

# Metro 2050 Vision-Strategy Alignment Course Correction

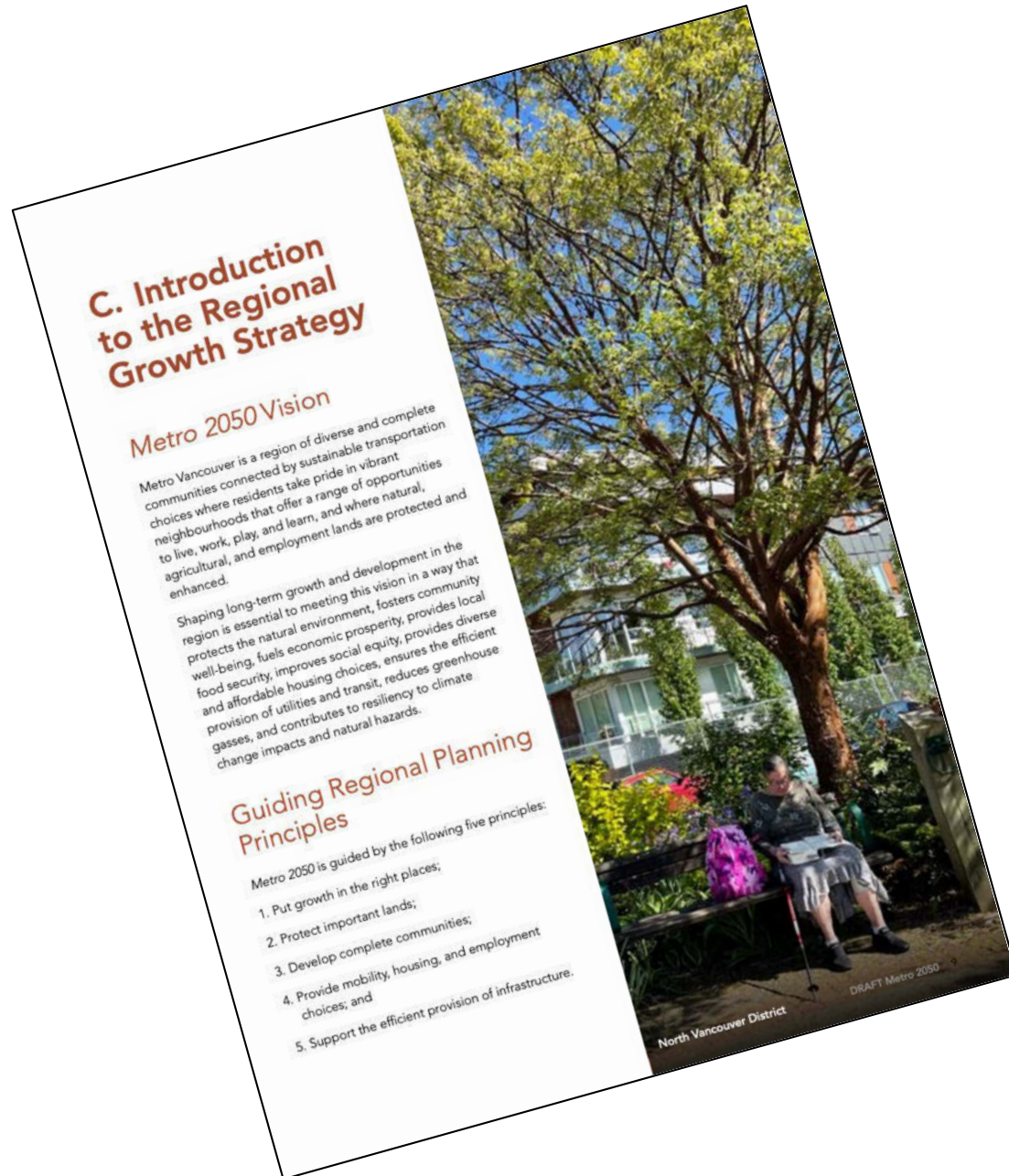
3.1



**Alex Boston**  
Executive Director, Renewable Cities  
Fellow, MJ Wosk Centre for Dialogue



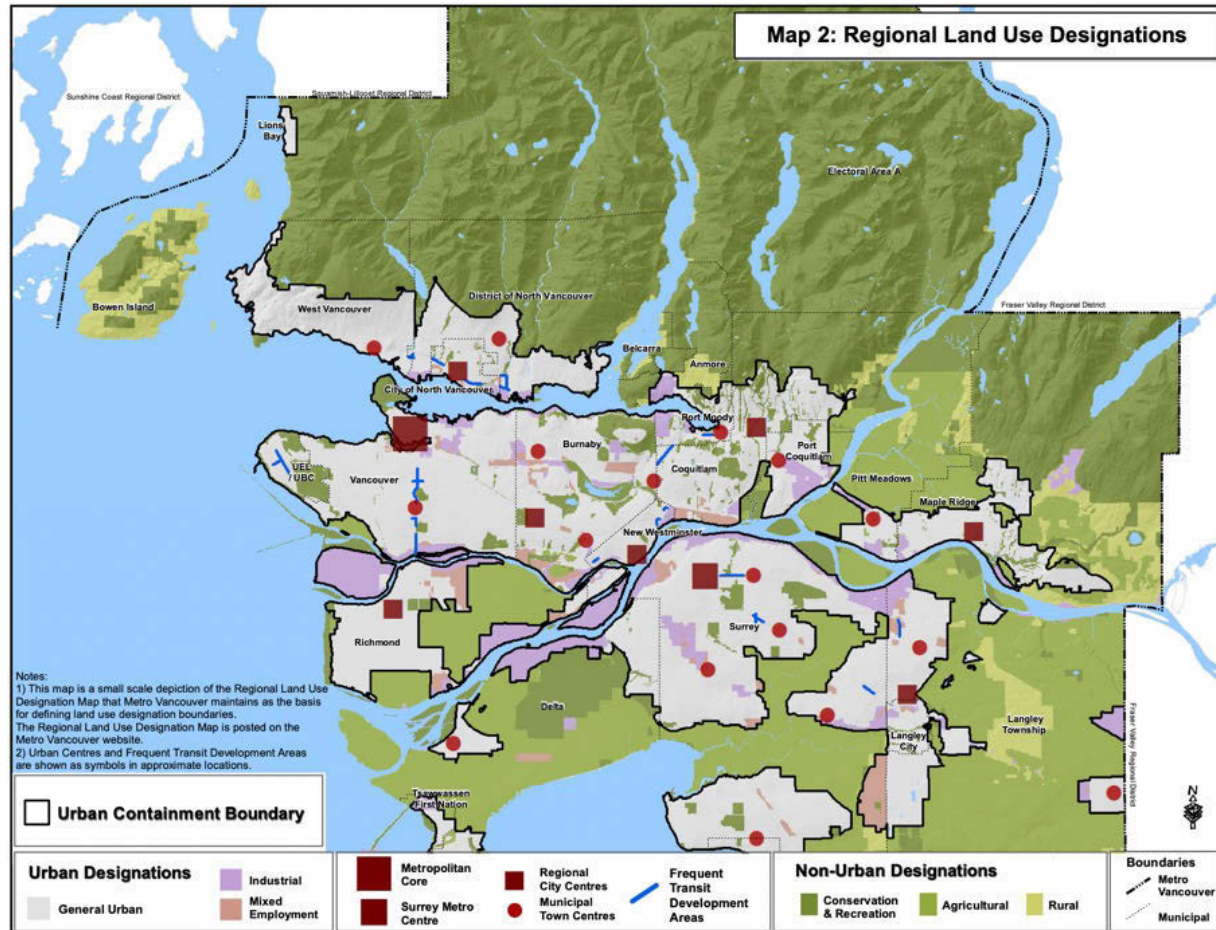
# Metro 2050



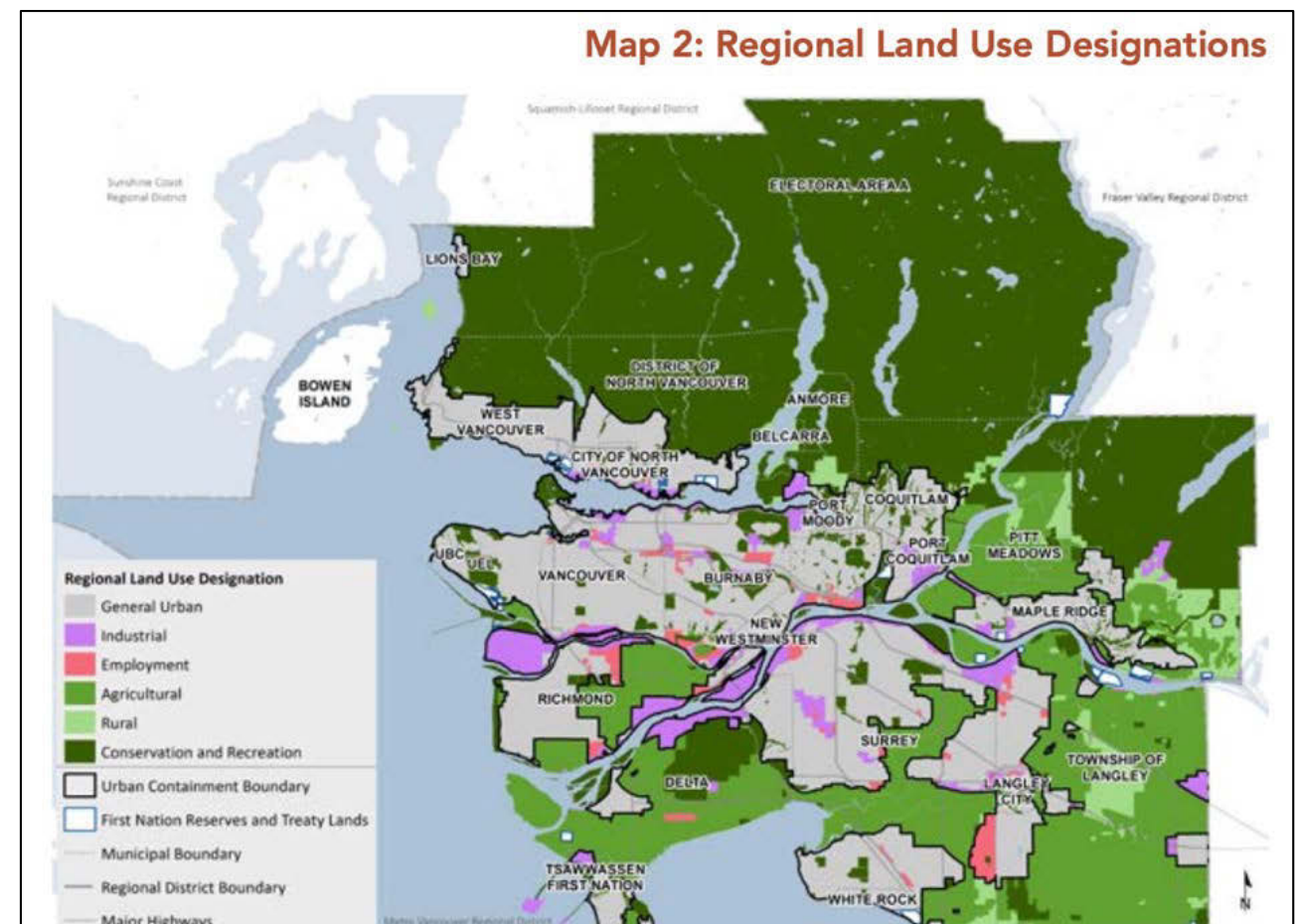
**Stronger Vision, Goals, Principles, Targets**

# Land Use Designations: *"no changes have been made"*

Metro 2040



Metro 2050



*"The same parcel-based map data from Metro 2040 has been used to create the Metro 2050 maps meaning **no changes have been made to the location of any of the land use designations, the Urban Containment Boundary, the Urban Centres and Frequent Transit Development Areas, or the Special Study Areas.**"* Memo to RPC, Metro Vancouver (May 25, 2021)

# Big Levers: Smart Land Use & Transportation Infrastructure Integration

*“Effective mitigation strategies involve packages of mutually reinforcing policies, including co-locating high residential with high employment densities, achieving high diversity and integration of land uses, increasing accessibility and investing in public transport...”*

Intergovernmental Panel on Climate Change

Focusing growth and investing in transit can globally reduce infrastructure costs 30% and household transportation costs 50%, dramatically reducing GHGs and freeing up scarce capital to be invested in higher value social and economic priorities, as well as additional climate change mitigation measures.

*“More compact, connected, and coordinated cities are worth up to US\$17 trillion in economic savings by 2050.”*

Global Commission on the Economy & Climate  
Co-Chairs:

Felipe Calderón, former President of Mexico &  
Nicholas Stern, former World Bank Chief Economist

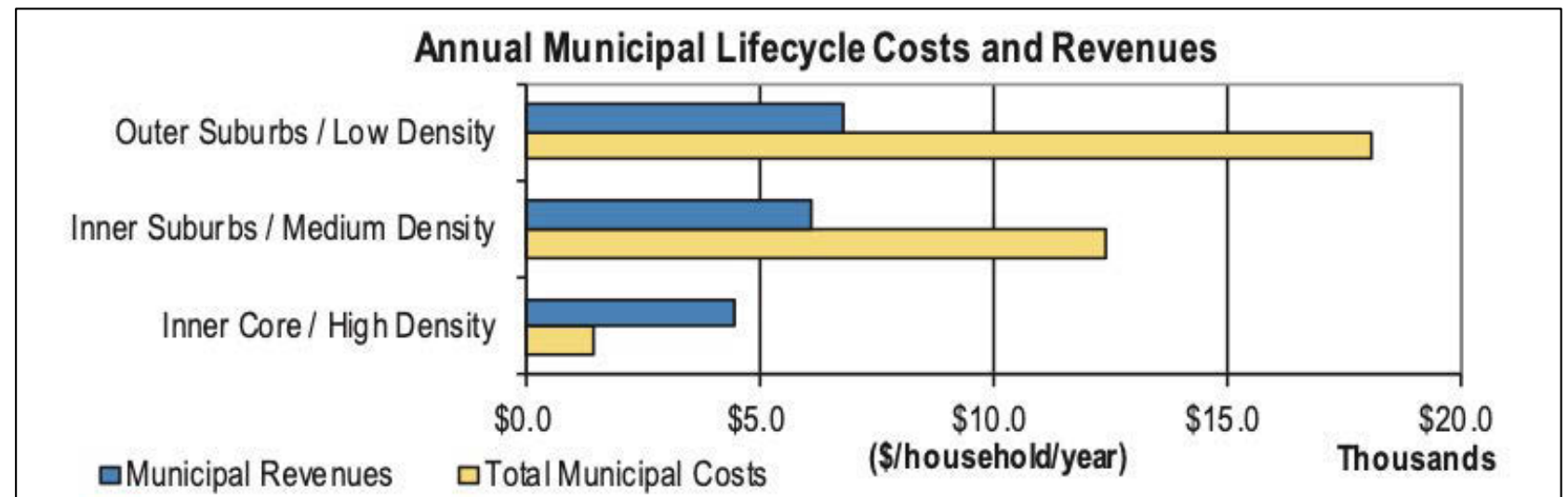
# Metro 2050: Development Impact Estimates

Additional Driving Across Metro		Passenger Transportation GHG Growth		Urban Tree Canopy Loss	
2030	2040	2030	2040	2030	2040
650 million km / yr	one billion km / yr	205,000 tonnes / yr +4.66%	230,000 tonnes / yr +5.25%	1,500 hectares: -5% UCB coverage: 30% to 32%	3,000 hectares: -10% UCB coverage: 30% to 32%
CleanBC Roadmap Target: <i>25% driving km reduction by 2030</i>		Climate 2050 Target: <i>60% reduction by 2030</i>		Metro 2050 Target: <i>Increase UCB canopy coverage from 32% to 40%</i>	

\*1 billion km annually =  
~30% of all driving originating from Surrey  
~50% of all driving originating from Vancouver  
100% of all driving originating from Langley Township, Coquitlam, Burnaby or Richmond

# Metro 2050: UCB Undeveloped Land Development Impacts

1. Increased Carbon & Congestion
2. **Loss of Urban Tree Canopy & Climate Resilience:** increased stormwater management costs, vulnerability to flooding and heat wave events
3. **Increased Civic Infrastructure Deficits & Intergenerational Inequity**



BC Ministry of Municipal Affairs

Low density urban form is a significant burden on future taxpayers, further exacerbating one of the greatest inequities of our time: intergenerational inequity. Young people today will not only confront greater climate change impacts, under current policy, affordability, congestion and taxpayer burden will grow and public services will eventually have to decline. Young, disadvantaged populations will be more adversely impacted.

# MV Regional Planning Committee “Work Plan” Resolution

bring forward a recommendation with the *Metro 2050* bylaw  
“to undertake work and engagement with an aim to proposing an  
early amendment to *Metro 2050* to strengthen climate action  
language and policy, given the urgent need to respond to climate  
change and prepare for extreme weather events.”

February 10, 2022

# Vision-Strategy Alignment Options

	Alignment Potential	Practical Feasibility
1. Amend Metro 2050 this term to align climate and sustainability vision and strategies	High	Nil
2. Postpone Metro 2050 Adoption, aiming to reconcile vision and strategies next term	Low	High
3. Adopt Metro 2050 this term with climate and sustainability alignment work plan as per RPC recommendation	Moderate	High

- Option 1 is optimal for gaining alignment but is unfortunately not practical this term
- Option 2 would result in resource intensive work, delaying meaningful implementation for several years and does not guarantee alignment
- Option 3 is *not* ideal, but under the circumstances offers the best prospect of timely vision-strategy alignment *if* the RPC recommendation incorporates strong principles



# RPC Climate & Sustainability “Work Plan” Principles

## 1. Integrated

- land use GHGs: **transportation PLUS** buildings, nature, embodied carbon
- **climate PLUS other priorities:** economic, social, environmental

## 2. Timely

- draft work plans and initial analysis in advance of new Board; **work initiated early in term**

## 3. Defensible, Outcome Driven

- approaches advanced to **enable vision, goals and targets to align with strategies; identify gaps; support continuous improvement**

## 4. High Benefit, Low Cost

- focus on advancing strategies that **maximize benefits and minimize costs over long term across the entire federation**

## 5. Creative & Collaborative

- Innovative engagement approaches **enabling rich, critical analysis and diverse perspectives to be explored**

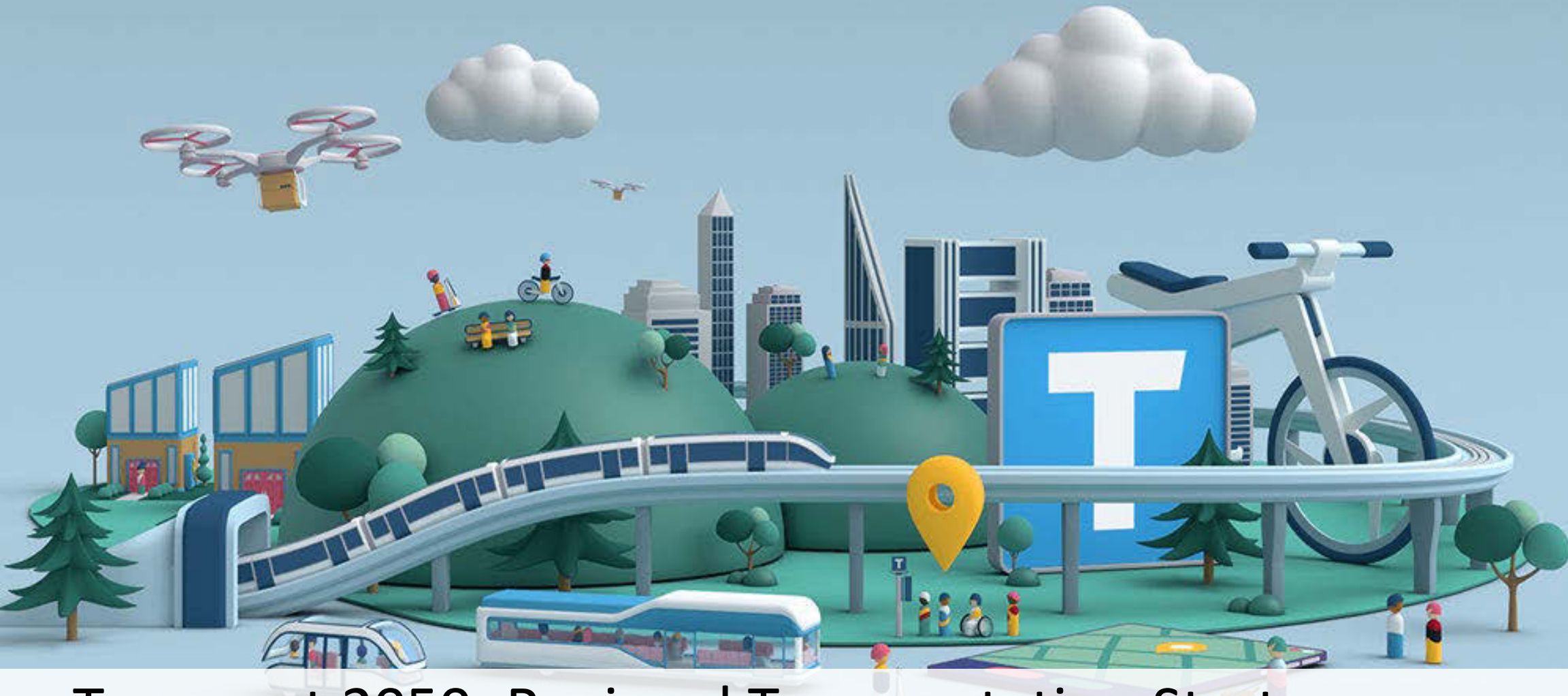
A snowboarder landed on her head, nevertheless, Canada's O'Dine persisted  
13 days ago | Olympics

*We can make a course correction, cross the finish line and win!*



**Alex Boston**  
Executive Director, Renewable Cities  
Fellow, MJ Wosk Centre for Dialogue





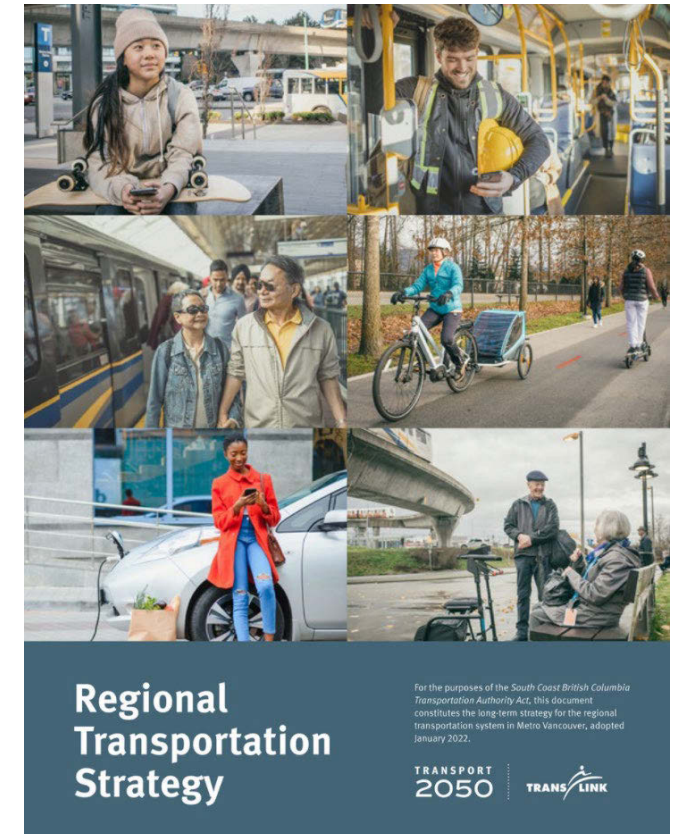
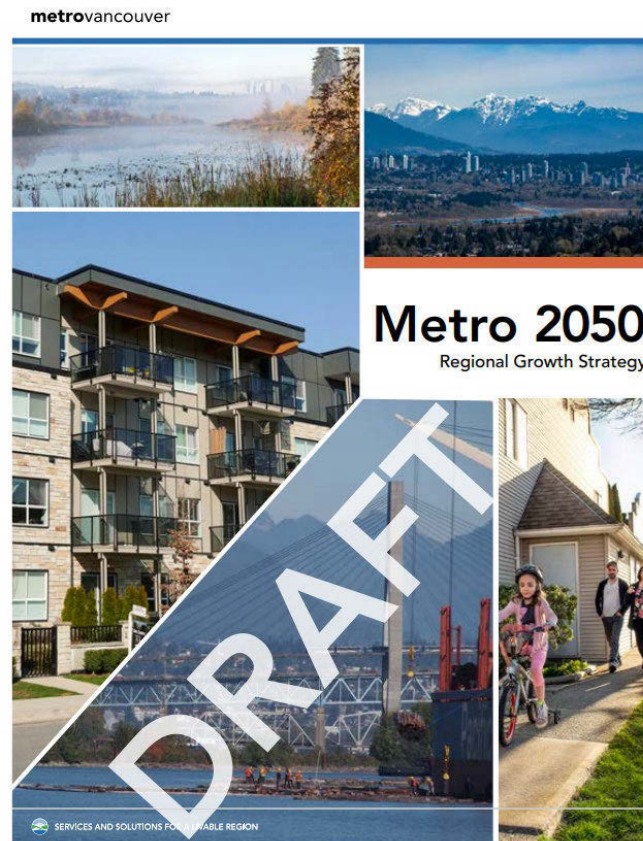
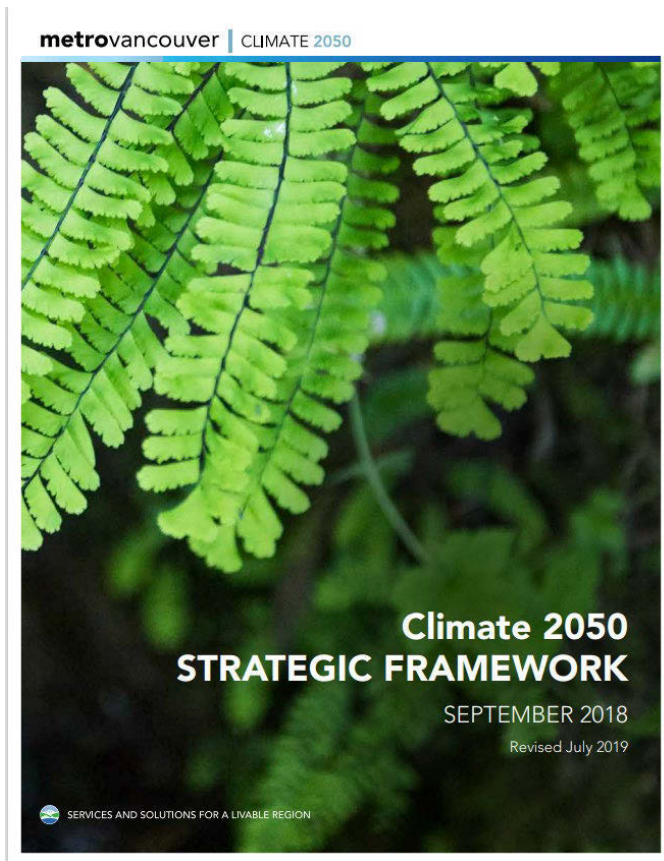
# Transport 2050: Regional Transportation Strategy






Caitlin Cooper, Lead Planner, Strategy Development

Andrew McCurran, Director, Strategic Planning and Policy

# Transport 2050

*A shared transportation strategy for the region,  
developed in coordination with Climate 2050 and Metro 2050*



Theme	Access for Everyone				
	We all have real choices	that we can count on,	that we can afford,	that we can safely enjoy,	now and into the future.
Goals	1/Convenient Choices for Everyone 	2/Reliable Choices for Everyone 	3/Affordable Choices for Everyone 	4/Safe & Comfortable Choices for Everyone 	5/Carbon-Free Choices for Everyone 
	By 2050, <b>active transportation and transit</b> are competitive choices <b>accounting for at least half of all passenger trips</b> , with taxi, ride-hail, and carshare accounting for most of the remaining passenger trips.	By 2050, people and goods are spending <b>20% less time stuck in congestion</b> , compared to today.	By 2050, <b>none of us</b> — but especially those of us with less ability to pay — <b>need to spend more than 45% of our household incomes on transport and housing combined</b> .	We <b>steadily reduce serious traffic injuries and fatalities by at least 5% annually until we reach zero</b> before 2050.	By 2030, we have <b>lowered greenhouse gas emissions from light-duty vehicles by 65% over 2010 levels</b> ; we have <b>eliminated transportation greenhouse gas emissions altogether by 2050</b> .

## Strategic Lenses:

Reconciliation | Social Equity | Resilience



Support walkable, complete, and affordable communities



Transform roads into people-first streets for walking, biking, rolling and transit

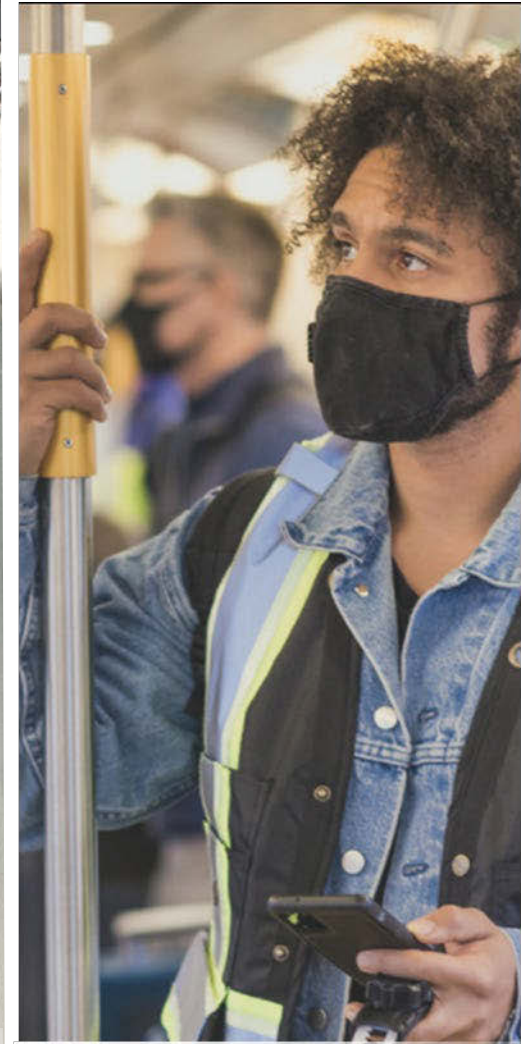


Build 850-km of Major Bikeway Network

14 of 62



Put frequent transit within five-minutes of most people



Building 300km of rapid transit



Prioritize the movement of transit on roads



Expand shared mobility options across the region



Promote electric and shared vehicles

15 of 62

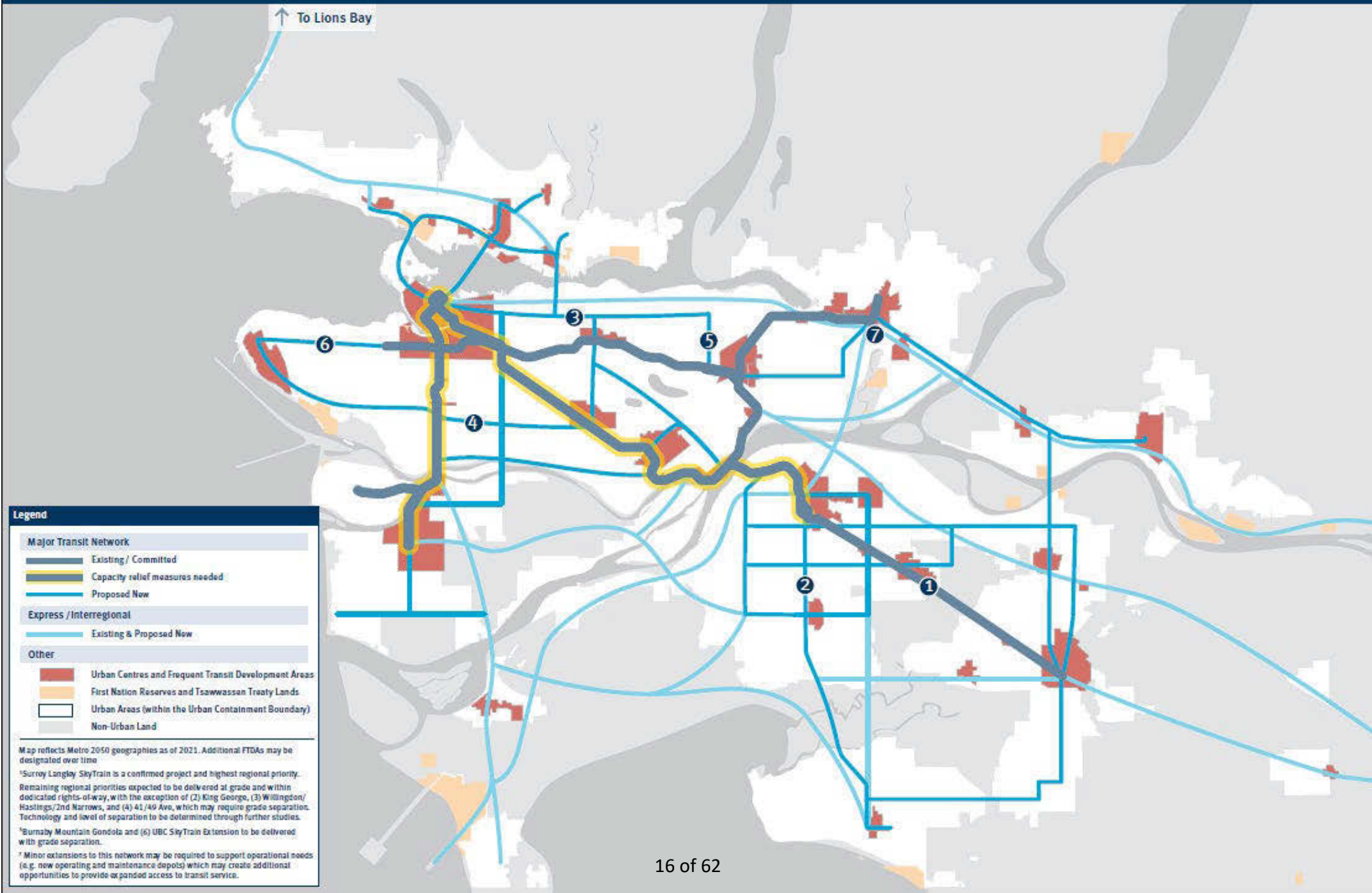


Use the power of new digital tools

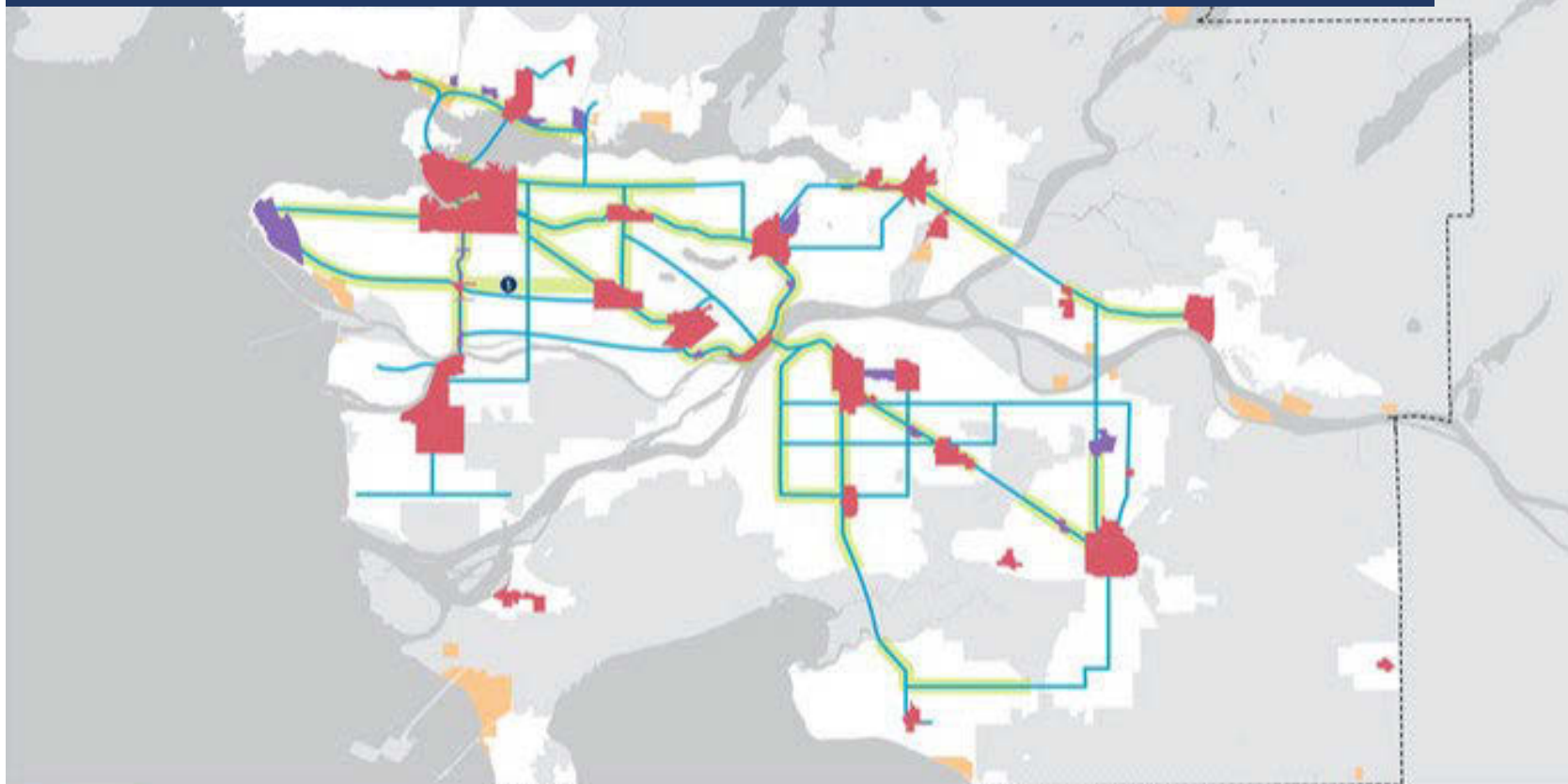


Universal Basic Mobility, where fares and fees are based on ability to pay

# Transport 2050: Reliable & Fast Transit Network



# Major Transit Network & Major Transit Growth Corridors



## Legend

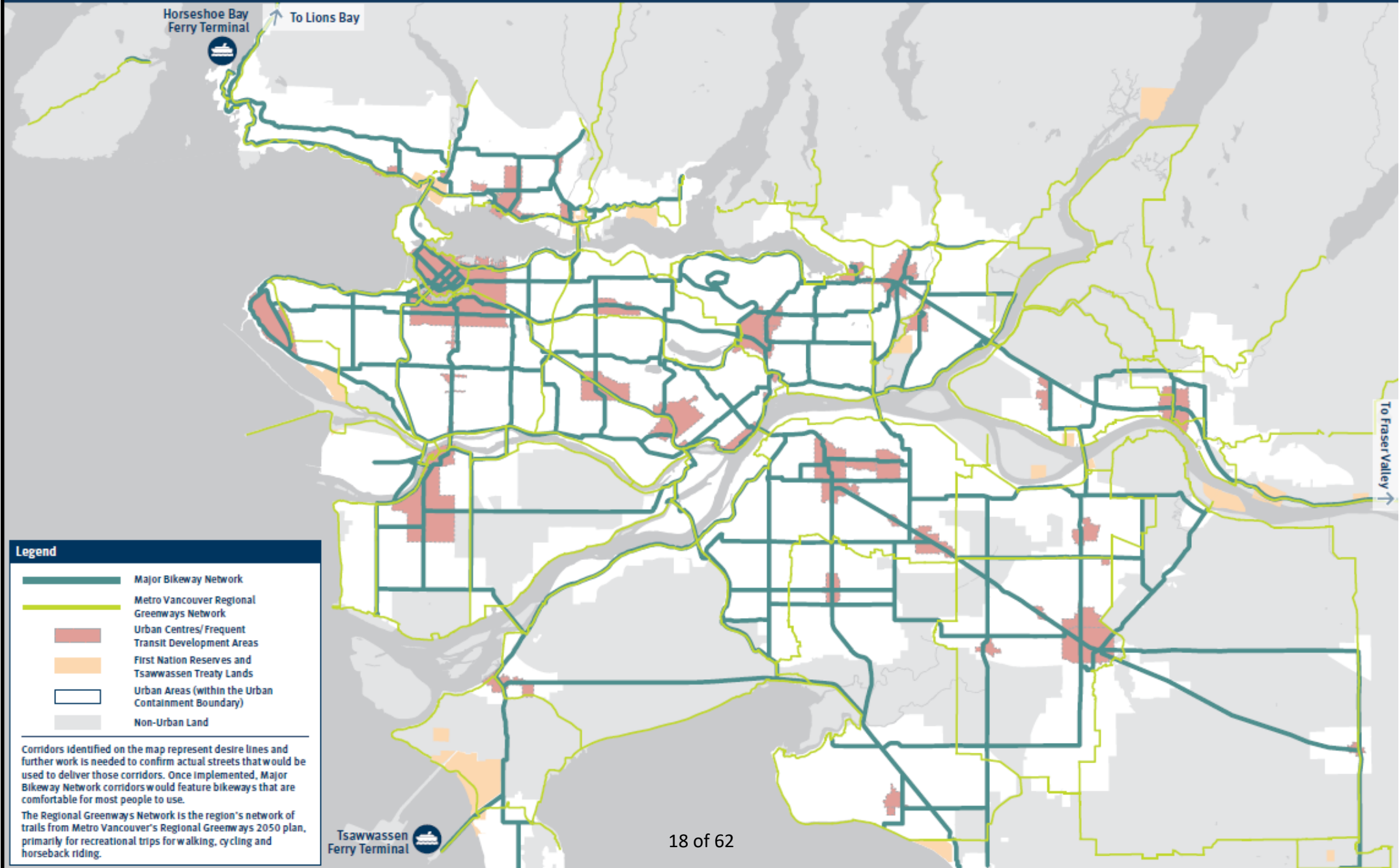
- Existing & Proposed Major Transit Network
- Draft Major Transit Growth Corridors
- Urban Centres
- Frequent Transit Development Areas

- First Nation Reserves and Tsawwassen Treaty Lands
- Urban Areas (within the Urban Containment Boundary)
- Non-Urban Land

The location and alignment of Major Transit Growth Corridors are shown here for illustrative purposes and should be considered DRAFT.

<sup>1</sup>The Growth Corridor currently shown on 41 Ave east of Cambie reflects an earlier version of the Major Transit Network that included the entirety of 41 Ave. It is expected that reconciling this difference, as well as changes in location and or alignment of other Major Growth Corridors will be determined through the Metro 2050 Regional Growth Strategy update process.

# Transport 2050: Regional Cycling Network



# Transport 2050 Implementation: 2022 Priorities

1. Transport 2050 Ten-Year Priorities Development
2. Regional GHG Emissions Reduction from On-Road Transportation with Metro Vancouver
3. TransLink Corporate Climate Action Strategy and Low Carbon Fleet Strategy
4. Indigenous Relations Framework and Reconciliation
5. Regional Social Equity
6. Regional Resilience, including Climate Adaptation
7. Transport 2050 Implementation Monitoring Program



**Thank you**



# 2021 Census: Highlights from Population and Dwelling Count Data

Sean Galloway

Director, Regional Planning and Electoral Area Services  
Regional Planning and Housing Services

Sinisa Vukicevic

Program Manager, Planning Analytics  
Regional Planning and Housing Services

Regional Planning Committee, March 4, 2022

**metro**vancouver

## BACKGROUND

### Census Program



- On February 9<sup>th</sup>, 2022, Statistics Canada released the first 2021 Census data, detailing population and dwelling unit counts
- The counts do **not** include estimates of the undercount (4.6% in 2016)
- Undercounts for population and dwelling units available in early 2023

# CENSUS 2021 – FEBRUARY DATA RELEASE

## What does this first release include?

- Population and dwelling unit count at the regional and municipal level

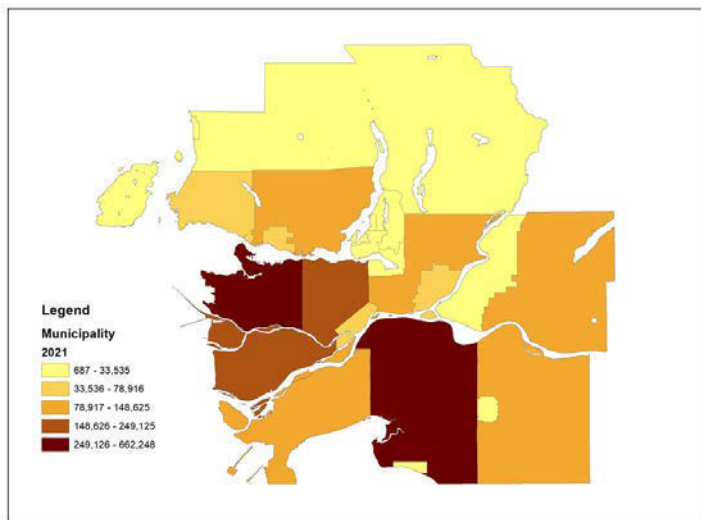
## What will be in future releases?

- Census undercount
- Immigration
- Demographic profiles
- Mobility and migrations
- Type of dwellings

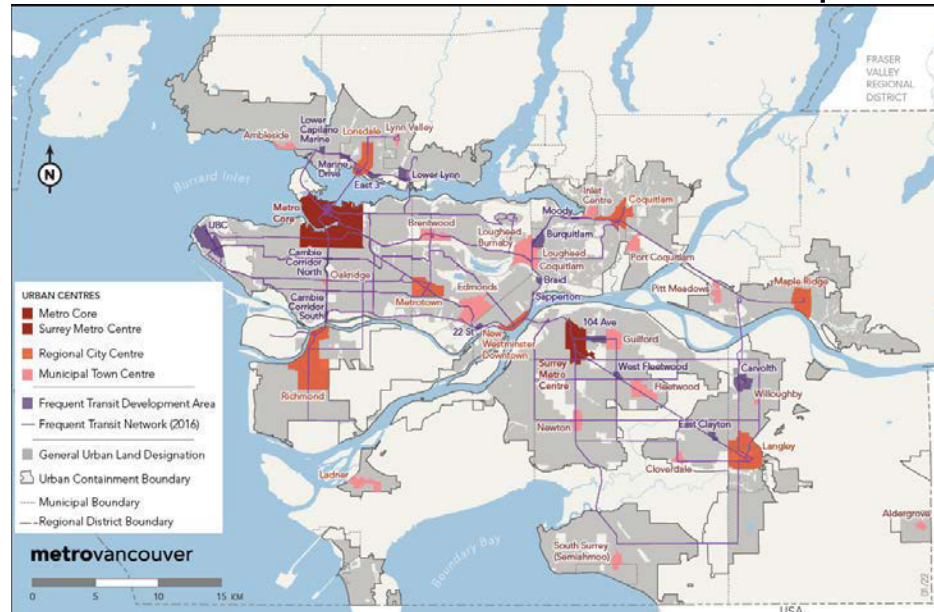
# GEOGRAPHY: MUNICIPAL VS. URBAN CENTRES / FTDA

Custom data request

## Census subdivisions



Available now

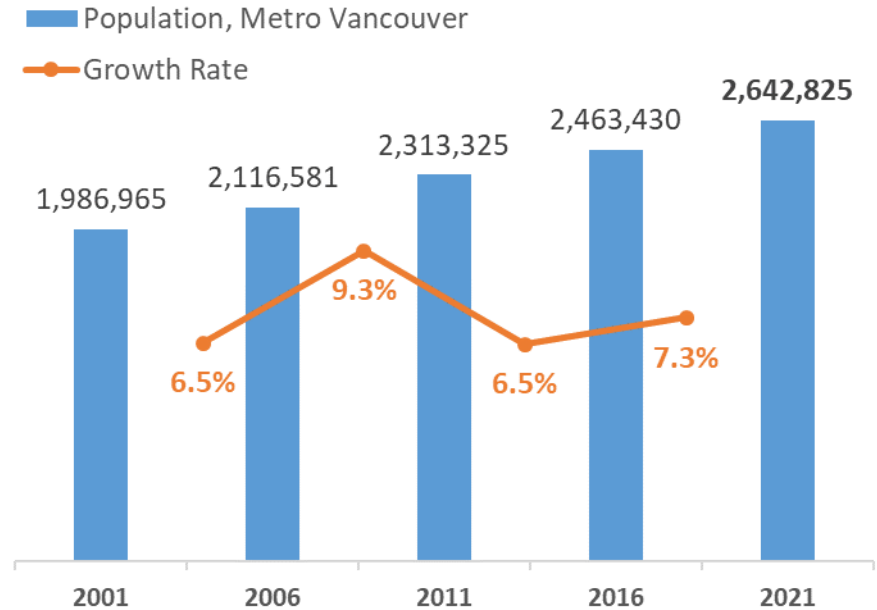


Not yet available

# POPULATION

Regional Growth from 2016 to 2021

- Metro Vancouver's population increased by 179,394 people, or 7.3%, between 2016 and 2021
- ~35,000 / year
- Metro Vancouver comprises 52.8% of BC's population



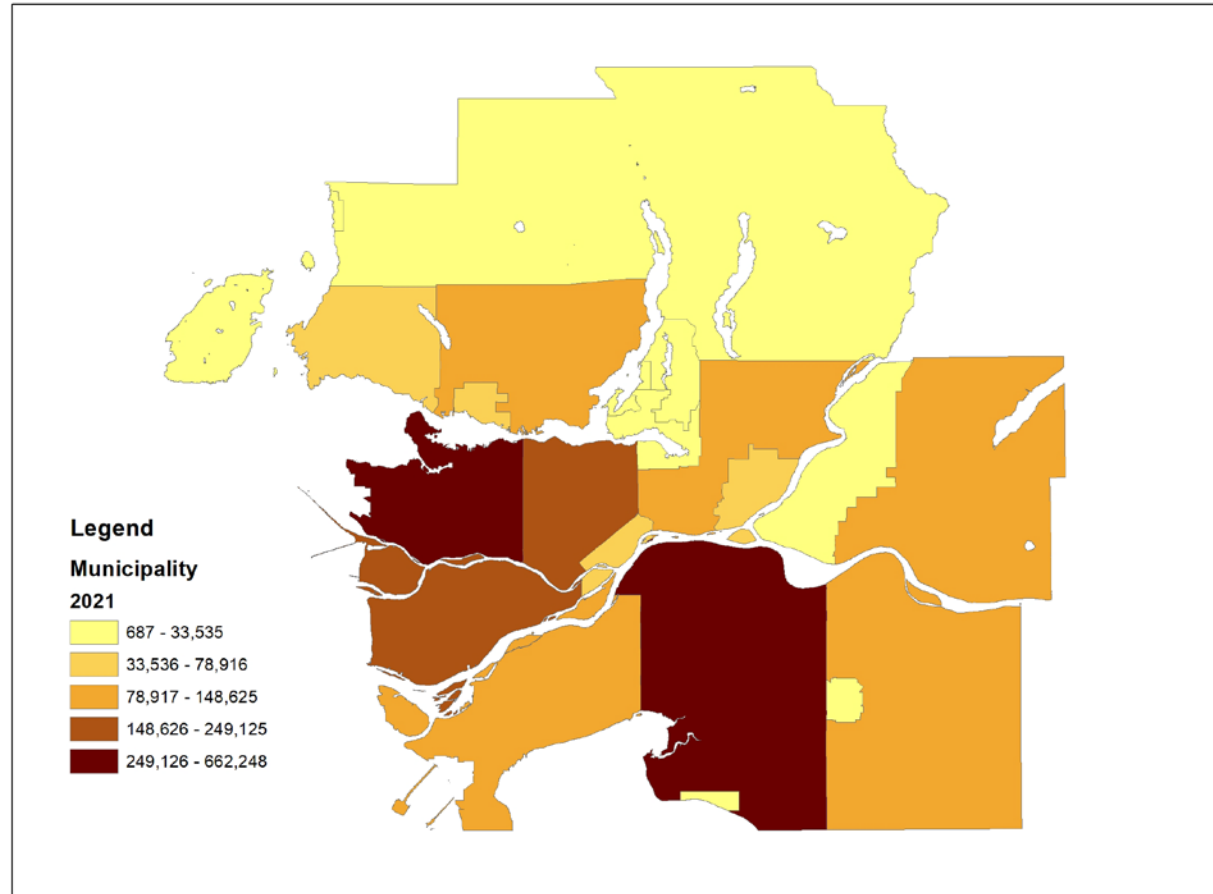
Source: Statistics Canada

# POPULATION

Municipal Population 2021

Vancouver	662,248
Surrey	568,322
Burnaby	249,125
Richmond	209,937
Coquitlam	148,625

Metro Vancouver  
population  
2,642,825

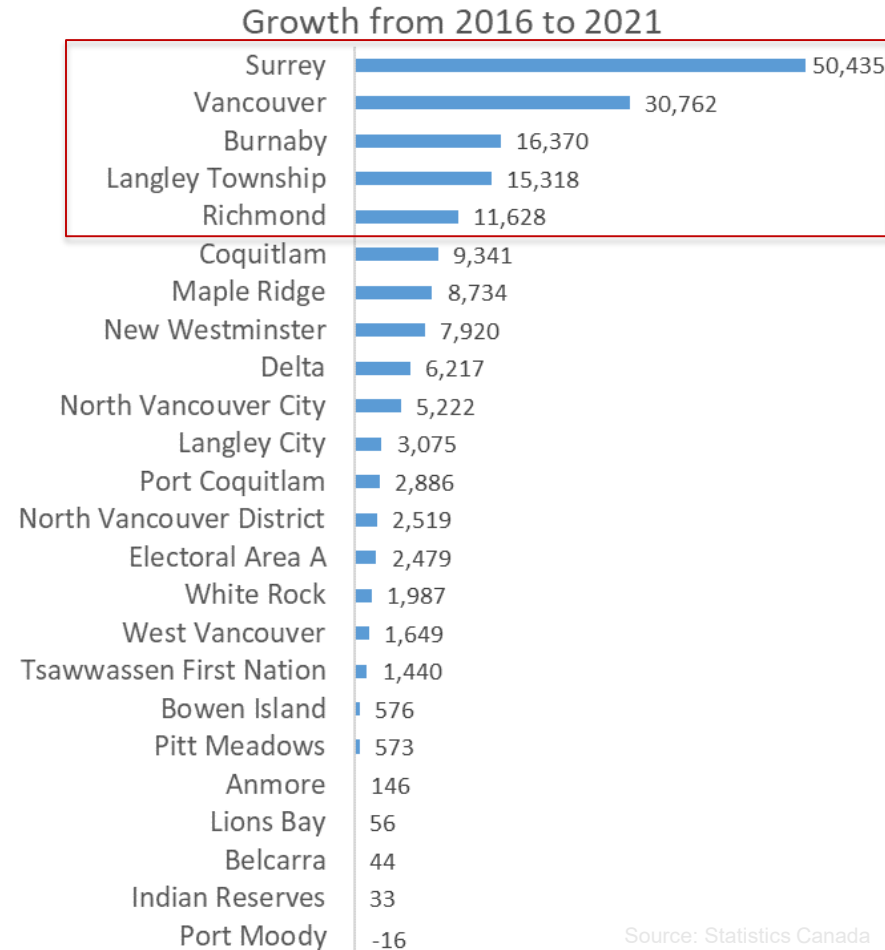


# POPULATION

## Municipal Growth from 2016 to 2021

The municipalities that saw the largest *share of* regional population growth were:

- Surrey (28%)
- Vancouver (17%)
- Burnaby (9%)
- Langley Township (8%)
- Richmond (6%)



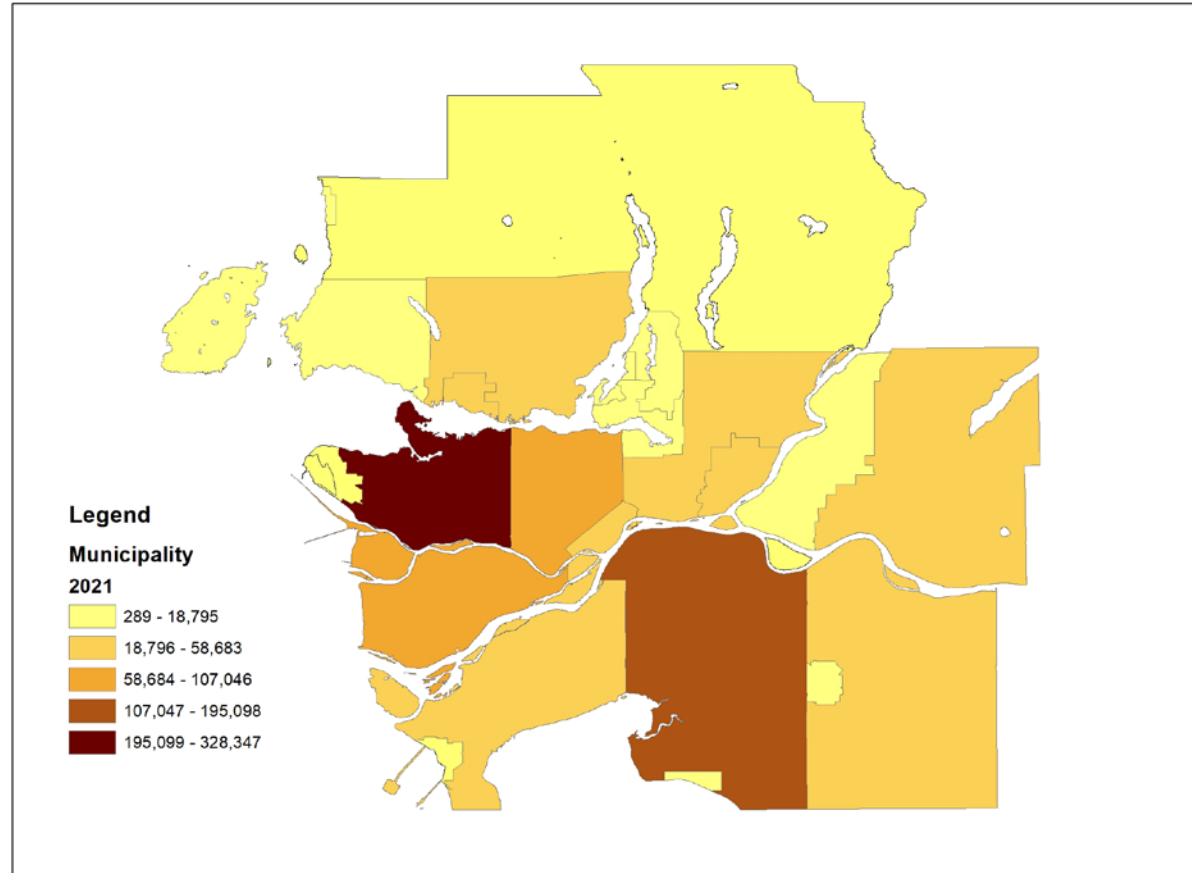
Source: Statistics Canada

# DWELLING UNITS

Total Dwelling Units

Vancouver	328,347
Surrey	195,098
Burnaby	107,046
Richmond	85,035
Coquitlam	58,683

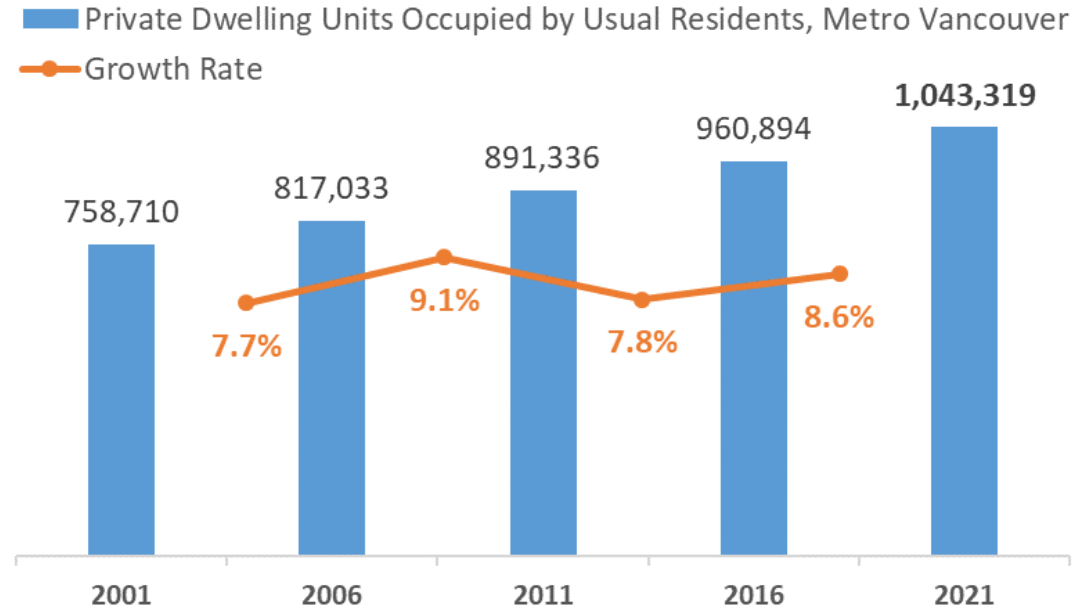
Metro Vancouver total  
dwelling units:  
1,104,532



# DWELLING UNITS

Regional Growth from 2016 to 2021

- Between 2016 and 2021, the number of occupied private dwellings in Metro Vancouver increased by 82,425, or 8.6%
- ~16,500 / year
- 94.5% of private dwelling units in Metro Vancouver were occupied in 2021



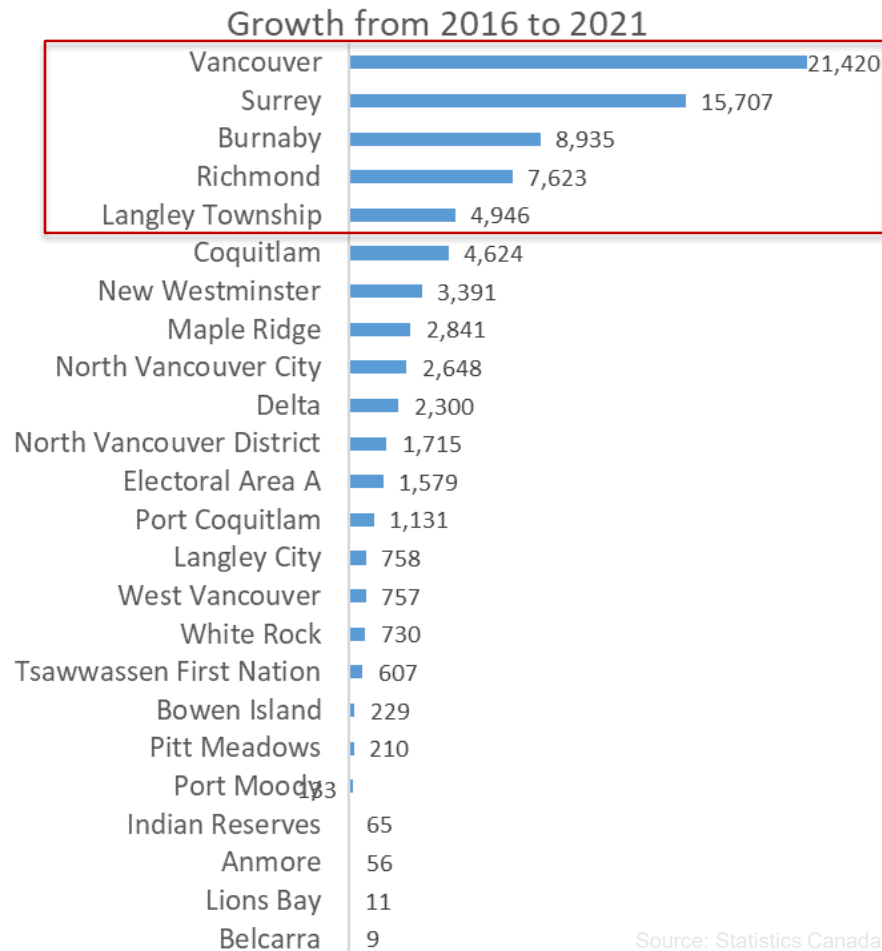
Source: Statistics Canada

# DWELLING UNITS

Municipal Growth in Private Dwelling Units, 2016 to 2021

The municipalities that saw the largest share of regional dwelling unit growth were:

- Vancouver (26%)
- Surrey (19%)
- Burnaby (11%)
- Richmond (9%)
- Langley Township (6%)



Source: Statistics Canada

# POPULATION & DWELLING UNIT AVERAGE ANNUAL GROWTH

	Population	Dwelling Units
Region	1.4%	1.5%
Surrey	1.9%	1.5%
Vancouver	1.0%	1.2%
Burnaby	1.4%	1.8%
Langley Township	2.5%	2.3%
Richmond	1.1%	1.9%

# 2021 CENSUS: RELEASE SCHEDULE

<https://www12-2021.statcan.gc.ca/census-recensement/2021/ref/prodserv/release-diffusion-eng.cfm>

**February 9, 2022**

Canada's growing population  
and where they are living

**April 27, 2022**

Canada's shifting demographic profile

**July 13, 2022**

Portrait of Canada's families and households

Canadian military experience

Income profile of Canadians

**August 17, 2022**

Linguistic diversity and use of English  
and French in Canada

**September 21, 2022**

First Nations people, Métis  
and Inuit in Canada

Canada's housing portrait

**October 26, 2022**

Portrait of citizenship and  
immigration in Canada

Ethnocultural and religious  
composition of the population

Mobility and migration

**November 30, 2022**

Education in Canada

The changing dynamics of the Canadian  
labour force and how people get to work

Instruction in the official minority language

**February 9, 2022**

Population and dwelling counts

**April 27, 2022**

Age

Sex at birth and gender

Type of dwelling

**July 13, 2022**

Families, households, and marital status

Canadian military experience

Income

**August 17, 2022**

Language

**September 21, 2022**

Indigenous peoples

Housing

**October 26, 2022**

Immigration, place of birth, and citizenship

Ethnocultural and religious diversity

Mobility and migration

**November 30, 2022**

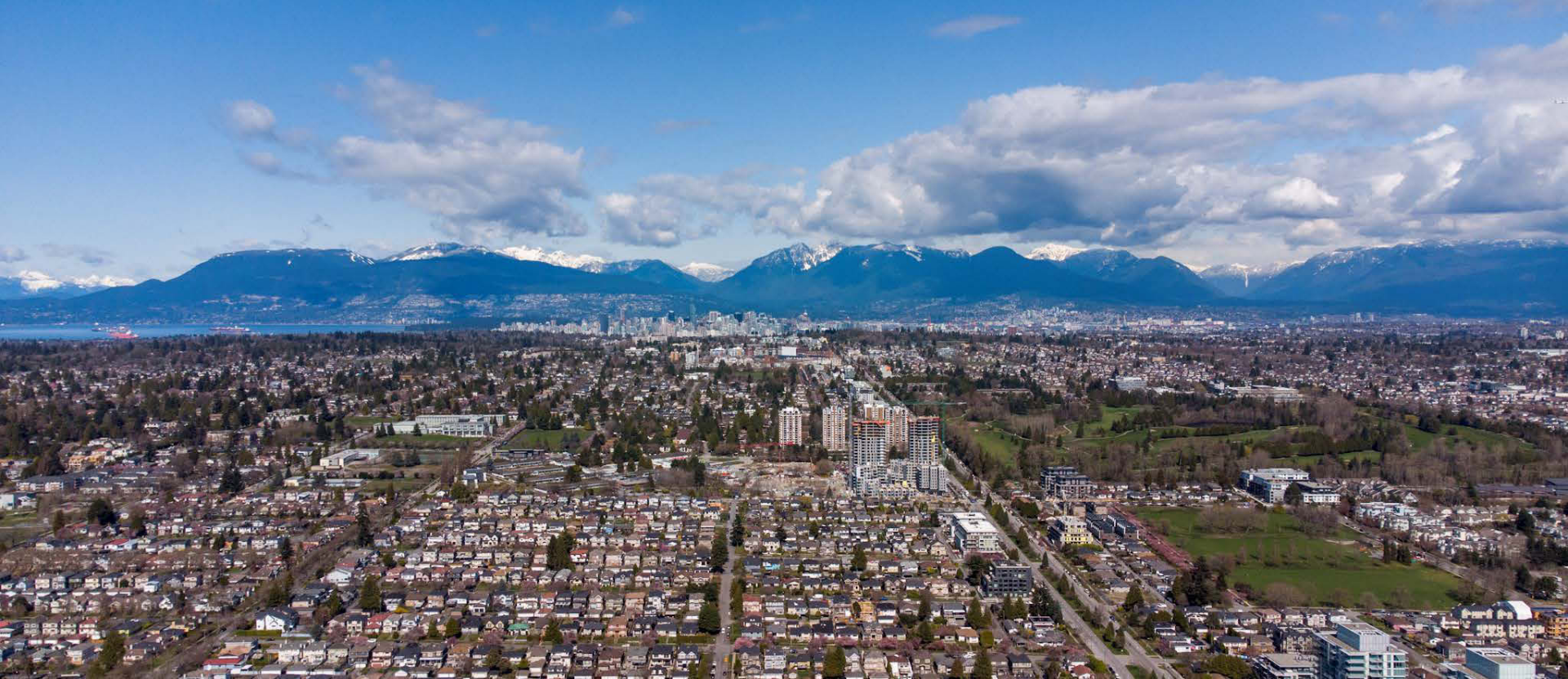
Education

Labour

Language of work

Commuting

Instruction in the official minority language



Thank you

**metro**vancouver  
Together we make our region strong



# metrovancover | METRO 2050

## Metro 2050

### CLARIFYING KEY CONCEPTS AND POLICY INTENT

Heather McNeil

General Manager, Regional Planning and Housing Services

Regional Planning Committee | March 4, 2022

50973288

34 of 62

**metrovancover**

# CLARITY ON METRO 2050 CONCEPTS

- *Metro 2050* – Update to the regional growth strategy; explain **scope**
- Evolution of **growth management tools** in regional growth strategies
- Shaping Growth: **Remaining Urban Land** in the region / inside the Urban Containment Boundary
- **Urban Centres and FTDAs** as a shaping and serving strategy - Is the region 'hollowing out'?

# METRO 2050 SCOPE

*Metro 2050* scope does not include: land use designation changes for specific sites, location of Urban Centres or FTDAs, or changes to the UCB

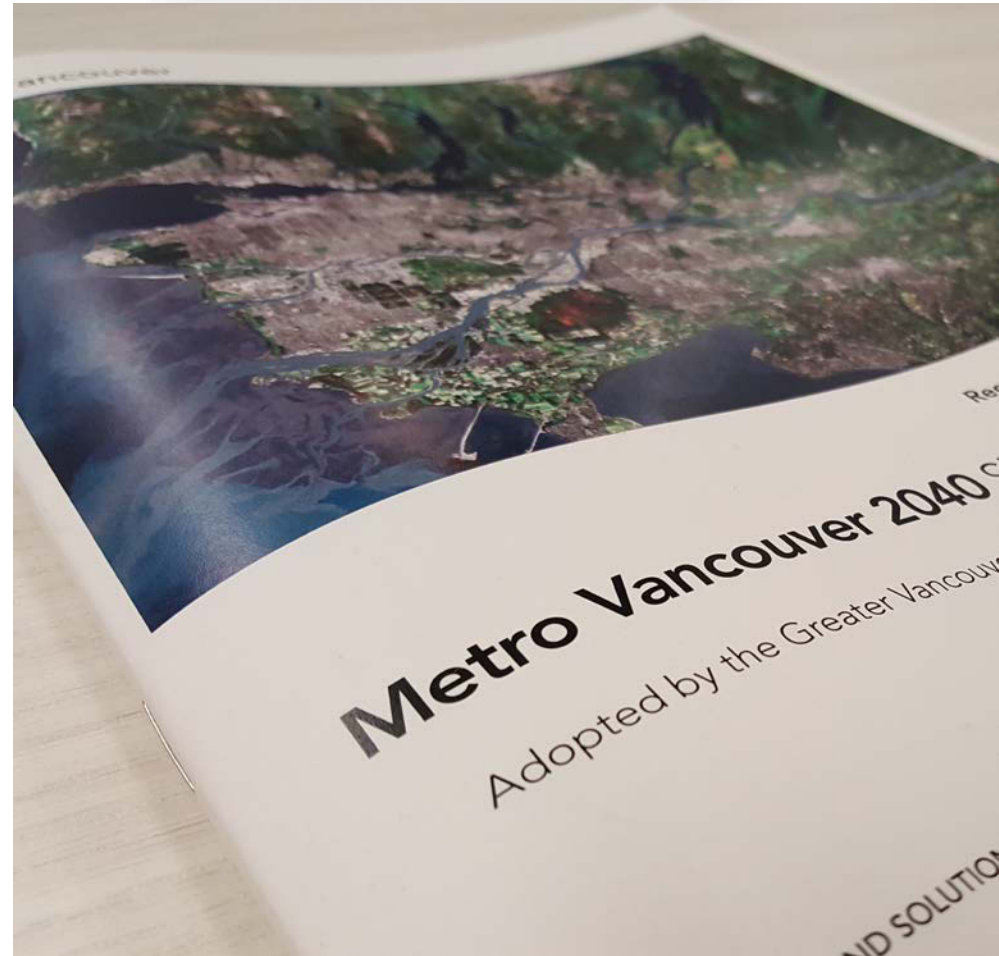
## Rationale

1. Structure is working well / deeply embedded
2. Board Direction: build on success
3. Jurisdiction / Private property
4. Incrementalism: Collaborative Governance



# REGIONAL PLANNING

- Tradition of cooperative planning
- *Metro 2050* build on successful concepts from *LRSP* and *Metro 2040* while accelerating urgent actions
- Keep building on strong foundation – *relentless* incrementalism

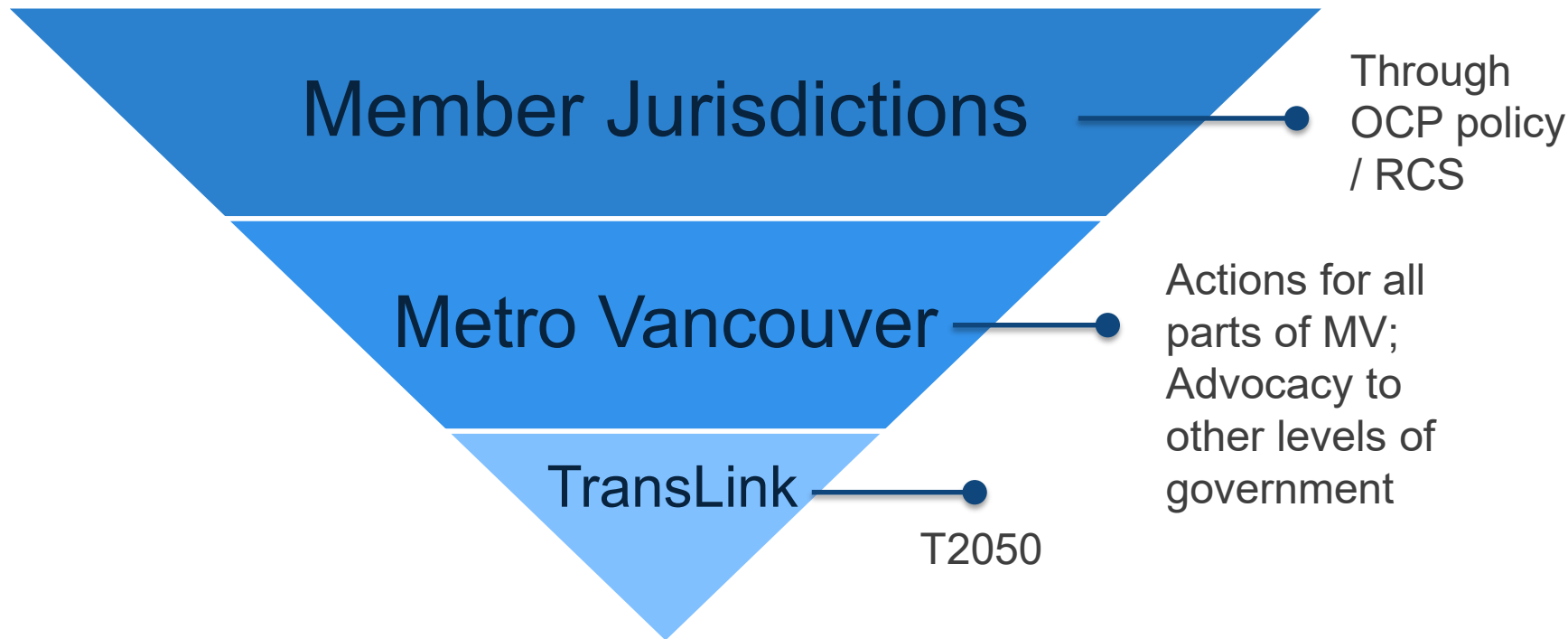


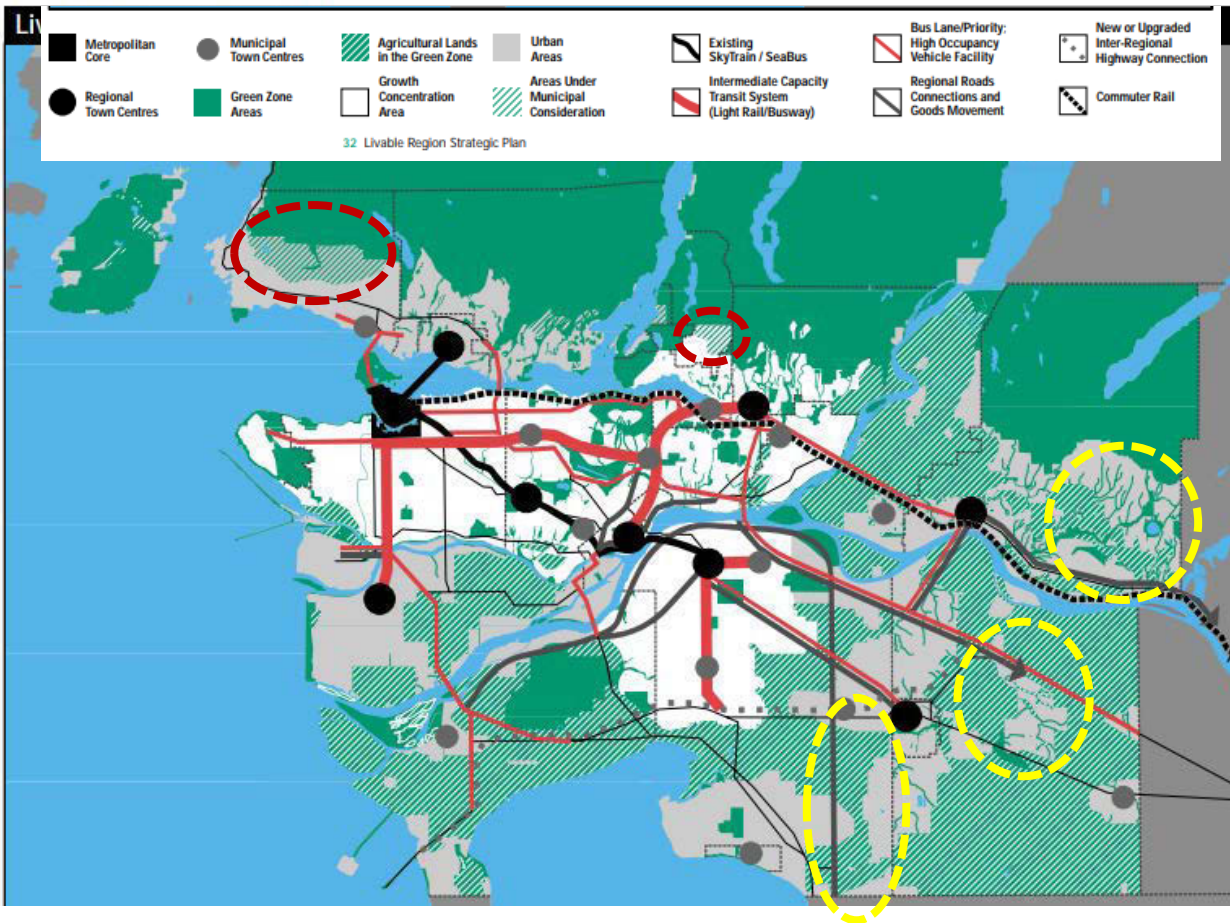
# REGIONAL TOOLS – BUILDING ON SUCCESS



# IMPLEMENTING A REGIONAL GROWTH STRATEGY

A shared commitment...

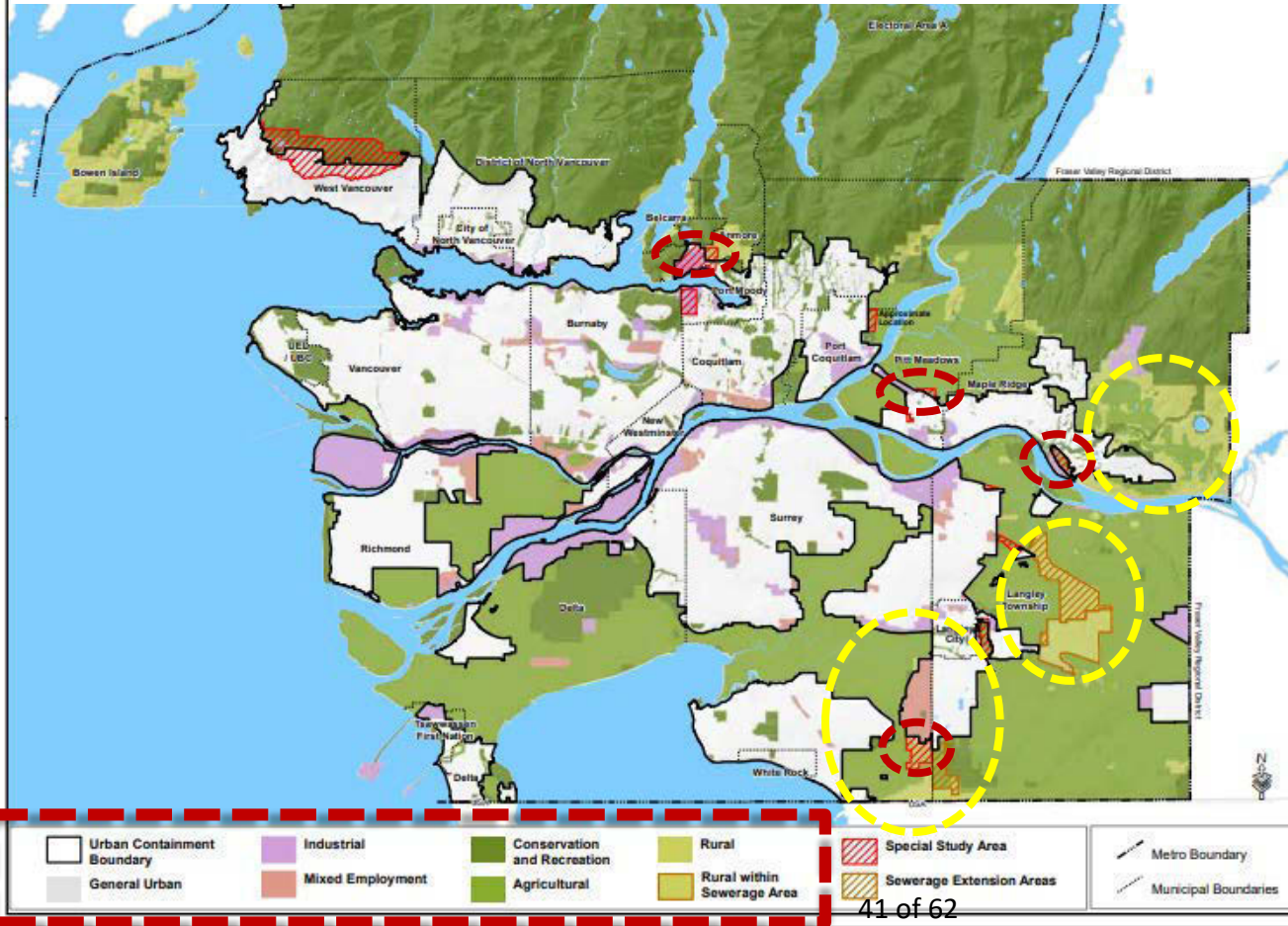




# HISTORY OF THE URBAN CONTAINMENT BOUNDARY

**Livable Region Strategic Plan –**  
*the first regional growth strategy*  
 (1996)

# METRO VANCOUVER 2040: SHAPING OUR FUTURE



**Contraction of the Urban Containment Boundary by 8,500 ha in 2011.**

Includes Hazelmere, the Salmon River Uplands, Northeastern Maple Ridge, Parts of Anmore etc.

Addition of special study areas in Surrey, Langley and Maple Ridge was in exchange for the contraction of the UCB – smaller urban footprint, so members asked for consideration of areas that were already intended for some sort of future land use change. Those areas were Urban in the LRSP.

Metro 2040 Land Use Designation	Area (ha)	% Land Base	
General Urban (6,700 remaining)	70,163	25%	
Industrial	10,203	4%	30%
Mixed Employment	3,371	1%	
Conservation / Recreation	136,974	48%	
Agricultural	55,148	19%	70%
Rural	8,440	3%	
Total Metro Vancouver	284,299	100%	

# CONTAIN GROWTH WITHIN THE UCB

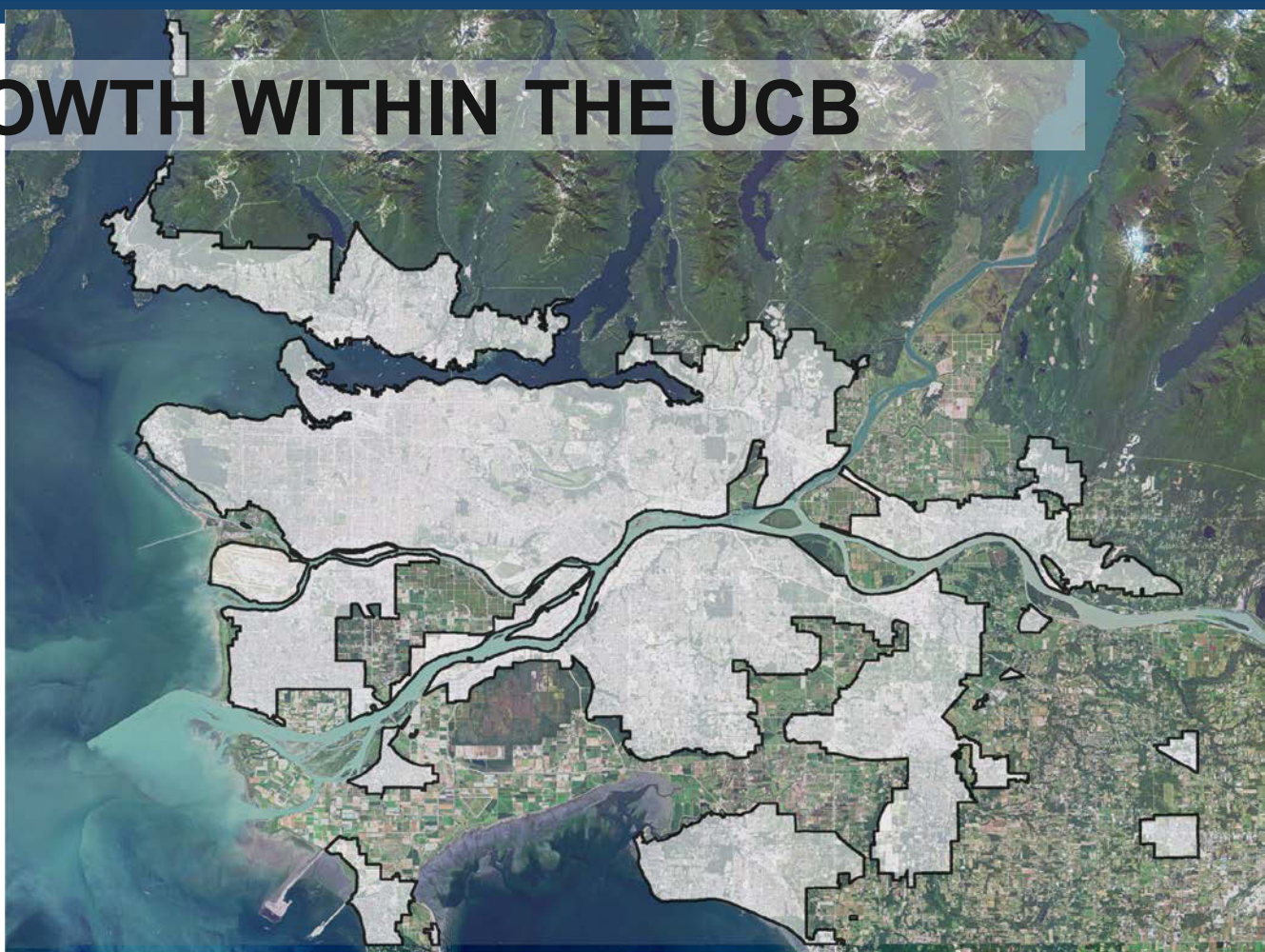
Target to 2041

98%

of growth within  
the UCB

Performance  
2011-2016

98%



# UNPACKING THE 'REMAINING' LANDS WITHIN UCB

- When *Metro 2040* was developed, modelling showed that ~75-80% of growth to 2040 would be through intensification / densification and ~20-25% would be through expansion *within* the UCB
- After 2040, growth will be 100% through intensification
- In Toronto, about 50% of growth is accommodated through intensification and 50% is through *expansion* of the UCB
- In Calgary, historically 30% of growth has been through intensification and 70% through *expansion* of the UCB

# LET'S UNPACK THE 'REMAINING' LANDS WITHIN UCB

- Not ***all*** land will be developed; some will be Conservation / Recreation
- Other areas = topographical constraints, environmental sensitivity or municipal policies for protection
- These areas are planned for future development in OCPs & *reflected* in the regional growth strategy
- Areas primarily in Coquitlam (Partington Creek), Maple Ridge (NE, Thornhill), Township of Langley (Willoughby, Brookswood, Aldergrove), Surrey (Anniedale, South Surrey) and West Van (Upper Lands)
- See an absorption of about 90 hectares / year

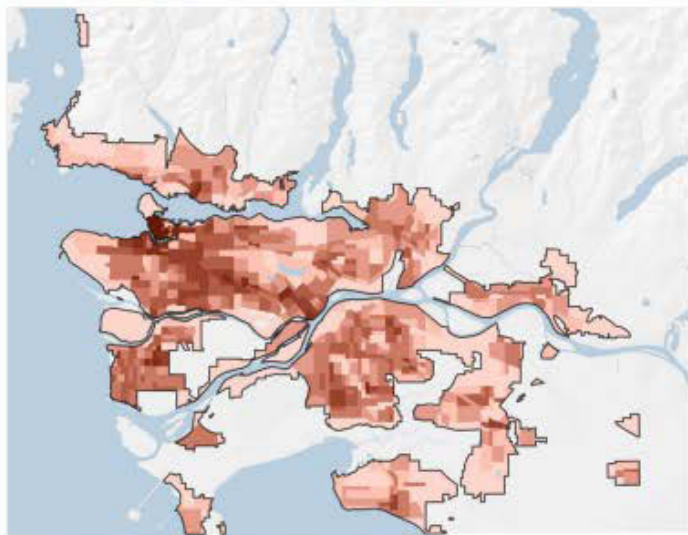
## 2011 BASELINE



33.3 persons per hectare

12.9 dwelling units per hectare

POPULATION DENSITY (2011)  
(GROSS DENSITY WITHIN THE UCB)



## 2040 PROJECTION

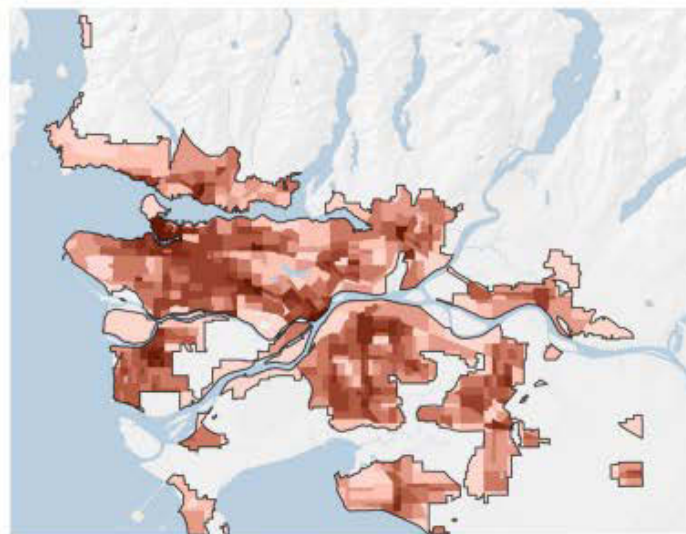
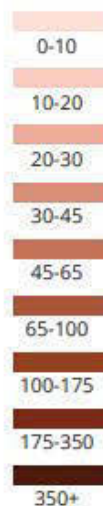


44 persons per hectare

18 dwelling units per hectare

POPULATION DENSITY (2040)  
(GROSS DENSITY WITHIN THE UCB)

persons  
per hectare



# DIRECTING GROWTH TO UC AND FTDAS

- Key tenet of *Metro 2040* and *Metro 2050*
- UCB is just the first part of the regional growth management structure
- Directing growth to Centres and transit-oriented locations is a critical part of:
  - developing complete communities,
  - optimizing transit and utilities investments, and
  - climate action (reducing the number of, and length of trips and supporting active modes of transportation)

# FOCUS GROWTH IN URBAN CENTRES

Target to 2041

40%

of dwelling unit growth to **Urban Centres**

Performance 2011-2016

39%



# FOCUS GROWTH ALONG FREQUENT TRANSIT

Target to 2041

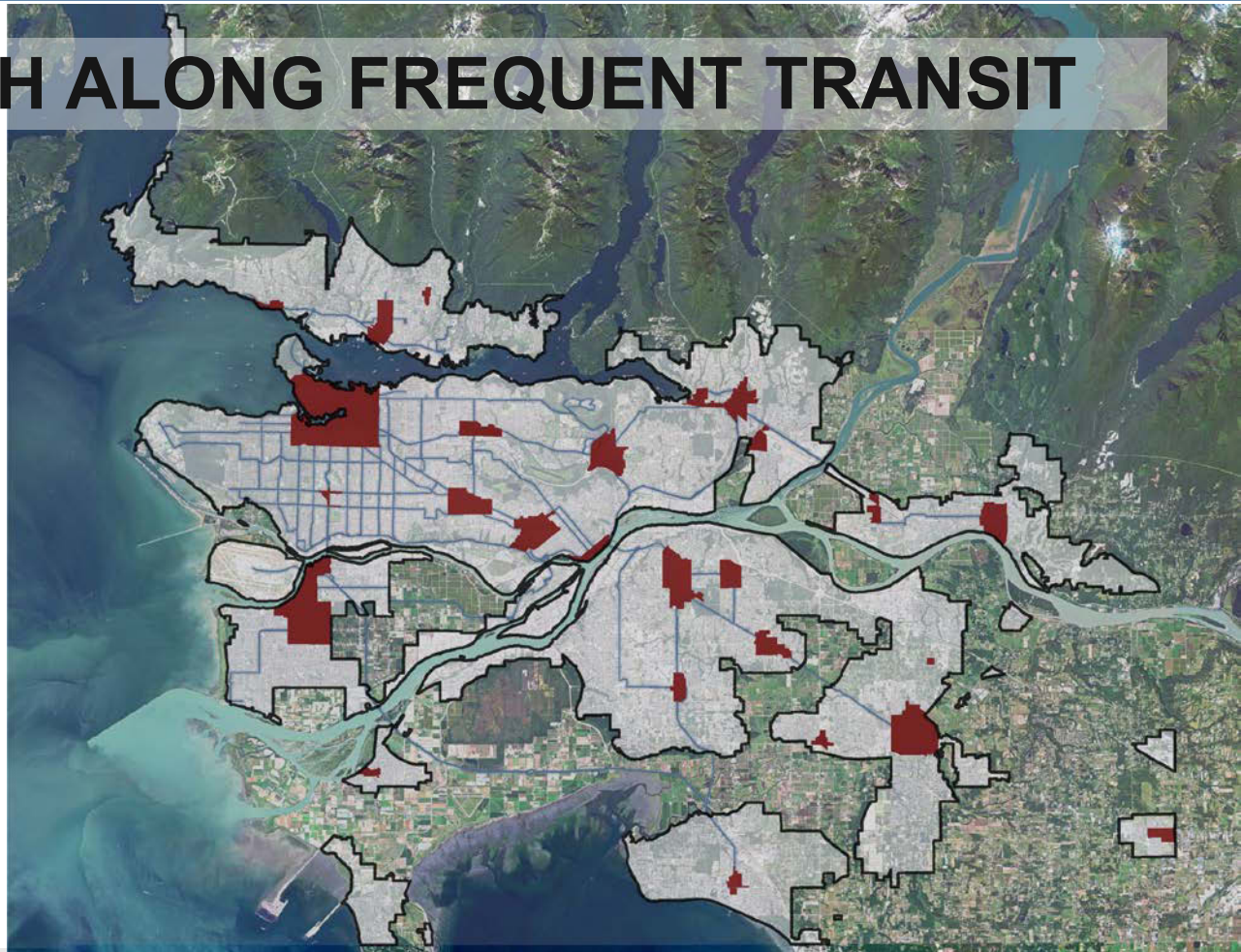
28%

of housing growth  
along the **Frequent  
Transit Network**

Performance  
2011-2016

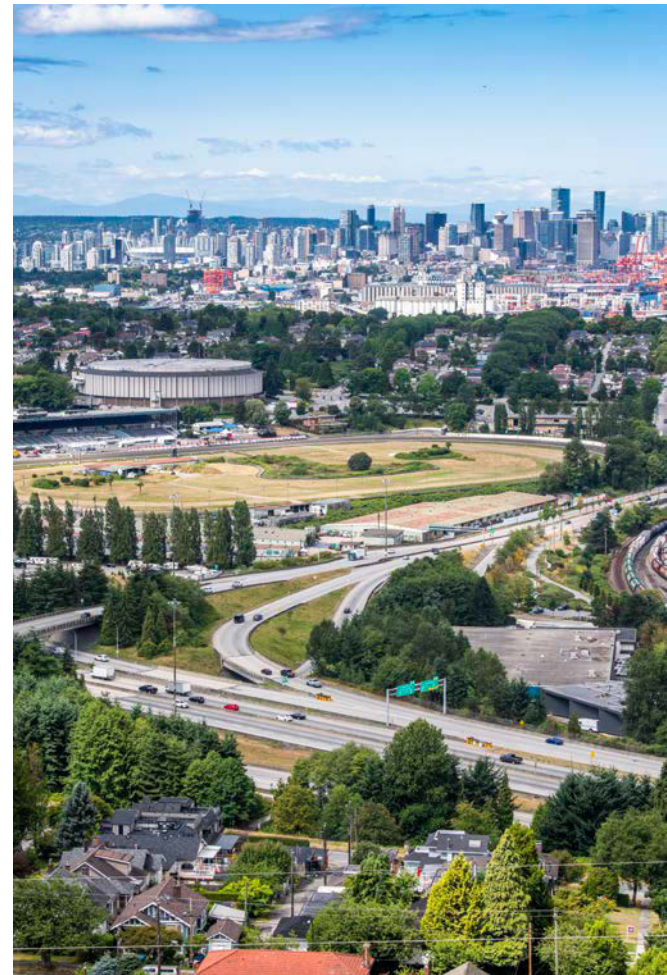
25%

Based on current FTN



# METRO 2040 (2050) IN ACTION

- Strong performance on Urban Centre residential growth targets
- Municipal scale data is **not** the whole story: 2/3rds of dwelling growth going to UC and FTDA's – will look at remaining 1/3rd
- *Metro 2050* provides the tools for smart densification and infill development; member jurisdictions decide how and when to use them





Questions?

**metro**vancouver

# Climate 2050 Overview

A PATHWAY TO A RESILIENT AND CARBON NEUTRAL REGION

Roger Quan

Director, Air Quality and Climate Change

March 4, 2022

51187124

**metrovancouver**

# CLIMATE 2050

Metro Vancouver demonstrates bold leadership in responding to climate change:

- **Carbon neutral region by 2050**
- Infrastructure, ecosystems and communities are **resilient to the impacts of climate change**



# CLIMATE 2050

## Issue Areas & Climate 2050 Roadmaps

### Climate 2050 Issue Areas



Infrastructure



Human Health and  
Well-Being



Nature and Ecosystems



Buildings



Transportation



Energy



Land-Use and  
Growth Management



Industry



Agriculture



Waste

## MV MANAGEMENT PLANS



Existing plans  
GUIDE THE ROADMAPS



Future plans  
CONSIDER NEW DIRECTIONS FROM CLIMATE 2050



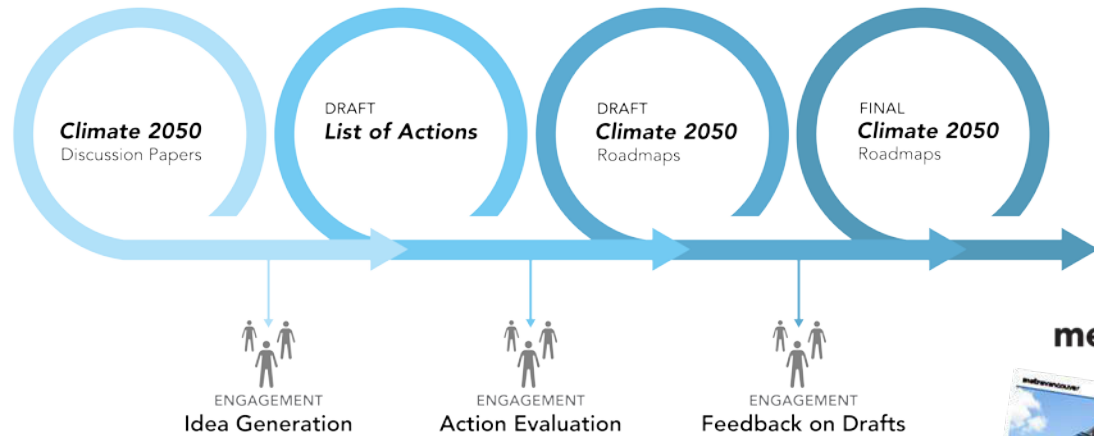
CLIMATE 2050  
INFORMS POLICY



## MV BOARD POLICIES



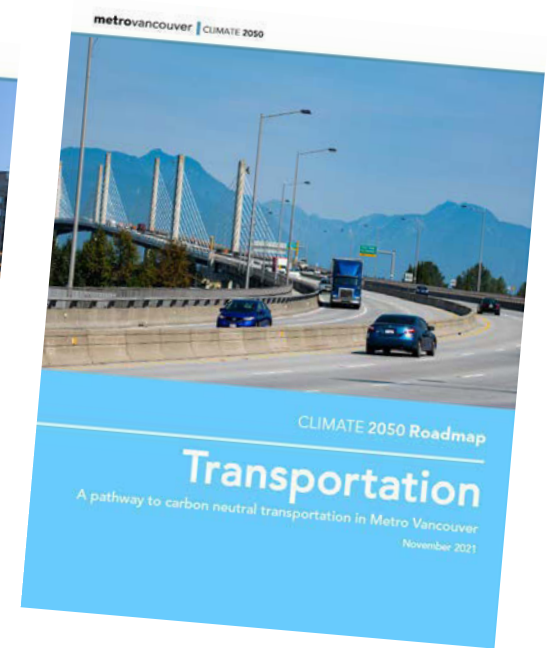
# CLIMATE 2050 ROADMAP PROCESS



# CLIMATE 2050 ROADMAP UPDATE

Endorsed Roadmaps

Endorsed by the  
Board in November  
2021



# ***CLIMATE 2050* ROADMAP UPDATE**

Current Engagement

Draft *Climate 2050  
Agriculture Roadmap*

Engagement in 2022



# CLIMATE 2050 ROADMAP UPDATE

## Next Draft Roadmaps

- Draft *Climate 2050 Industry Roadmap*
- Draft *Climate 2050 Nature & Ecosystems Roadmap*

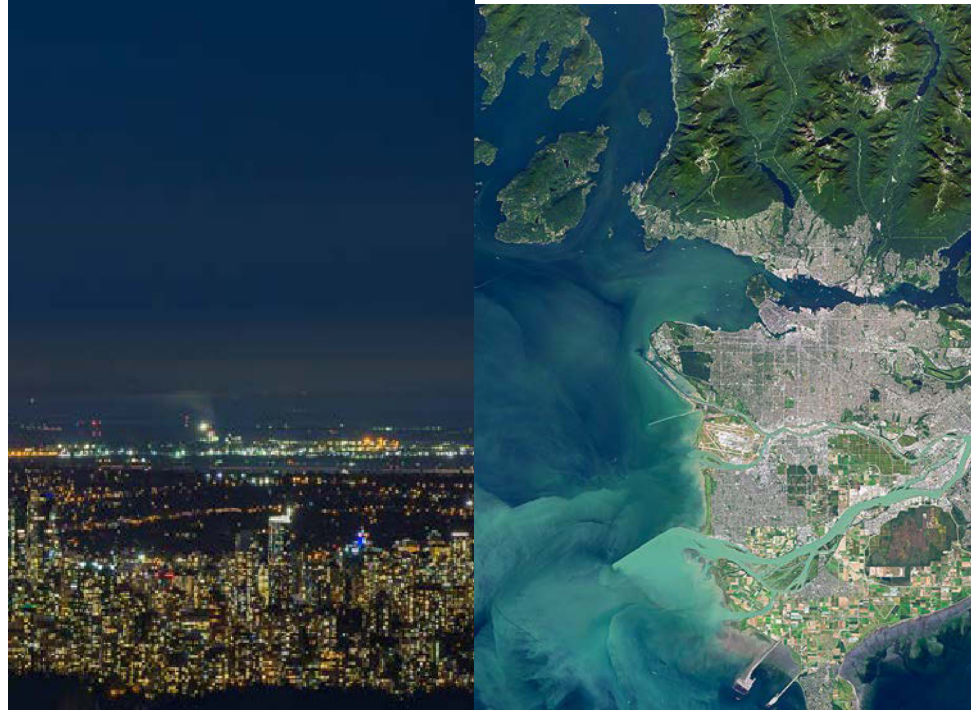
Climate Action Committee  
in March and April



# ***CLIMATE 2050* ROADMAP UPDATE**

## Forthcoming Draft Roadmaps

- Energy
- Land Use & Growth Management
- Human Health and Well-Being
- Infrastructure
- Waste



## ALIGNMENT WITH *METRO 2050*

- *Climate 2050* goals are complementary and reinforce the climate-related land use and transportation principles of *Metro 2050* and *Transport 2050*
- Implementation of actions within the roadmaps driven by Metro Vancouver's management plans, including *Metro 2050*
- The *Climate 2050 Land Use and Growth Management Roadmap* will build on the policies in *Metro 2050*, once adopted.



Thank you!

**metrovancouver**  
Together we make our region strong