2022 Meeting Date: July 8, 2022

Subject: **Metro 2050 Q1 and Q2 2022 Engagement Update**

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### **RECOMMENDATION**

That the MVRD Board receive for information the report dated May 4, 2022 titled “*Metro 2050* Q1 and Q2 2022 Engagement Update”.

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### **EXECUTIVE SUMMARY**

As of January 2022, *Metro 2050* is in Phase 3: Approvals of the *Metro 2050* Engagement Plan. This phase of engagement has focused primarily on formal engagement with affected local governments, Metro Vancouver standing committees, the MVRD Board, and on promoting the Public Hearing that was held on April 20, 2022.

In January 2022, the MVRD Board received the over 900 individual comments made during the 5-month comment period in 2021. They also directed staff to delay the bylaw approvals process by one month to continue to work with members on any outstanding issues. Staff and Board members met with seven municipalities which resulted in further changes to *Metro 2050*. In March 2022, the Board gave first and second readings to the *Metro 2050* bylaw. Advertising for the April 20, 2022 Public Hearing included paid ads in the Vancouver Sun and other local newspapers as well as social media promotion and email promotion to engaged stakeholders. Organic social media posts about the Public Hearing reached close to 17,500 views, generated over 400 engagements, and close to 600 visits to the *Metro 2050* engagement webpage between March 25 and April 19 (the dates during which the Public Hearing was being actively promoted).

On April 29, 2022 the Board referred *Metro 2050* out for acceptance by affected local governments. Following that, the Board will consider next steps including possible third reading of the *Metro 2050* bylaw and adoption in July.

### **PURPOSE**

To summarize the *Metro 2050* engagement activities that took place during Q1 and Q2 of 2022.

### **BACKGROUND**

In 2019, the Board approved the *Metro 2050* Engagement Plan and staff committed to providing quarterly updates on engagement efforts (Reference 1). The Regional Planning Committee and MVRD Board have been provided quarterly updates highlighting engagement activities throughout the development of *Metro 2050* including: a report dated September 29, 2021 describing engagement activities for June through August 2021 (Reference 2); a summary report on all Phase 1 engagement activities (Reference 3); a report on the comments received during the Phase 2 comment period (Reference 4), and a Phase 2 engagement summary report (Reference 5).

As directed by the Board, *Metro 2050* is now in the Approvals Phase (Phase 3) during which the engagement objective is primarily to “communicate, refine, and conduct approvals for *Metro 2050*”, and the primary activities of which will be “engagement largely with elected councils, Public Hearing, and MVRD Committees and Board”. This report summarizes engagement activities that have taken place in Phase 3 as of June 2022.

This third phase of engagement follows on three years of engagement (2019-2021) with the public, affected local governments, local First Nations, and other regional stakeholders. The first phase of engagement (2019-2020) included formal notification, broad social media, four in-person dialogue events across the region, technical policy reviews with subject matter experts, and a public survey in partnership with TransLink that received over 31,000 submissions. The second phase of engagement involved 6 months of deep engagement with the *Metro 2050* Intergovernmental Advisory Committee as well as a 5-month long comment period where participation in Phase 2 engagement activities was strong including 26 Council / Board presentations, over 8,000 visits to the *Metro 2050* website, nearly 200 public attendees at the fall 2021 webinar, and over 60 Feedback Forms submitted by members of the public.

**ENGAGEMENT Q1 / Q2 2022**

A summary of all engagement activity on *Metro 2050* between January and June 2022 is provided in Table 1 below.

**Table 1 – *Metro 2050* Engagement Summary (Activities between January and June 2022)**

<b>Audience</b>	<b>Activity</b>	<b>Details</b>	<b>Status</b>
<b>Signatories</b>			
Member Jurisdiction Councils and TransLink, FVRD, and SLRD Boards	Referral Letters	In late April of 2022 referral letters were sent to all affected local governments requesting that they accept <i>Metro 2050</i> by resolution.	May – June 2022
Member Jurisdictions	Meetings and Engagements	Staff and elected officials from Metro Vancouver met with staff and elected officials from many member jurisdictions to resolve any outstanding issues not addressed during the comment period.	Jan – Mar 2022
Member Jurisdictions	MVRD Board and Committee meetings	<i>Metro 2050</i> was discussed at length at the Regional Planning and Climate Action Committees, and the Metro Vancouver Board meetings in January, February, and March of 2022.	January 14 & 28, February 10 & 25, March 4 & 25, 2022
<b>In-Region First Nations</b>			
	Invitation to Public Hearing	In-Region First Nations were invited by email to participate in the Public Hearing	April 2022
	Notification Letters	Notification letters were sent to in-region First Nations letting them know that <i>Metro 2050</i> had been referred out for acceptance.	May 2022

<b>Non-Signatory Regional Stakeholders</b>			
Greater Vancouver Board of Trade	<i>Metro 2050</i> Overview Presentation	Metro Vancouver staff presented at the request of the GVBOT to two committees.	March 24, 2022
<b>General Public</b>			
	News Advertising	Advertisements regarding the Public Hearing ran in the Vancouver Sun as well as local daily papers in the weeks leading up to the Public Hearing.	April 2022
	Regional Planning E-Bulletin	An article about the <i>Metro 2050</i> Public Hearing was included in the March issue of the Regional Planning E-Bulletin.	March 25, 2022
	Delegations at Committees and Board	SFU Renewable Cities Vancouver Coastal Health	January 14, February 10, March 4, 2022
	Social Media Campaign	Organic social media on Metro Vancouver's Facebook, LinkedIn, Twitter, and Instagram channels.	April 2022
	Public Hearing	10 speakers attended the Public Hearing.	April 20, 2022
	Public Hearing Written Submissions	Two written submissions were made.	April 20, 2022

**Issue-Response Table and Revisions to *Metro 2050* Resulting from Consultation**

At its January meeting, the Regional Planning Committee received a summary report on the 5-month comment period that took place between July and November of 2021 (Reference 4). That report summarized the comments received on the draft *Metro 2050* and what changes were made as a result in the final version. All of the over 900 comments received and Metro Vancouver staff's responses were published in the *Metro 2050* Issue-Response Table that was attached to that report. Many of the comments were integrated into the final version of *Metro 2050* helping to improve the document and make it a better reflection of the regional federation's vision. In cases where a comment did not result in a change, a rationale was provided. In addition, all of the letters and emails received on *Metro 2050* during the comment period were also attached to the report. In some cases, comments that were not directly about *Metro 2050* were submitted in these letters and emails. In those instances, the comment was not included in the Issue-Response Table (Reference 6).

**Enhancing the Climate Action Language and Policies in *Metro 2050***

Feedback from the Regional Planning Committee and the Board in Q1 2022 emphasized an interest in including stronger climate policy language in *Metro 2050*. This request came from Board directors; Climate Action Committee; Regional Planning Committee; and delegations received by various committees, including Regional Planning.

In response to this feedback, staff made some immediate changes to the draft *Metro 2050*; e.g. the title of Goal 3 was strengthened to read "Protect the Environment, Address Climate Change, and Respond to Natural Hazards", where it was previously titled "Protect the Environment and Respond to Climate Change and Natural Hazards".

More significant changes will be considered over the coming months, which may include an early amendment to *Metro 2050* in 2023; a report was presented to the Regional Planning Committee at its meetings in May on a scope and engagement plan for this work (Reference 7). Staff also note that Metro Vancouver's *Climate 2050 Strategic Framework* and associated Roadmaps include substantial climate actions. In addition, engagement on the yet-to-be developed *Climate 2050 Land Use and Growth Management Roadmap* will provide another opportunity to accelerate integrating climate, land use, and planning for growth.

### **Public Hearing**

In accordance with the requirements of the *Local Government Act*, on April 20, 2022, Metro Vancouver held a Public Hearing following first and second reading of *Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022* (the *Metro 2050* bylaw). To support accessibility, the Public Hearing was scheduled in the evening, beginning at 6:00 p.m., and residents could choose to participate via written submission, by videoconference, or in person.

The promotional strategy for the Public Hearing exceeded the requirements of the *Local Government Act*. It was advertised in the Vancouver Sun and several local daily papers distributed geographically throughout the region. Information on the Public Hearing and how to participate was made available on the Metro Vancouver website and event calendar, provided to member municipalities, and promoted on the corporate social media channels (i.e. Facebook, LinkedIn, Instagram, and Twitter). Organic social media content reached close to 17,500 views, generated over 400 engagements, and close to 600 visits to the *Metro 2050* engagement webpage between March 25 and April 19 (the dates during which the Public Hearing was being actively promoted). Metro Vancouver sent email invitations to engaged stakeholders who had participated in the engagement process in the past including in-region First Nations, regional stakeholders, non-profit and advocacy organizations, and businesses. In addition, articles were published in the Regional Planning E-Bulletin, the Metro Vancouver Chair Update, and the Metro Vancouver Update newsletters.

In total, twenty people registered for the Public Hearing, two written submissions were submitted, and 10 speakers attended both in person and online. The Public Hearing concluded at 7:16 pm.

### **REFERRAL FOR ACCEPTANCE**

On April 29, 2022 the MVRD Board received the minutes of the Public Hearing and referred the *Metro 2050* bylaw for acceptance by affected local governments (Reference 8). Letters were then sent by email and courier to all Metro Vancouver member jurisdictions, TransLink, and the Boards of the Squamish-Lillooet and the Fraser Valley Regional Districts requesting acceptance by resolution. Upon receipt, each affected local government has 60 days to either accept *Metro 2050* by resolution, or respond indicating that it refuses to accept and to identify the policy(ies) to which it objects.

In addition to the required referral letters, Metro Vancouver also sent courtesy notification letters in the first week of May 2022 to in-region First Nations, *Metro 2050* Intergovernmental Advisory Committee members, and others advising them of the status of *Metro 2050* and the initiation of the acceptance period.



In accordance with MVRD Board direction, at the end of the referral period, staff will provide a report assessing alignment of local governments across the region, and the *Metro 2050* bylaw will be presented for consideration of third reading and potentially final adoption at the Board's meeting on July 29, 2022. Until *Metro 2050* is adopted, *Metro 2040* remains in effect as Metro Vancouver's regional growth strategy.

### **ALTERNATIVES**

This is an information report. No alternatives are presented.

### **FINANCIAL IMPLICATIONS**

There are no financial implications to this report.

### **CONCLUSION**

*Metro 2050* is now in the third phase of the Board-approved Engagement Plan, focusing on the formal bylaw approvals process. This has involved numerous fulsome discussions at the Regional Planning and Climate Action Committees and MVRD Board. Public engagement was encouraged via social and traditional media advertising, and a Public Hearing was held in the evening of April 20, 2022. In early May 2022 formal referral letters were sent to all affected local governments and courtesy notification letters were sent to other key stakeholders and in-region First Nations. The *Metro 2050* bylaw is now in the 60-day acceptance period, which will end in the first week of July 2022. Following this period, *Metro 2050* will be presented to the MVRD Board at its July 29, 2022 meeting.

Until *Metro 2050* is adopted, *Metro 2040*, the current regional growth strategy, remains in effect.

### **References**

1. [\*Metro 2050\* Engagement Plan, Report, August 15, 2019](#)
2. [\*Metro 2050\* Q2 / Q3 2021 Status Update, Report, October 8, 2021](#)
3. [\*Metro 2050\* Phase 1 Engagement Report, March 5, 2021](#)
4. [Comments on the Draft of \*Metro 2050\* and Proposed Next Steps, Report, January 14, 2022](#)
5. [\*Metro 2050\* Phase 2 Engagement Including Activities in Q4 2021, Regional Planning Committee March 2022, Report](#)
6. [\*Metro 2050\* Issue-Response Table](#)
7. [\*Metro 2050\* Engagement website](#)
8. [MVRD Regional Growth Strategy Bylaw No. 1339, 2022, a bylaw to adopt \*Metro 2050\* – Public Hearing Minutes and Bylaw Referral for Acceptance, Report dated April 22, 2022](#)

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To: Regional Planning Committee

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

Date: June 21, 2022 Meeting Date: July 8, 2022

Subject: **Manager's Report**

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**RECOMMENDATION**

That the Regional Planning Committee receive for information the report dated June 21, 2022, titled "Manager's Report".

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**REGIONAL PLANNING COMMITTEE 2022 WORK PLAN**

The Regional Planning Committee's Work Plan for 2022 is attached to this report (Attachment). The status of work program elements is indicated as pending, in progress, ongoing or complete. The listing is updated as needed to include new issues that arise, items requested by the Committee, and changes to the schedule.

**REGIONAL HAZARD, RISK, AND VULNERABILITY DATA INVENTORY – UPDATE**

Metro Vancouver is in the process of procuring a consultant to undertake this work. This work will develop a hazard, risk and vulnerability data inventory for the Metro Vancouver region. The objective of this work is to prepare an inventory of currently available data and data gaps, along with best practices as a first step in developing a shared understanding of hazard, risk and vulnerability in the region. The study will serve as a baseline to inform future work pertaining to resilience, in alignment with the regional growth strategy. The project will be completed in late 2022, and Metro Vancouver staff will report out on the findings to the Regional Planning Committee and MVRD Board once the project is complete.

**Attachment**

Regional Planning Committee 2022 Work Plan

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## 5.4 ATTACHMENT

### Regional Planning Committee 2022 Work Plan

Report Date: June 21, 2022

#### Priorities

1st Quarter	Status
Regional Land Use Assessment – Scope	Complete
Behavioural Model Phase 1 – Report Out	Complete
Equity in Regional Planning Project – Scope	Complete
Sensitive Ecosystem Inventory – Scope	Complete
RILS Implementation E-commerce impacts – Scope	Complete
Housing and Transportation Cost Burden Study – Scope	Complete
Update Urban Centre and FTDA Targets – Scope	In Progress
Behavioural Model Phase 2 – Scope	Complete
Census Data Bulletin – Report Out	In Progress
2 <sup>nd</sup> Quarter	
Ecosystem Services on Agricultural Lands – Update	In Progress
Regional Parking Strategy – Scope	Complete
Metro 2050 1 <sup>st</sup> and 2 <sup>nd</sup> reading and public hearing	Complete
Metro 2050 Draft Implementation Guidelines – Scope	Complete
Census Data Bulletin – Report Out	In Progress
Regional Data Book/Annual Performance Monitoring Report – Report Out	Pending
3 <sup>rd</sup> Quarter	
Metro 2050 Signatory Acceptance and By-law Adoption	In Progress
RILS Implementation Employment Lands Protection – Update	Pending
Housing and Transportation Cost Burden Study – Update	Pending
Regional Hazards, Risk and Vulnerability Inventory - Scope	In progress
Census Data Bulletin – Report Out	Complete
4 <sup>th</sup> Quarter	
Regional Land Use Assessment - Update	Pending
Housing and Transportation Cost Burden Study – Update	Pending
Equity in Regional Planning Project – Update	Pending
Sensitive Ecosystem Inventory – Update	Pending
RILS Implementation Employment Lands Protection – Report Out	Pending
Behavioural Model Phase 2 – Update	Pending
Regional Hazards, Risk and Vulnerability Inventory – Report Out	Pending
Ecosystem Services on Agricultural Lands – Report Out	Pending
Where Matters II – Update	Pending
Metro 2050 Draft Implementation Guidelines – Report Out	Pending
Regional Parking Strategy – Update	Pending