

**METRO VANCOUVER REGIONAL DISTRICT
REGIONAL PLANNING COMMITTEE
MEETING**

Thursday, September 7, 2023

1:00 pm

**Meeting conducted electronically/in-person pursuant to the Procedure Bylaw
28th Floor Committee room, 4515 Central Boulevard, Burnaby, British Columbia**

REVISED AGENDA¹

1. ADOPTION OF THE AGENDA

1.1 September 7, 2023 Meeting Agenda

That the Regional Planning Committee adopt the agenda for its meeting scheduled for September 7, 2023 as circulated.

2. ADOPTION OF THE MINUTES

2.1 June 9, 2023 Meeting Minutes

That the Regional Planning Committee adopt the minutes of its meeting held June 9, 2023 as circulated.

pg. 4

3. DELEGATIONS

4. INVITED PRESENTATIONS

Withdrawn

~~4.1 Lisa Helps, Housing Solutions Advisor, Office of the Premier~~

~~Subject: Streamlining the Delivery of Rental Housing Through Pre-Approved Plans and Off-Site Construction~~

Note: Lisa Helps has a video message which will be played during item 5.1

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

5. REPORTS FROM COMMITTEE OR STAFF

- 5.1 Streamlining the Delivery of Rental Housing Through Pre-Approved Plans and Off-Site Construction** *pg. 9*
That the MVRD Board:
- a) receive for information the report dated August 14, 2023, titled, “Streamlining the Delivery of Rental Housing Through Pre-Approved Plans and Off-Site Construction”; and
 - b) direct staff to send correspondence to member jurisdictions, in an effort to identify municipalities interested in joining a project led by the Province to explore pre-approved building plans and off-site construction to streamline the delivery of rental housing.
- 5.2 Sensitive Ecosystem Inventory 2020 Update - Change Summary** *pg. 16*
That the MVRD Board receive for information the report dated August 15, 2023, titled, “Sensitive Ecosystem Inventory 2020 Update - Change Summary”.
- 5.3 Social and Community Data Land Use Model: Residents and Recent Immigrants Survey Results** *pg. 44*
Verbal Update
Designated Speaker: Sinisa Vukicevic, Program Manager, Planning Analytics, Regional Planning and Housing Services
- 5.4 Regional Coordination on Provincial Housing Initiatives and Targets** *pg. 51*
That the MVRD Board receive for information the report dated August 21, 2023, titled “Regional Coordination on Provincial Housing Initiatives and Targets”.
- 5.5 Metro Vancouver 2040: Shaping our Future – 2022 Annual Performance Monitoring Report** *pg. 56*
That the MVRD Board:
- a) receive for information the report dated August 18, 2023, titled “Metro Vancouver 2040: Shaping our Future - 2022 Annual Performance Monitoring Report”; and
 - b) direct staff to forward a copy to the Province of BC’s Ministry of Municipal Affairs, Local Government Division.
- 5.6 Invasive Species Best Management Practices - Butterfly Bush and Orange Hawkweed** *pg. 63*
That Regional Planning Committee receive for information the report dated August 15, 2023, titled “Invasive Species Best Management Practices - Butterfly Bush and Orange Hawkweed”.

5.7 Regional Food System Strategy Update – Scope of Work *pg. 67*
That the Regional Planning Committee receive for information the report dated August 15, 2023, titled “Regional Food System Strategy Update – Scope of Work”.

5.8 2023 Inventory of Licensed Child Care Spaces and Policies in Metro Vancouver – Scope of Work *pg. 72*
That the Regional Planning Committee receive for information the report dated August 14, 2023, titled “2023 Inventory of Licensed Child Care Spaces and Policies in Metro Vancouver – Scope of Work”.

5.9 Manager’s Report *pg. 77*
That the Regional Planning Committee receive for information the report dated August 23, 2023, 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 meeting of September 7, 2023.

Membership:

Woodward, Eric (C) – Langley Township
Kruger, Dylan (VC) – Delta
Albrecht, Paul – Langley City
Dueck, Judy – Maple Ridge
Girard, Angela – North Vancouver City

Hodge, Craig – Coquitlam
Hurley, Mike – Burnaby
Knight, Megan – White Rock
Lahti, Meghan – Port Moody

Lambur, Peter – West Vancouver
Locke, Brenda - Surrey
McEwen, John – Anmore
West, Brad – Port Coquitlam

**METRO VANCOUVER REGIONAL DISTRICT
REGIONAL PLANNING COMMITTEE**

Minutes of the Regular Meeting of the Metro Vancouver Regional District (MVRD) Regional Planning Committee held at 9:01 am on Friday, June 9, 2023 in the 28th Floor Committee Room, 4515 Central Boulevard, Burnaby British Columbia.

MEMBERS PRESENT:

Chair, Mayor Eric Woodward, Langley Township
 Vice Chair, Councillor Dylan Kruger, Delta
 Councillor Paul Albrecht, Langley
 Councillor Judy Dueck*, Maple Ridge
 Councillor Angela Girard*, North Vancouver City
 Councillor Craig Hodge, Coquitlam
 Mayor Mike Hurley, Burnaby
 Mayor Megan Knight*, White Rock
 Councillor Peter Lambur*, West Vancouver
 Mayor Brenda Locke*, Surrey
 Mayor John McEwen, Anmore
 Mayor Brad West*, Port Coquitlam

MEMBERS ABSENT:

Mayor Meghan Lahti, Port Moody

STAFF PRESENT:

Heather McNell, Deputy Chief Administrative Officer, Policy and Planning
 Jonathan Coté, Deputy General Manager, Regional Planning and Housing
 Rapinder Khaira, Legislative Services Coordinator, Board and Information Services

1. ADOPTION OF THE AGENDA

1.1 June 9, 2023 Meeting Agenda

It was MOVED and SECONDED

That the Regional Planning Committee adopt the agenda for its meeting scheduled for June 9, 2023 as circulated.

CARRIED

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

2. ADOPTION OF THE MINUTES

2.1 May 12, 2023 Meeting Minutes

It was MOVED and SECONDED

That the Regional Planning Committee adopt the minutes of its meeting held May 12, 2023 as circulated.

CARRIED

3. DELEGATIONS

3.1 Christopher Lumsden, Planner and Ron Gill, Area Planning - North, City of Surrey

Christopher Lumsden, Planner, and Ron Gill, Area Planning – North, City of Surrey provided a presentation on the *Metro 2050* Type 3 Proposed Amendment – City of Surrey (Fraser Heights) highlighting site disturbances, Regional Growth Strategy (RGS) amendment timeline, and rationale for the proposed RGS amendment.

Presentation material titled “Metro Vancouver 2050 Amendment” is retained with the June 9, 2023 Regional Planning Committee agenda.

4. INVITED PRESENTATIONS

No items presented.

5. REPORTS FROM COMMITTEE OR STAFF

5.1 Metro 2050 Type 3 Proposed Amendment – City of Surrey (Fraser Heights)

Report dated May 29, 2023, from Victor Cheung, Senior Policy and Planning Analyst, Regional Planning and Housing Services, seeking MVRD Board initiation and first through third reading of the City of Surrey request to amend *Metro 2050*.

Members were presented with an overview of the proposed amendment, subject site and contour map, *Metro 2050* Consistency Analysis, and next steps.

Presentation material titled “*Metro 2050* Amendment Request from City of Surrey” is retained with the June 9, 2023 Regional Planning Committee agenda.

It was MOVED and SECONDED

That the MVRD Board:

- a) initiate the *Metro 2050* amendment process for the City of Surrey’s requested regional land use designation amendment from Industrial to General Urban for the lands located at 11420 – 157A Street;
- b) give first, second, and third readings to “Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1366, 2023”; and
- c) direct staff to notify affected local governments as per section 6.4.2 of *Metro 2050*.

CARRIED

5.2 Metro Vancouver Agriculture Portfolio Update

Report dated May 16, 2023, from Carla Stewart, Senior Planner, Regional Planning and Housing Services, providing the Regional Planning Committee with an overview of the Regional Planning agriculture portfolio, including relevant context, key projects, ongoing implementation, and advocacy.

Members were presented with an overview of the Agriculture Portfolio, highlighting Regional Food System Strategy, Ecosystem Services on Agricultural Land, Climate 2050 Agriculture Roadmap, Agriculture Land Use Inventory, Agriculture Data Book, and advocacy and regional support.

Presentation material titled “Regional Planning Agriculture Portfolio” is retained with the June 9, 2023 Regional Planning Committee agenda.

It was MOVED and SECONDED

That the Regional Planning Committee receive for information the report dated May 16, 2023, titled “Metro Vancouver Agriculture Portfolio Update”.

CARRIED

5.3 Historical and Future Growth of Immigrants to Metro Vancouver

Sinisa Vukicevic, Program Manager, Planning Analytics, Regional Planning and Housing Services, provided a verbal update on the importance of immigration for the region, including an overview of historical and future trends, components of growth, origin states and age trends of immigrants in Metro Vancouver, municipal statistics, geospatial distribution of new immigrants, and forecasting approaches of immigration.

Presentation material titled “Historical and Future Growth of Immigrants to Metro Vancouver” is retained with the June 9, 2023 Regional Planning Committee agenda.

5.4 Development Approval Process Review: Policy Implications

Report dated May 17, 2023, from James Stiver, Division Manager, Regional Land Use Policy, Regional Planning and Housing Services, seeking MVRD Board endorsement and direction of comments set out in the report and forward them to the Ministry of Housing for consideration.

Members were presented with an update on the Small Scale Multi-Unit Housing Initiative, its policy implications, recommendations in response to the initiative, and *Metro 2050* principles.

Presentation material titled “Development Approval Process Review: Policy Implications” is retained with the June 9, 2023 Regional Planning Committee agenda.

Main Motion

It was MOVED and SECONDED

That the MVRD Board:

- a) endorse the comments as set out in the report dated May 17, 2023, titled “Development Approval Process Review: Policy Implications”; and
- b) direct staff to forward comments to BC Ministry of Housing staff for consideration when drafting pending legislative changes for the Small Scale Multi-Unit Housing Initiative.

Members considered providing the Province with an additional comment, related to *Metro 2050*'s policy directions, conveying that municipalities with significant greenfield areas should be excluded from the provincial Small Scale Multi-Unit Housing Initiative.

Amendment to the Main Motion

It was MOVED and SECONDED

That the Regional Planning Committee amend the Main Motion, by adding the following:

- “c) add an additional comment that local governments with significant undeveloped land designated as General Urban in *Metro 2050* be excluded from the provincial Small Scale Multi-Unit Housing Initiative.”

CARRIED

Question on the Main Motion as Amended

Question was then called on the Main Motion as amended and it was

CARRIED

The Main Motion as amended now reads as follows:

That the MVRD Board:

- a) endorse the comments as set out in the report dated May 17, 2023, titled “Development Approval Process Review: Policy Implications”; and,*
- b) direct staff to forward comments to the Ministry of Housing staff for consideration when drafting the pending legislative changes for the Small Scale Multi-Unit Housing Initiative.*
- c) add an additional comment that local governments with significant undeveloped land designated as General Urban in Metro 2050 be excluded from the provincial Small Scale Multi-Unit Housing Initiative.*

5.5 Metro 2050 Implementation Guideline - Regional Context Statements

Report dated May 16, 2023, from Jessica Jiang, Regional Planner and Victor Cheung, Senior Policy and Planning Analyst, Regional Planning and Housing Services, seeking MVRD Board endorsement of the *Metro 2050* Implementation Guideline – Regional Context Statements.

It was MOVED and SECONDED

That the MVRD Board endorse the Metro 2050 Implementation Guideline - Regional Context Statements as presented in the report dated May 16, 2023.

CARRIED

5.6 Manager's Report

Report dated May 16, 2023, from Jonathan Cote, Deputy General Manager, Regional Planning and Housing Development, Regional Planning and Housing Services, providing the Regional Planning Committee with an update on the Regional Planning Committee 2023 Work Plan; *Metro 2050* general reference materials and Implementation Guidelines Work Plan; Housing and Transportation Cost Burden Study; and housing targets under the *Housing Supply Act*.

It was MOVED and SECONDED

That the Regional Planning Committee receive for information the report dated May 16, 2023, titled "Manager's Report".

CARRIED

6. INFORMATION ITEMS

No items presented.

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 meeting of June 9, 2023.

CARRIED

(Time: 10:21 am)

Rapinder Khaira,
Legislative Services Coordinator

Eric Woodward,
Chair

To: Regional Planning Committee

From: Jessica Hayes, Acting Program Manager, Housing Policy and Planning,
Regional Planning and Housing Services

Date: August 14, 2023 Meeting Date: September 7, 2023

Subject: **Streamlining the Delivery of Rental Housing Through Pre-Approved Plans and Off-Site Construction**

RECOMMENDATION

That the MVRD Board:

- a) receive for information the report dated August 14, 2023, titled, “Streamlining the Delivery of Rental Housing Through Pre-Approved Plans and Off-Site Construction”; and
- b) direct staff to send correspondence to member jurisdictions, in an effort to identify municipalities interested in joining a project led by the Province to explore pre-approved building plans and off-site construction to streamline the delivery of rental housing.

EXECUTIVE SUMMARY

There is a significant and urgent need for rental housing in the Metro Vancouver region, and the Province as a whole. In recent years, housing delivery (particularly affordable rental housing) has been challenged by unprecedented construction cost escalation, a result of multiple factors including rising interest rates and labour shortages. Exploring new technologies and methods for delivering rental housing such as off-site construction has the potential to drive housing supply, affordability, climate action, and construction sector innovation in the region. The Province, in anticipation of the launch of BC Builds, is seeking municipal partners to advance these efforts in the Metro Vancouver region.

PURPOSE

To seek MVRD Board direction to send correspondence to member jurisdictions in an effort to identify municipal partners interested in exploring the use of standardized zones and guidelines, and pre-reviewed building plans that will enable increased use of off-site construction, in collaboration with Metro Vancouver and the Province. In addition, to seek direction to continue to advance conversations with member jurisdictions, the Province, and industry partners to implement coordinated measures that will streamline the delivery of rental housing.

BACKGROUND

In recent years, housing delivery has been affected by unprecedented construction cost escalation. These rising costs and uncertainty, combined with rising interest rates and skilled trade labour shortages, are driving the cost of housing higher. This year, the economic feasibility of constructing new rental housing has been particularly challenged, as evidenced by the reduced level of housing starts in early 2023. As the region’s population continues to grow, more pressure is being placed on an already strained rental supply. The effects of climate change are also becoming more impactful in our region, and events such as extreme heat, wildfire smoke and poor air quality, and increasing

frequency and intensity of storms and flooding are emphasizing the need for more resilient buildings and communities, and improvements to the way housing is designed and delivered.

Metro Vancouver has been engaged with the Province and industry leaders who have indicated their preliminary interest in jointly advancing supportive policies, investments, and actions to stimulate and grow British Columbia's capacity for off-site construction. With common challenges and housing needs across the Metro Vancouver region, there is an opportunity to streamline the delivery of rental housing through standardized zones and guidelines, pre-reviewed building plans, and by enabling increased use of off-site construction.

STREAMLINING RENTAL HOUSING CONSTRUCTION

The demand for rental housing is significantly outpacing the growth in the supply of purpose-built rental units. In 2022, the average vacancy rate for purpose-built rental apartments and townhouses in the Metro Vancouver region was very low, at just 0.9%. Also, between the 2016 and 2021 Census periods, total renter households increased by 13.2% (from 348,700 to 394,710 households, or a growth of 46,010 renter households), while the purpose-built rental stock increased by just 5.6% (from 110,973 to 117,168 purpose-built rentals, a net increase of just 6,195 units).

The population is growing at a faster rate than new housing supply is being delivered, exasperating access to housing, and housing affordability challenges in all communities within the Metro Vancouver region, and across the province. At the same time, significant inflation, rising interest rates, and labour shortages are posing additional challenges for the delivery of new housing. Current trends will result in these challenges continuing to mount in the coming years including: planned increases in immigration, a slowdown in the number of new rental housing projects initiated due to challenges posed by rising interest rates, and a skilled trade shortage that is expected to worsen as a significant portion of the current labour force retires.

Given these significant factors, there is increased recognition that new approaches are required to facilitate the expedient and efficient delivery of rental housing. Recent initiatives include:

- As part of the recently announced *Homes for People* plan, a provincial commitment to supply focused actions with the launch of BC Builds to use public land to deliver affordable homes for middle-income people; the expansion and spurring innovation in BC's construction workforce; and building more homes and government-funded buildings with mass timber;
- The federal Housing Accelerator Fund which invites applicants to put forward innovative proposals to increase housing supply. Several members are incorporating streamlining of approvals and design for rental buildings as aspects of their applications;
- UBCM resolutions put forward by several BC local governments, seeking to advance a program to streamline the delivery of housing through off-site construction as well as an event being held concurrently to build on this resolution by convening interested parties (Reference 1).
- The National Housing Accord (Reference 2), a set of 10 recommendations to the federal government put forward by a collective of housing industry experts includes creating an

industrial strategy, a national workforce and immigration strategy on housing, an innovation strategy that includes procurement policy and innovation centres for construction, and funding programs that include a catalogue of pre-approved designs.

With common challenges and housing needs across the Metro Vancouver region, shared approaches can be advanced. Staff have had initial conversations with the Province and industry leaders who have indicated their preliminary interest in jointly advancing supportive policies, investments, and actions to stimulate and grow the Province's capacity for off-site construction.

This includes two key components:

1. Incenting and growing the off-site construction industry.

The average number of months to complete an apartment project in BC is greater than most other provinces and has been trending upwards over the past decade. It currently requires 22 months of construction on average for an apartment project to complete, in addition to time required prior to start for planning approvals. Off-site construction (including prefabrication, building component parts off-site, panelized construction, and modular construction), can reduce project delivery times, and can reduce costs by 30 percent. Only a small proportion of housing projects are currently built off-site in BC (~5% of new construction), significantly less than in European countries, like Sweden, for example, which has the world's highest rate of off-site construction (80% of single-detached projects, and 10% of multi-family projects, with up to 50% pre-fabricated components).

2. Creating standardized zones and guidelines, and pre-reviewed designs for rental apartment development.

While each site is unique and projects must be adapted to fit their context, a unified, opt-in, regulatory approach which aims to drive consistency and reduce customization could create a sustained pipeline of similar projects, and further enable economies of scale. Standardized guidelines and zoning regulations, including pre-approved reference plans could be made available open source, and wouldn't need to go through additional design review. These pre-reviewed designs could be well tailored to being realized by off-site construction, but could also be realized using traditional woodframe construction. Actions to drive consistency would simplify and expedite the delivery of six-storey rental buildings in the Metro Vancouver region.

Benefits of Off-Site Construction

Substantially reducing construction times and costs is essential if Metro Vancouver is going to meet the significant demand for rental housing. This will require new approaches. There are many benefits related to off-site construction, prefabrication, and modular construction, including:

- **Housing supply and affordability:** using prefabricated components, including mass timber used in modular applications, has the potential to significantly accelerate construction schedules (20-50% schedule compression) and speed up overall housing supply and affordability as it greatly reduces timelines compared to strictly site-built projects (i.e. conventional woodframe or concrete construction). The use of building components prefabricated offsite in factories / warehouses creates significant efficiencies and eliminates costly delays, as they can be

manufactured in advance, and rapidly assembled on site, minimizing disruption in established neighbourhoods. In addition, prefabricated components are designed to last longer, and costs are less or on par with conventional materials. As local manufacturing increases, costs are expected to reduce further.

- **Climate action and environment:** off-site construction can help decarbonize the building sector, with the potential to significantly reduce carbon emissions. Off-site and modular construction reduces waste, as materials are prefabricated exactly to specifications. As well, it reduces vehicle and truck traffic to construction sites.
- **Economic development and innovation:** the shrinking construction labour force is a significant housing supply constraint that must be addressed to ensure that housing targets can be met in Metro Vancouver and the Province. Fostering innovation within the construction sector and embracing new technologies such as off-site construction and prefabrication will contribute to cutting down construction time and on-site labour needs, while creating new regional and provincial jobs in a new and growing industrial sector.

Growing Demand and Capacity for Off-site Construction

Using industrial technologies and approaches that move construction processes off-site can enable large-scale, low-cost housing production by enabling standardization, improving quality, and reducing construction schedules. These methods can further streamline purchasing and other processes, reducing costs by up to 30 percent. Encouraging uptake through standardized guidelines and zoning regulations, including pre-approved reference plans, has the potential to broaden these practices. Governments can use their purchasing power to build scale for this type of industrial production, therefore growing the demand for a consistent pipeline of rental housing projects that could be supported by the off-site construction industry.

Following a recent Housing Forum “Accelerating Housing”, Metro Vancouver staff and Provincial staff discussed growing the region’s capacity for off-site construction by attracting manufacturers of modular and pre-fabricated housing components to the Metro Vancouver region. Metro Vancouver, with support from the Province, can continue to advance these efforts in various capacities, with the aim of developing off-site construction as an innovative economic sector in BC. For example, through Invest Vancouver; by encouraging manufacturers to locate or expand operations in the region. Additionally, through Metro Vancouver Housing; by partnering with member jurisdictions who standardized guidelines and zoning regulations, and considering off-site construction methods for future projects. Furthermore, Metro Vancouver can support its member jurisdictions by providing best practices and research, and supporting the implementation of standard zones, and pre-approved plans and designs for rental housing that could in turn generate demand for off-site construction.

In addition, Metro Vancouver will advocate to the Province for supportive policies and programs, including potential grants and incentives (e.g. to enhance local government staff and resourcing capacity) and facilitate the use of pre-approved plans and off-site construction. As well, the Province has committed to building innovation and encouraging off-site construction as part of the

roll out of the *Homes for People* plan, and is seeking municipal partners to assist with advancing this strategy.

NEXT STEPS

To identify participants interested in streamlining the delivery of rental housing through pre-approved building plans and off-site construction, and move forward to the planning stages of several initiatives to streamline the delivery of rental housing in the region, several actions are proposed (see Table 1).

These actions would grow the off-site construction industry, and generate demand for a consistent pipeline of rental housing projects, with the aim of driving housing supply and affordability, climate action, and construction sector innovation in the region.

Action	Lead(s)	Desired outcome
Identify Early Adopters – Member jurisdictions	Metro Vancouver Province of BC	Convene and advance conversations with Metro Vancouver member jurisdictions interested in creating demand for the use of off-site and modular construction in their communities by exploring standardized guidelines and zoning regulations for six-storey rental buildings, including the use of pre-approved reference plans. Identify and support a coalition of local government champions committed to modelling public sector innovation by supporting off-site construction as a way to achieve housing targets, and increase housing supply and affordability.
Identify Early Adopters – Industry	Metro Vancouver (Invest Vancouver) Province of BC	Through Invest Vancouver, and with support from the Province, seek to develop off-site construction as an innovative economic sector in Metro Vancouver, supporting manufacturers to locate or expand operations in the region, and encouraging opportunities for job creation, growth, and transformation within the construction sector.
Research, document, and promote best practices	Metro Vancouver Province of BC	Communicate best practices and benefits of off-site prefabrication and modular construction to combat negative perceptions of quality and unclear understanding of economic benefits. Encourage industry transformation and support increased market demand through actions such as implementation of standard zones, pre-approved plans and designs, and modernization of public sector procurement.
Develop regional policy guidance and tools – Member jurisdictions	Metro Vancouver	Support municipal early adopters by co-developing tools such as template guidelines, regulations, building plans, pre-approved designs, opt-in land use policies, and/or standard zones

<p>Pilot the use of Pre-Approved Plans and Off-Site Construction in Metro Vancouver</p>	<p>Metro Vancouver (Metro Vancouver Housing) Province of BC</p>	<p>Advance a program to increase housing supply by harnessing off-site prefabrication and modular construction, in partnership with the Province. Develop industry capacity, support planning and regulatory implementation, and explore funding support for pilot buildings championed by early adopters.</p> <p>Through Metro Vancouver Housing, provide guidance from a non-profit housing provider perspective in terms of alignment with funding partner requirements and program criteria. Seek to partner with member jurisdictions who adopt standardized guidelines and zoning regulations to pilot the approach on specific sites.</p>
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ALTERNATIVES

1. That the MVRD Board:
 - a) receive for information the report dated August 14, 2023, titled, “Streamlining the Delivery of Rental Housing Through Pre-Approved Plans and Off-Site Construction”; and
 - b) direct staff to send correspondence to member jurisdictions, in an effort to identify municipalities interested in joining a project led by the Province to explore pre-approved building plans and off-site construction to streamline the delivery of rental housing.

2. That the MVRD Board receive for information the report dated August 14, 2023 titled “Streamlining Delivery of Rental Housing Through Pre-Approved Plans and Off-Site Construction”, and provide alternate direction to staff.

FINANCIAL IMPLICATIONS

There are no immediate financial implications associated with this report. Metro Vancouver departments can accommodate regional convening and support as part of its core services and within its existing resources and budget.

Should the MVRD Board direct staff to advance conversations with member jurisdictions, the Province, and other sector partners to streamline the delivery of rental housing, staff will report back to the Regional Planning Committee and MVRD Board in terms of any required resources.

CONCLUSION

There is an urgent need for rental housing in the Metro Vancouver region and the rest of the Province, yet, housing supply has been challenged by several external factors, resulting in escalating costs and timelines that threaten the ability to rapidly deliver the homes that are needed. This report identifies actions that could expedite the delivery of rental housing by growing the off-site construction industry, and generating demand for a consistent pipeline of rental housing projects, with the aim of driving housing supply and affordability, climate action, and construction sector innovation in the region. Staff recommend Alternative 1, to send correspondence to member jurisdictions in order to identify municipal partners that will advance actions to streamline the delivery of rental housing through the use of pre-approved building plans and off-site construction,

and advance this work alongside Metro Vancouver and the Province. If given direction, Staff will continue to advance conversations with member jurisdictions, the Province, and industry partners, and report back to the Regional Planning Committee, the Regional Administrators Advisory Committee, and MVRD Board on the status of the actions identified in this report.

REFERENCES

1. [2023 UBCM Resolutions Book](#)
2. [The National Housing Accord: A Multi-Sector Approach to Ending Canada's Rental Housing Crisis](#)

59058817

To: Regional Planning Committee

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

Date: August 15, 2023 Meeting Date: September 7, 2023

Subject: **Sensitive Ecosystem Inventory 2020 Update - Change Summary**

RECOMMENDATION

That the MVRD Board receive for information the report dated August 15, 2023, titled, “Sensitive Ecosystem Inventory 2020 Update - Change Summary”.

EXECUTIVE SUMMARY

This report summarizes the results of the 2020 Sensitive Ecosystem Inventory update, which identifies and maps ecologically important areas in Metro Vancouver as part of *Metro 2050* performance monitoring. Between 2014 and 2020, approximately 900 ha (0.5%) of Sensitive and Modified Ecosystems were lost due to human activity in the region, with over 600 ha (67%) of that loss occurring within the regional core (the majority of which was ‘modified’ ecosystems). The region experienced significant population growth, economic activity, and development during this period, and although ecosystem loss was not unexpected in areas planned for development, the speed and scale of the loss observed is concerning, given the associated loss of the critical ecosystem services (e.g., carbon storage and sequestration, cooling, floodwater absorption, pollination, recreation, human health benefits) that support community resilience, and the loss of habitat connectivity. The 2020 SEI update supports the urgent need to take collective action toward the *Metro 2050* target to “increase the area of lands protected for nature from 40% to 50% of the region’s land base by the year 2050”, and implement the associated policy actions that seek to protect, enhance, restore, and connect ecosystems.

PURPOSE

This report provides the Regional Planning Committee and the MVRD Board with the results from the latest update to the Regional Sensitive Ecosystem Inventory.

BACKGROUND

During its meeting on January 14, 2022, the Regional Planning Committee received a report titled “Land Cover Classification and Sensitive Ecosystem Inventory Update – Scope of Work”, which provided an overview of the process to update the regional Land Cover Classification (LCC) dataset and the Sensitive Ecosystem Inventory (SEI) (Reference 1). Metro Vancouver retained a consultant to update these datasets using full feature LiDAR (where available), multispectral satellite imagery and orthophotos from 2020, as well as several ancillary datasets. The LCC informs other Regional Planning geospatial analyses, such as tree canopy cover and impervious surfaces, carbon storage, ecosystem connectivity, and the SEI. This report focuses on the 2020 SEI update and change over time as compared to the 2014 SEI.

THE METRO VANCOUVER SENSITIVE ECOSYSTEM INVENTORY

The SEI was first created in response to the need for up-to-date, standardized ecological information to inform land use and conservation planning in the Metro Vancouver region, and to increase awareness of ecosystem presence and declines. Employing provincial inventory standards, the SEI identifies and maps ecosystems to support the use of ecological data in decision making. 'Sensitive Ecosystems' are ecologically fragile, rare or at-risk (e.g., wetland, estuarine, old and mature forest, riparian, alpine, woodland). The SEI also includes 'Modified Ecosystems' that have been altered (e.g., young forest, old field), but that have significant ecological value and importance for biodiversity, particularly in fragmented landscapes where Sensitive Ecosystems have been lost. In the SEI, both Sensitive and Modified Ecosystems are further categorized into ecosystem classes and subclasses, and the quality of each polygon is rated. References 2, 3 and 4 provide additional technical information about the SEI.

Use of the Sensitive Ecosystem Inventory

Several *Metro 2050* policy actions refer to the SEI (Map 11 – Reference 5), and it is critical for *Metro 2050's* performance monitoring and reporting. Two indicators are currently being tracked:

- Change in hectares of land identified as a Sensitive or Modified Ecosystem; and
- Change in hectares of identified Sensitive and Modified Ecosystems rated high quality.

Other levels of government, industry, non-profit groups, academia, and several Metro Vancouver plans refer to the SEI data, including the: *Ecological Health Framework*, *Natural Resource Management Framework*, *Regional Parks Land Acquisition 2050 Strategy*, *Regional Parks Plan*, and the *Climate 2050 Nature and Ecosystems Roadmap* (References 6-10).

UPDATING THE SENSITIVE ECOSYSTEM INVENTORY

To ensure that the SEI continues to be an effective and relevant land use and conservation planning tool, it must be updated regularly. This inventory is updated every 6 years, in alignment with the collection of regional remote sensing data. These updates report changes to the region's Sensitive and Modified Ecosystems over time and quantify the amount, rate, and type of ecosystem loss. The 2020 SEI update employed the same methodology as the 2014 update, using automation where possible to improve efficiency. Using 2020 regional orthophotos, ecosystem polygons were reviewed, and any loss or disturbance was documented. Polygons within Metro Vancouver Regional Parks were also updated using detailed mapping.

SENSITIVE ECOSYSTEM INVENTORY RESULTS

Region and Regional Core

Map 1 shows the two SEI reporting areas (Map 1):

- The Region, which includes the region's drinking water supply, estuarine and intertidal areas. As of 2020, 53% of the Region was considered Sensitive or Modified Ecosystem; and
- The Regional Core, which is the more urbanized southern part of the region and excludes the large parks and estuaries under provincial management, watersheds and other higher elevation areas. The Regional Core is most relevant for local policy and land use planning, and it is where local decisions and actions typically have the most impact. As of 2020, 20% of Regional Core was Sensitive or Modified Ecosystem.

Ecosystem Loss Between 2014 and 2020

Tables 1 and 2 below summarize ecosystem losses for the Region and the Regional Core. Between 2014 and 2020, just over 900 ha (0.5%) of the region’s Sensitive and Modified Ecosystems were lost due to human activity, and over 600 ha (67%) of that loss occurred within the Regional Core, where Modified Ecosystems experienced the most loss (e.g. Young Forest, Old Field, Mature Forest and Freshwater).

Map 1 – The SEI’s Region and Regional Core Extents

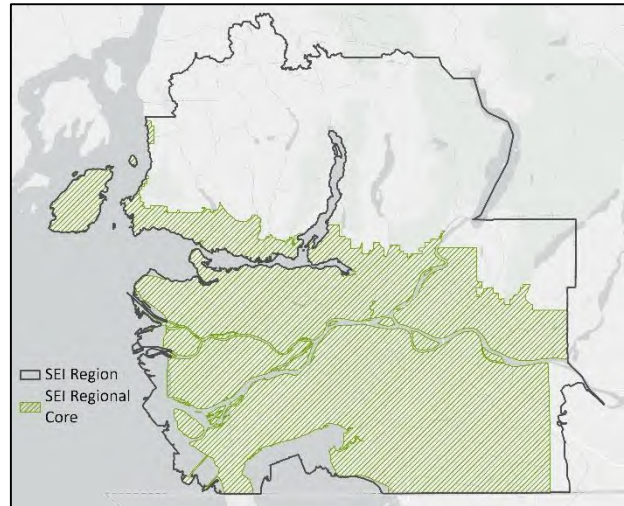


Table 1 - Sensitive and Modified Ecosystem loss between 2014 and 2020

	Sensitive Ecosystems (SE)				Modified Ecosystems (ME)				Totals – SE and ME			
	2014 (ha)	2020 (ha)	Loss (ha)	% Loss	2014 (ha)	2020 (ha)	Loss (ha)	% Loss	2014 (ha)	2020 (ha)	Loss (ha)	% Loss
Region	149,952	149,617	335	0.2%	27,378	26,811	566	2.0%	177,330	176,429	901	0.5%
Regional Core (subset)	24,785	24,578	207	0.8%	9,376	8,977	399	4.2%	34,161	33,554	607	1.8%

As shown in Table 2 below, losses for the 5-year period were highest for young forest, old field, mature forest, riparian, and wetland ecosystems.

Table 2 – Loss by Ecosystem Type and Class between 2014 and 2020

Ecosystem Type Class	Region				Regional Core			
	2014 (ha)	2020 (ha)	Loss (ha)	% Loss	2014 (ha)	2020 (ha)	Loss (ha)	% Loss
<i>Sensitive Ecosystems</i>								
Alpine	14,573	14,573	0	0.0%	0	0	0	0.0%
Estuarine	8,581	8,580	0.5	0.0%	1,211	1,210	0.5	0.0%
Freshwater (SE) ¹	7,094	7,093	0.9	0.0%	401	399	0.9	0.2%
Herbaceous	109	109	0	0.0%	85	85	0	0.0%
Intertidal	8,154	8,154	0	0.0%	223	223	0	0.0%
Mature Forest (SE) ²	21,719	21,524	196	0.9%	7,517	7,435	82	1.1%
Old Forest	34,322	34,318	4	0.0%	118	118	0	0.0%

¹ Freshwater Ponds and Lakes are classified as Sensitive Ecosystems, while Freshwater Reservoirs are Modified Ecosystems.

² Mature Forests are classified as Sensitive Ecosystems if they are coniferous or mixed and over 5 ha in size. Coniferous or mixed Mature Forests less than 5 ha, and broadleaf of any size, are considered Modified Ecosystems.

Riparian	30,604	30,526	77	0.3%	7,902	7,835	67	0.8%
Sparsely Vegetated	9,125	9,125	0.1	0.0%	98	98	0	0.0%
Woodland	5,689	5,689	0.5	0.0%	314	314	0.5	0.1%
Wetland	9,983	9,927	56	0.6%	6,917	6,861	56	0.8%
Total - Sensitive Ecosystems (SE)	149,952	149,617	335	0.2%	24,785	24,578	207	0.8%
<i>Modified Ecosystems</i>								
Freshwater (ME) ¹	141	141	0.3	0.2%	139	139	0.3	0.2%
Mature Forest (ME) ²	4,478	4,428	49	1.1%	2,180	2,139	41	1.9%
Old Field ³	1,745	1,528	216	12.4%	1,745	1,528	216	12.4%
Young Forest	21,014	20,714	300	1.4%	5,312	5,170	142	2.6%
Total – Modified Ecosystems (ME)	27,378	26,811	566	2.1%	9,376	8,977	399	4.2%
Total – SE and ME	177,330	176,428	901	0.5%	34,161	33,555	607	1.8%

CHARACTERIZING ECOSYSTEM LOSS

The nature of ecosystem loss observed over the last five years ranges widely, from the clearing of large, high quality ecosystems, to small, disturbed remnant patches. This loss often involved the removal of relatively small pieces from the edges of larger areas, best described as ‘nibbling’. Further analysis into the nature and causes of ecosystem loss will enable policymakers to make informed conservation and land use planning decisions. Attachment 1 includes details about the causes of loss and further detail is provided below for the ecosystem classes that experienced the greatest losses within the regional core.

Mature and Young Forest Ecosystems

The Provincial parks and protected watersheds in the northern part of the region are home to large amounts of ‘Old Forest’ (>250 years old), but outside of these areas, the remaining forests are categorized as ‘Mature Forest’ (80-250 years old) or ‘Young Forest’ (30-80 years old). Between 2014 and 2020, Young Forests saw the greatest losses of all ecosystem classes across the region. Only patches of Young Forest greater than 5 ha are considered as part of the standard provincial SEI process. However, Metro Vancouver also maps ‘Small Young Forest’ because smaller patches of Young Forest are still important, particularly given the rate and extent of forest loss across the region. Small Young Forest is included in Table 3 below to provide a more complete picture of regional forest loss.

As summarized in Table 3, almost 700 ha (or 1%) of the region’s Mature and Young Forests were converted to other land uses over the 5-year period, and nearly 400 ha (or 60%) of that loss occurred within the Regional Core. The main causes of Mature and Young Forest losses in the regional core were residential development, followed by clearing / mowing, commercial and services, and agriculture.

³ Although this is reported as a ‘loss’ in the SEI, Old Field ecosystems may be actively farmed and then left fallow, or planted with cover crops during the winter. This snapshot in time does not capture the temporal variation in Old Field ecosystems.

Table 3 – Loss of Mature and Young Forest Ecosystems between 2014 and 2020

	Region				Regional Core			
	2014 (ha)	2020 (ha)	Loss (ha)	% Loss	2014 (ha)	2020 (ha)	Loss (ha)	% Loss
Mature Forest (SE and ME)	26,197	25,952	245	0.9%	9,697	9,574	123	1.3%
Young Forest (ME)	21,014	20,714	300	1.4%	5,312	5,170	142	2.7%
Small Young Forest (non SE or ME)	4,965	4,816	149	3.0%	2,821	2,690	131	4.6%
Total	52,176	51,481	694	1.3%	17,830	17,434	396	2.2%

Old Field Ecosystems

Old Field ecosystems are found on agricultural lands that were formerly cultivated or grazed but have since been left fallow and now feature well-developed herbaceous vegetation, some shrubs and a few young trees. Old Fields may revert back to active agriculture over time based on the producer’s management decisions. Table 2 shows that over 210 ha of Old Field ecosystems were lost in the region, all of which occurred in the regional core. The main causes of change in Old Field ecosystems in the regional core were agriculture, clearing or mowing, and industrial.

Riparian Ecosystems

Riparian areas are generally located along rivers, streams, and creeks, and for the purposes of the SEI, they also include fringes around lakes. Nearly 80 ha of Riparian ecosystems were lost in the region, and nearly 70 ha (or 87%) of that loss occurred within the regional core. The main drivers of Riparian loss in the regional core were agriculture, residential development, clearing or mowing, and transportation and communications.

Wetland Ecosystems

Wetlands are found where soils are saturated by water for enough time that the excess water and resulting low oxygen levels influence the vegetation and soil. Over 55 ha of the region’s freshwater Wetland ecosystems were lost between 2014 and 2020 and most of those losses occurred in the regional core. The main causes of Wetland losses in the regional core included clearing or mowing, industrial, agriculture, residential development, and commercial and services.

Ecosystem Loss and The Regional Growth Strategy

Charts 1 and 2 below summarize the losses within each of the *Metro 2040* regional land use designations and the causes of loss. Note that the focus of this analysis is on the *Metro 2040* regional land use designations, not those from *Metro 2050*, since the SEI was updated using imagery from 2020, which is prior to the adoption of *Metro 2050* in February of 2023.

Chart 1 – Ecosystem Loss by Metro 2040 Land Use Designation (2014-2020)

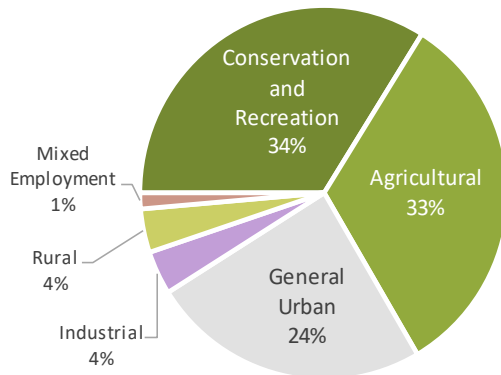
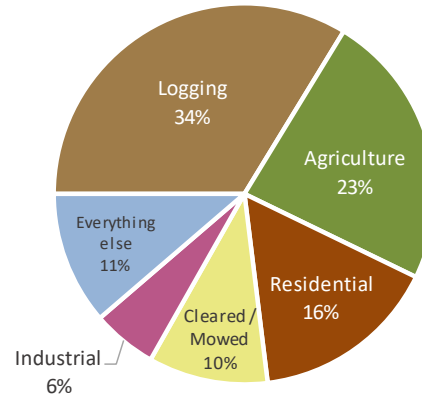


Chart 2 – Causes of Ecosystem Loss in the Region (2014-2020)



The results show that 34% of the ecosystem losses occurred within lands designated as Conservation and Recreation, with the majority of loss due to logging of mature and young forests in the Ridge-Meadows sub-region. Ecosystem change is expected within the Conservation and Recreation lands ‘Natural Resource Areas’ overlay, which contains “existing provincially-approved natural resource uses within the Conservation and Recreation regional land use designation that may not be entirely consistent with the designation, but continue to reflect its long-term intent. These uses include a landfill; quarries; lands with active forest tenure managed licences; and wastewater and drinking water treatment facilities”. The expectation is that harvested forests within the Conservation and Recreation land use designation will move through natural succession and they will be returned to the SEI as Young Forest after they reach 30 years of age.

Approximately 33% of loss occurred within lands with an Agricultural regional land use designation, and although most of that loss (57%) was from conversion of Old Field ecosystems to active agriculture, young forests, wetlands and riparian areas were also lost on agricultural lands. Roughly 24% of losses occurred within the General Urban designated lands, where residential development was the top cause of loss, followed by mowing and clearing (which may not be permanent loss).

Sub-regional breakdowns

Staff have also produced summaries of ecosystem presence, loss, and proportions by sub-region (Attachment 2). This information can also be generated by specific member jurisdiction and provided on request.

SEI Trends and Policy Implications

2020 SEI update is the second time ecosystem loss has been quantified at the regional level, with the 2009 SEI as the baseline for comparison. Table 4 compares the losses between 2009 and 2014 to the losses between 2014 and 2020.

Table 4 – Sensitive and Modified Ecosystem Change between 2009-2014 and 2014-2020

Area	Change 2009-2014	Change 2014-2020
Region	- 1,600 ha (0.9%)	- 900 ha (0.5%)
Regional Core	- 1,200 ha (3.4%)	- 600 ha (1.8%)

Between 2014 and 2020, the overall loss was significantly less pronounced than the previous 5-year interval. The region experienced significant population growth, economic activity, and development during this period and although ecosystem loss was not unexpected, the speed and scale of the loss observed is concerning, given the associated loss of the critical ecosystem services (e.g., carbon storage and sequestration, cooling, floodwater absorption, pollination, recreation, human health benefits) that support community resilience, and the loss of habitat connectivity.

In 2020, 53% of the region was Sensitive or Modified Ecosystem. Over the next thirty years, it is projected that the region’s population will grow by approximately one million people and it is understood that member jurisdictions have plans to develop additional lands to accommodate housing, support local food security, and foster a sustainable economy. However, *Metro 2050* has also set a science-based regional target to “**increase the area of lands protected for nature from 40% to 50% of the region’s land base by the year 2050**”, recognizing the need to set aside additional space for the region’s growing population to access and recreate in nature, and support community and individual health and well-being. It is recognized that in this land constrained and rapidly urbanizing region, competing priorities will have to be considered. Meeting this target will involve making trade-offs between land use choices, but the federation is well positioned to work collaboratively toward this target by implementing key policy actions in *Metro 2050*, as well as other regional and local strategies, including:

2014-2020 SEI trend	Relevant Policy in Regional Plans
<p>34% of total losses occurred on Conservation and Recreation lands</p> <p>Ecosystems lost</p> <ul style="list-style-type: none"> - Mature Forests - Young Forests <p>Main cause of loss</p> <ul style="list-style-type: none"> - Logging 	<p>Metro Vancouver will:</p> <ul style="list-style-type: none"> • Advocate to the Province to make ecosystem health and biodiversity conservation the overarching priority of forest management (<i>Climate 2050 Nature and Ecosystems Roadmap</i> Action 1.5) • Monitor ecosystem gains and losses on lands with a Conservation and Recreation regional land use designation and the Natural Resources Areas⁴ therein, as identified in Map 9 (<i>Metro 2050</i> Policy Action 3.1.4) <p>Member jurisdictions will:</p> <ul style="list-style-type: none"> • Adopt Regional Context Statements that include policies that support the protection and enhancement of lands with a Conservation and Recreation land use designation (<i>Metro 2050</i> Policy Action 3.1.9b))
<p>33% of total losses occurred on Agricultural lands</p> <p>Ecosystems lost</p> <ul style="list-style-type: none"> - Old Field - Young Forests - Riparian - Wetland 	<p>Metro Vancouver will:</p> <ul style="list-style-type: none"> • Advocate to the Province to provide incentives to encourage land management practices that ... protect natural assets, and maintain ecosystem services from agricultural land (<i>Metro 2050</i> Policy Action 2.3.10) • Collaborate with the Province and member jurisdictions to explore and build a long-term funding mechanism that includes payment for ecosystem services on agricultural land (Draft <i>Climate 2050 Agriculture Roadmap</i> Action 3.6)

⁴ Based on new information about private managed forests in the region, updates to ‘Natural Resource Areas’ overlay will be proposed as part of the next *Metro 2050* housekeeping amendment.

2014-2020 SEI trend	Relevant Policy in Regional Plans
<p>Main causes of loss</p> <ul style="list-style-type: none"> - Agriculture - Cleared / mowed - Residential 	<ul style="list-style-type: none"> • Protect and Enhance Ecosystem Goods and Services (<i>Regional Food System Strategy</i> Action 5.1) • Identify a regional green infrastructure network that connects ecosystems and builds on existing local networks, while maximizing resilience, biodiversity, and human health benefits; and prepare implementation guidelines to assist with the protection, enhancement, and restoration of ecosystems (<i>Metro 2050</i> Policy Action 3.2.3 c) and d))
<p>24% of total losses occurred on General Urban lands</p> <p>Ecosystems lost</p> <ul style="list-style-type: none"> - Mature Forests - Young Forests - Riparian <p>Main causes of loss</p> <ul style="list-style-type: none"> - Residential - Cleared or mowed - Transportation and Communications 	<p>Metro Vancouver will:</p> <ul style="list-style-type: none"> • Manage Metro Vancouver assets and collaborate with member jurisdictions, First Nations, and other agencies to protect, enhance, and restore ecosystems as identified on Map 11 (<i>Metro 2050</i> Policy Action 3.2.3a)) • Champion the protection of the region’s important natural areas <ul style="list-style-type: none"> a) Promote the regional parks land acquisition strategy with others who have interest in or responsibility for land protection b) Review potential acquisitions with pertinent member jurisdictions and other stakeholders during the annual review <p>(<i>Regional Parks Land Acquisition 2050 Strategy</i> Action 4.1)</p> <p>Member jurisdictions will:</p> <ul style="list-style-type: none"> • Adopt Regional Context Statements that: <ul style="list-style-type: none"> a) identify local ecosystem protection ... targets, and demonstrate how these targets will contribute to the regional targets in Action 3.2.1 b) refer to Map 11 or more detailed local ecological and cultural datasets and include policies that: <ul style="list-style-type: none"> i) support the protection, enhancement, and restoration of ecosystems through measures such as land acquisition, density bonusing, development permit requirements, subdivision design, conservation covenants, land trusts, and tax exemptions ii) seek to acquire, restore, enhance, and protect lands, in collaboration with adjacent member jurisdictions and other partners, that will enable ecosystem connectivity in a regional green infrastructure network iii) discourage or minimize the fragmentation of ecosystems through low impact development practices that enable ecosystem connectivity iv) indicate how the interface between ecosystems and other land uses will be managed to maintain ecological integrity using edge planning, and measures such as physical buffers, or development permit requirements (<i>Metro 2050</i> Policy Action 3.2.7)

Next Steps

Further analysis of the SEI dataset will be undertaken, including:

- Identifying which sensitive ecosystems are protected and which are not. As part of *Metro 2050’s* performance monitoring, staff are collating protection status information from

various organizations. A report on the new *Metro 2050* 'Change in hectares of land protected for nature' measure will be shared with the Regional Planning Committee when complete.

- Assessing changes in ecosystem quality (e.g., condition, size) at the regional, regional core, and sub-regional levels.

The findings produced from the SEI update will be disseminated to staff from member jurisdictions and others on request, and the spatial dataset will be published on Metro Vancouver's open data portal. Updates to *Metro 2050* Map 11 (SEI Map) and the Natural Resource Areas overlay in Map 9 will be proposed as part of the next *Metro 2050* housekeeping amendment.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

Costs associated with updating the Regional Land Cover Classification and Sensitive Ecosystem Inventory were included in the Board-approved 2022 Regional Planning budget.

CONCLUSION

The 2020 Sensitive Ecosystem Inventory update provides key insights into the state of the region's most important ecological areas and changes that occurred between 2014 and 2020. The amount, rate and type of ecosystem loss was quantified for both the region and regional core. While the losses were less pronounced between 2014-2020 than the previous 5-year interval, the speed and scale of ecosystem loss observed is concerning, given the associated loss of critical ecosystem services (e.g., carbon storage, cooling, stormwater absorption, pollination) and habitat connectivity. The 2020 SEI update supports the urgent need to take collective action toward the *Metro 2050* regional target to "increase the area of lands protected for nature from 40% to 50% of the region's land base by the year 2050" and to implement *Metro 2050's* policy actions that seek to protect, enhance, restore and connect ecosystems. Further analysis of the SEI dataset will be completed, including identifying the protection status of sensitive ecosystems, and assessing changes in ecosystem quality over the 5-year period. The information produced from the SEI update will be finalized and disseminated to staff from member jurisdictions and others, on request. The spatial dataset will also be posted on Metro Vancouver's open data portal.

ATTACHMENTS

1. Sensitive and Modified Ecosystem Loss by Ecosystem Class (2014-2020)
2. 2020 Sensitive Ecosystem Inventory - Sub-regional Profiles
3. Presentation re: Sensitive Ecosystem Inventory 2020 Update – Change Summary

REFERENCES

1. ["Land Cover Classification and Sensitive Ecosystem Inventory Update – Scope of Work" report](#)
2. [Sensitive Ecosystem Inventory for Metro Vancouver and Abbotsford - Technical Report \(2009\)](#)
3. [Update of the Sensitive Ecosystem Inventory for Metro Vancouver \(2014\)](#)
4. [Metro Vancouver Regional District Regional Land Cover Classification and Sensitive Ecosystem Inventory Update – Summary Report \(2020\)](#)

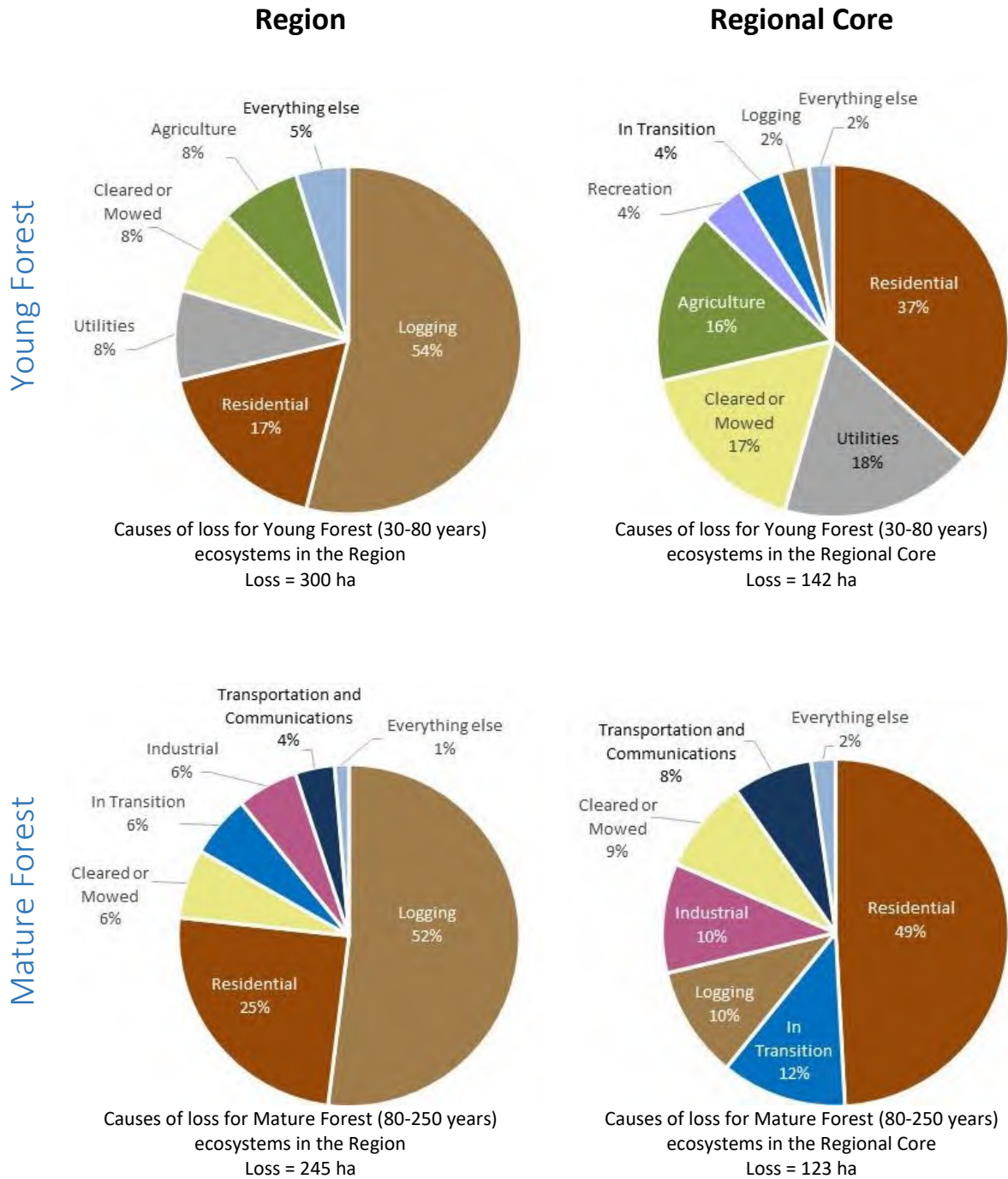
5. [*Metro 2050 Map 11 Sensitive Ecosystem Inventory*](#)
6. [*Ecological Health Framework*](#)
7. [*Regional Parks Land Acquisition 2050 Strategy*](#)
8. [*Natural Resource Management Framework*](#)
9. [*Regional Parks Plan*](#)
10. [*Climate 2050 Nature and Ecosystems Roadmap*](#)

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Causes of Ecosystem Loss

2020 Sensitive Ecosystem Inventory

The following charts present the causes of loss for the Sensitive and Modified Ecosystem classes that experienced the most loss between 2014 and 2020.

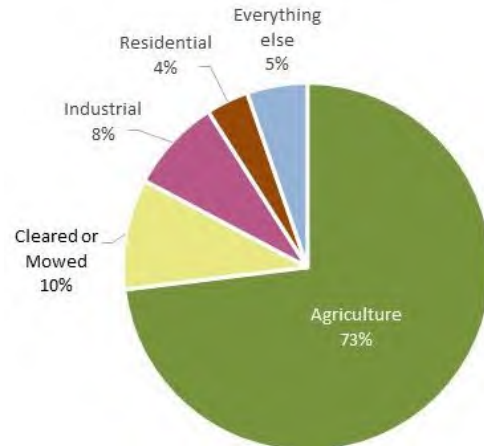


Old Field

Region

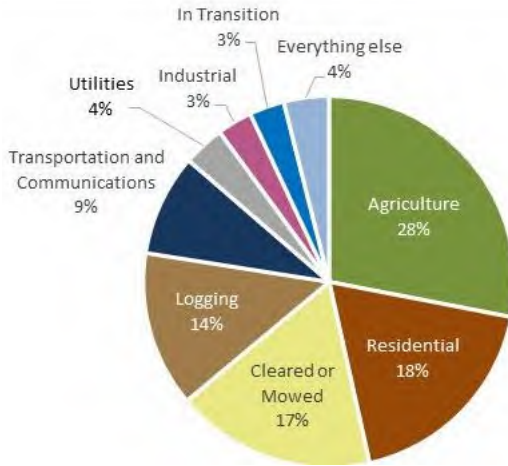
Same as Regional Core
(i.e., all losses occurred in the Regional Core)

Regional Core

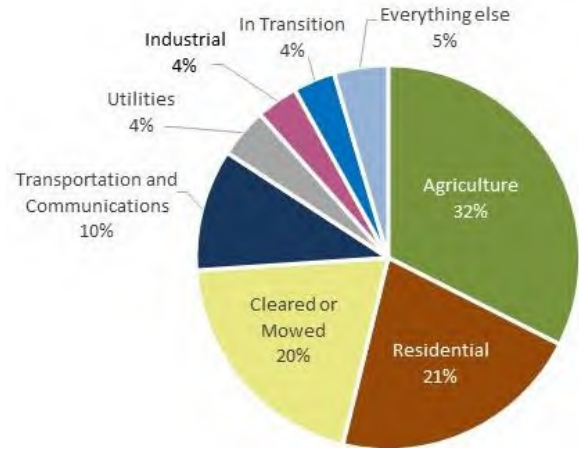


Causes of loss for Old Field ecosystems in the Regional Core
Loss = 216 ha

Riparian



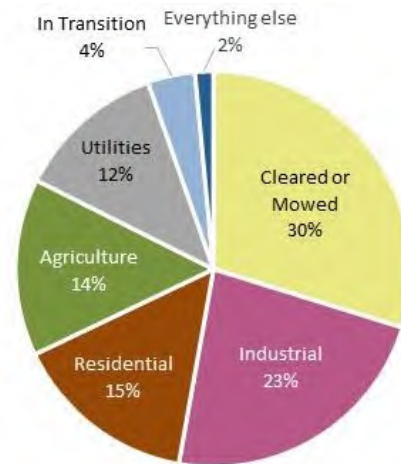
Causes of loss for Riparian ecosystems in the Region
Loss = 78 ha



Causes of loss for Riparian ecosystems in the Regional Core
Loss = 67 ha

Wetland

Same as Regional Core
(i.e., all losses occurred in the Regional Core)

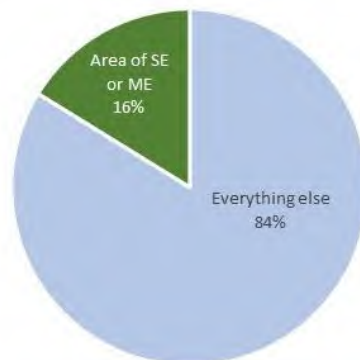


Causes of loss for Wetland ecosystems in the Region
Loss = 56 ha

Burrard Peninsula

2020 Sensitive Ecosystem Inventory Sub-regional Profile

Map of Sub-region

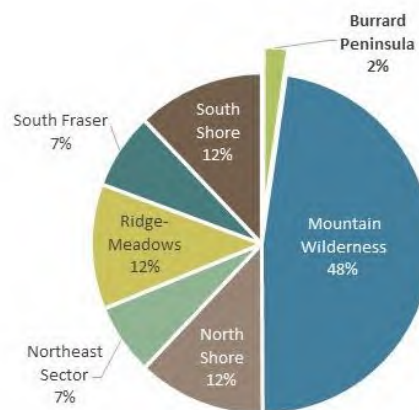


Proportion of the Burrard Peninsula that is Sensitive (SE) or Modified Ecosystem (ME)

Ecosystems in 2020

Top 3 Sensitive or Modified Ecosystems (area)

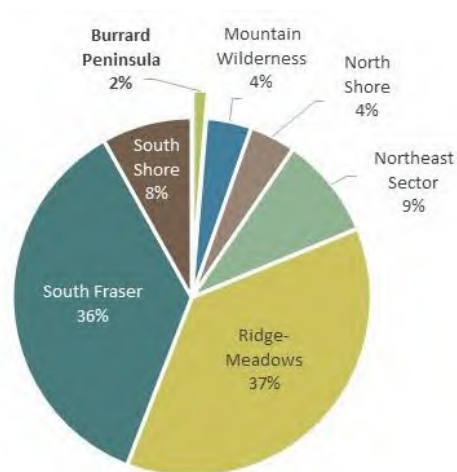
Mature forest	1,246 ha
Riparian	1,001 ha
Young forest	499 ha



Proportion of regional Sensitive and Modified Ecosystems within the Burrard Peninsula Sub-region

Ecosystem Loss (2014-2020)

- **12 ha** of SE and ME were lost in the Burrard Peninsula
- Top 3 ecosystems lost (area, % loss for this sub-region)
 - Young Forest (-7 ha, -1.3%)
 - Riparian (-3 ha, -0.3%)
 - Wetland (-2 ha, -0.3%)
- Top 3 causes of loss in the Burrard Peninsula
 1. Commercial and services (-7 ha)
 2. In transition (construction was in progress but the purpose was unclear) (-3 ha)
 3. Industrial (-3 ha)

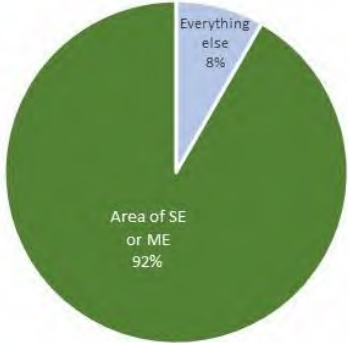
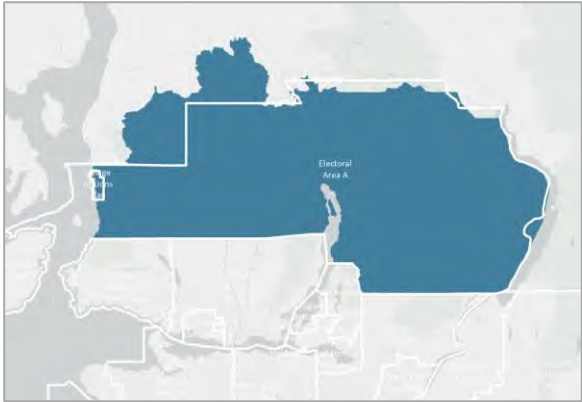


Proportion of regional loss that occurred within the Burrard Peninsula Sub-region

Mountain Wilderness

2020 Sensitive Ecosystem Inventory Sub-regional Profile

Map of Sub-region

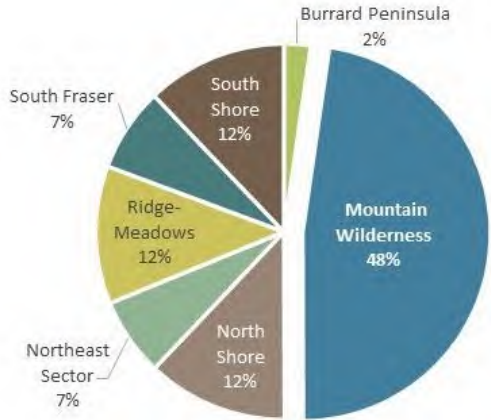


Proportion of the Mountain Wilderness that is Sensitive (SE) or Modified Ecosystem (ME)

Ecosystems in 2020

Top 3 Sensitive or Modified Ecosystems (area)

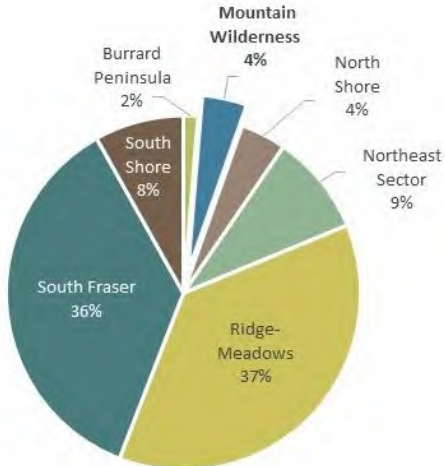
Old forest	28,708 ha
Alpine	13,672 ha
Riparian	10,539 ha



Proportion of Regional Sensitive and Modified Ecosystems within the Mountain Wilderness Sub-region

Ecosystem Loss (2014-2020)

- **37 ha** of SE and ME were lost in the Mountain Wilderness
- Top ecosystems lost (area, % loss for this sub-region)
 - Young Forest (-37 ha, -0.6%)
- Cause of loss in the Mountain Wilderness
 - Logging (-37 ha)

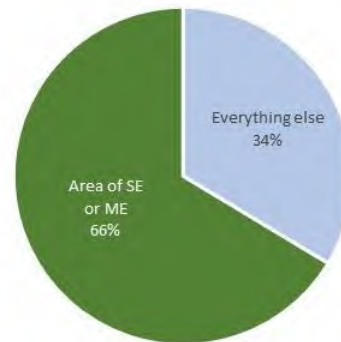


Proportion of regional loss that occurred within the Mountain Wilderness Sub-region

North Shore

2020 Sensitive Ecosystem Inventory Sub-regional Profile

Map of Sub-region

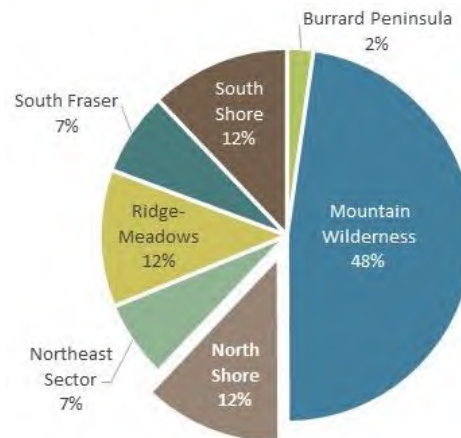


Proportion of the North Shore that is Sensitive (SE) or Modified Ecosystem (ME)

Ecosystems in 2020

Top 3 Sensitive or Modified Ecosystems (area)

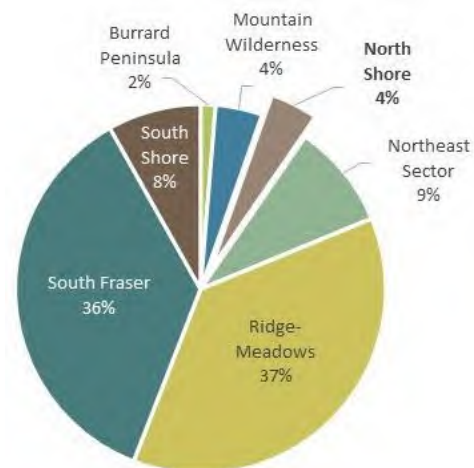
Mature forest	6,863 ha
Young forest	4,100 ha
Old forest	3,751 ha



Proportion of Regional Sensitive and Modified Ecosystems within the North Shore Sub-region

Ecosystem Loss (2014-2020)

- **38 ha** of SE and ME were lost on the North Shore
- Top ecosystems lost (area, % loss for this sub-region)
 - Mature Forest (-27 ha, -0.4%)
 - Riparian (-10 ha, -0.1%)
- Top 3 causes of loss on the North Shore
 1. In transition (construction was in progress but the purpose was unclear) (-16 ha)
 2. Residential (-11 ha)
 3. Transportation and Communications (-8 ha)

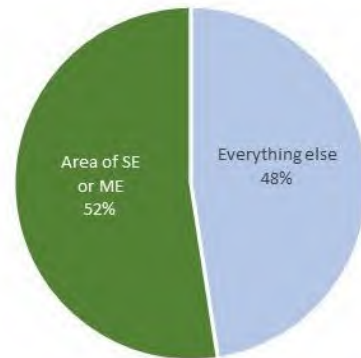
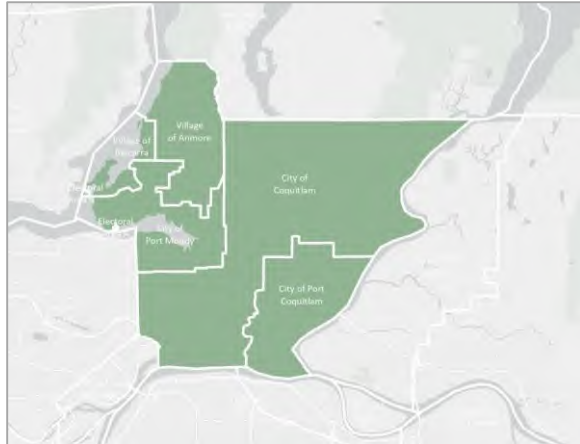


Proportion of regional loss that occurred within the North Shore Sub-region

Northeast Sector

2020 Sensitive Ecosystem Inventory Sub-regional Profile

Map of Sub-region

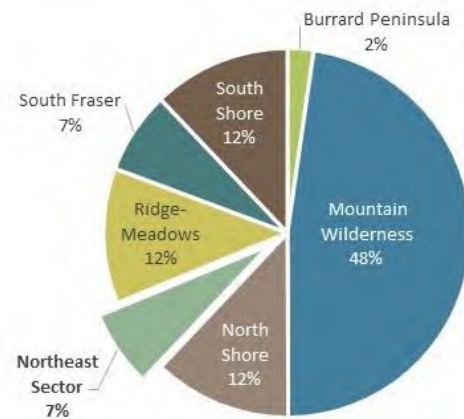


Proportion of the Northeast Sector that is Sensitive (SE) or Modified Ecosystem (ME)

Ecosystems in 2020

Top 3 Sensitive or Modified Ecosystems (area)

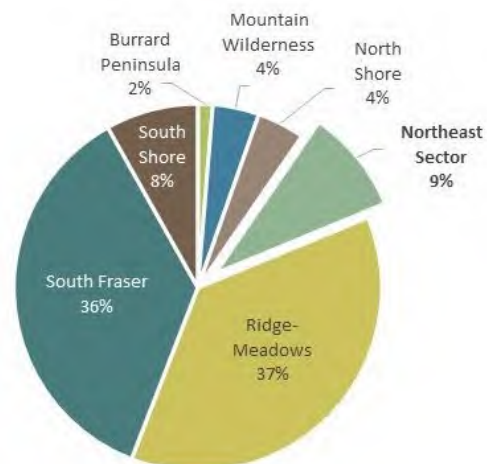
Mature forest	4,082 ha
Riparian	2,679 ha
Young forest	2,442 ha



Proportion of Regional Sensitive and Modified Ecosystems found within the Northeast Sector Sub-region

Ecosystem Loss (2014-2020)

- **83 ha** of SE and ME were lost in the Northeast Sector
- Top 3 ecosystems lost (area, % loss for this sub-region)
 - Mature Forest (-51 ha, -1.2%)
 - Young Forest (-17 ha, -0.7%)
 - Riparian (-8 ha, -0.2%)
- Top 3 causes of loss in the Northeast Sector
 1. Residential (-67 ha)
 2. Industrial (-9 ha)
 3. Transportation and Communications (-9 ha)

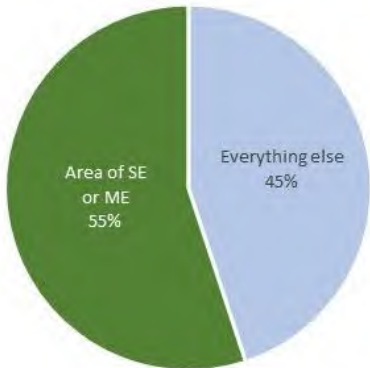


Proportion of regional loss that occurred within the Northeast Sector Sub-region

Ridge-Meadows

2020 Sensitive Ecosystem Inventory Sub-regional Profile

Map of Sub-region

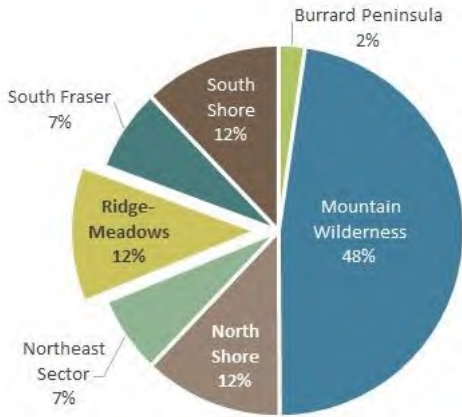


Proportion of Ridge-Meadows that is Sensitive (SE) or Modified Ecosystem (ME)

Ecosystems in 2020

Top 3 Sensitive or Modified Ecosystems (area)

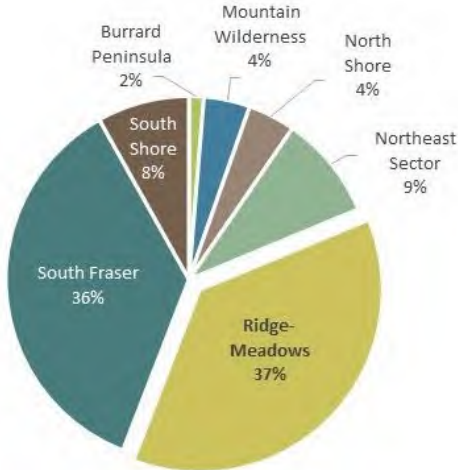
Mature forest	6,603 ha
Young forest	4,953 ha
Riparian	4,413 ha



Proportion of Regional Sensitive and Modified Ecosystems found within the Ridge-Meadows Sector Sub-region

Ecosystem Loss (2014-2020)

- **334 ha** of SE and ME were lost in Ridge-Meadows
- Top 3 ecosystems lost (area, % loss for this sub-region)
 - Mature Forest (-149 ha, -2.3%)
 - Young Forest (-133 ha, -2.7%)
 - Old field (-31 ha, -29.6%)
- Top 3 causes of loss in Ridge-Meadows
 1. Logging (-283 ha)
 2. Agriculture (-23 ha)
 3. Cleared or Mowed (-21 ha)

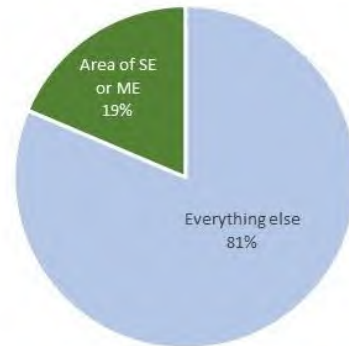
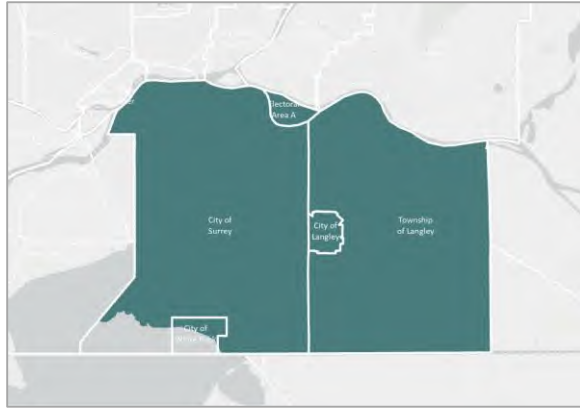


Proportion of regional loss that occurred within the Ridge-Meadows Sub-region

South Fraser

2020 Sensitive Ecosystem Inventory Sub-regional Profile

Map of Sub-region

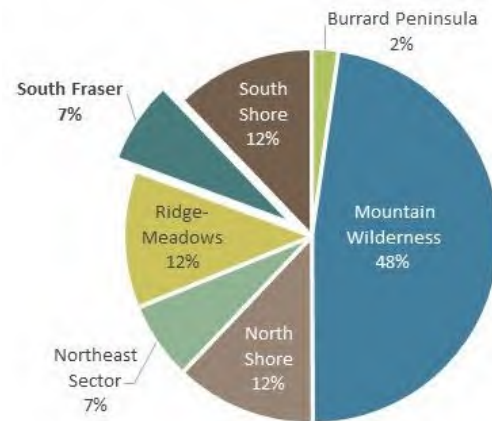


Proportion of South Fraser that is Sensitive (SE) or Modified Ecosystem (ME)

Ecosystems in 2020

Top 3 Sensitive or Modified Ecosystems (area)

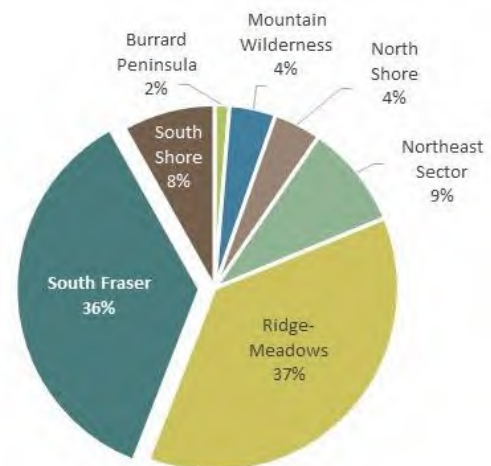
Riparian	4,713 ha
Young forest	2,063 ha
Wetland	1,944 ha



Proportion of Regional Sensitive and Modified Ecosystems found within the South Fraser Sub-region

Ecosystem Loss (2014-2020)

- **324 ha** of SE and ME were lost in South Fraser
- Top 3 ecosystems lost (area, % loss for this sub-region)
 - Old field (-131 ha, -17.2%)
 - Young Forest (-107 ha, -5.2%)
 - Riparian (-37 ha, -0.8%)
- Top 3 causes of loss in South Fraser
 1. Agriculture (-171 ha)
 2. Residential (-108 ha)
 3. Cleared or Mowed (-79 ha)

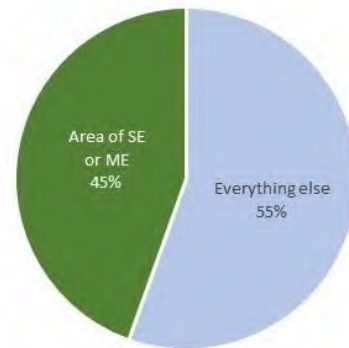


Proportion of regional loss that occurred within the South Fraser Sub-region

South Shore

2020 Sensitive Ecosystem Inventory Sub-regional Profile

Map of Sub-region

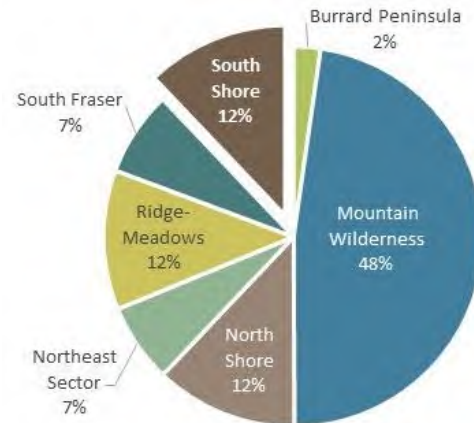


Proportion of South Fraser that is Sensitive (SE) or Modified Ecosystem (ME)

Ecosystems in 2020

Top 3 Sensitive or Modified Ecosystems (area)

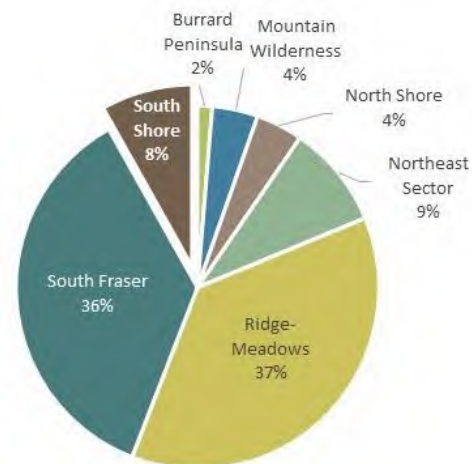
Estuarine	7,105 ha
Intertidal	6,561 ha
Riparian	3,657 ha



Proportion of Regional Sensitive and Modified Ecosystems found within the South Shore Sub-region

Ecosystem Loss (2014-2020)

- **73 ha** of SE and ME were lost on the South Shore
- Top 3 ecosystems lost (area, % loss for this sub-region)
 - Old field (-54 ha, -14.9%)
 - Wetland (-18 ha, -0.5%)
- Top 3 causes of loss on the South Shore
 1. Agriculture (-43 ha)
 2. Industrial (-15 ha)
 3. Cleared or Mowed (-5 ha)

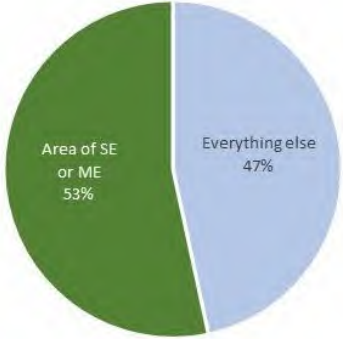


Proportion of regional loss that occurred within the South Shore Sub-region

Region

2020 Sensitive Ecosystem Inventory Regional Profile

Map of Region



Proportion of the Region that is Sensitive (SE) or Modified Ecosystem (ME)

Ecosystems in 2020

Top 3 Sensitive or Modified Ecosystems (area)

Old forest	34,318 ha
Riparian	30,526 ha
Mature forest	25,952 ha

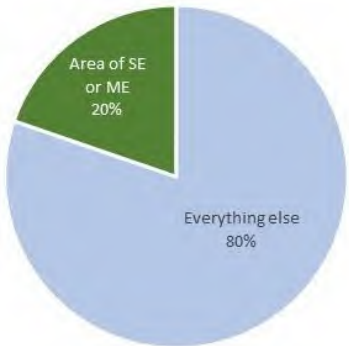
Ecosystem Loss (2014-2020)

- **901 ha** of Sensitive and Modified Ecosystems were lost in the Region
- Top 3 ecosystems lost (area, % loss for this ecosystem in the Region)
 - Young forest (-300 ha, -1.4%)
 - Mature forest (-245 ha, -0.9%)
 - Old field (-216 ha, -14.1%)
- Top 3 causes of loss
 1. Logging (-320 ha)
 2. Agriculture (-238 ha)
 3. Residential (-204 ha)

Regional Core

2020 Sensitive Ecosystem Inventory Regional Core Profile

Map of Regional Core



Proportion of the Regional Core that is Sensitive (SE) or Modified Ecosystem (ME)

Ecosystems in 2020

Top 3 Sensitive or Modified Ecosystems (area)

Mature forest	9,574 ha
Riparian	7,835 ha
Wetland	6,861 ha

Ecosystem Loss (2014-2020)

- **607 ha** of SE and ME were lost in the Regional Core
- Top 3 ecosystems lost (area, % loss for this ecosystem in the Regional Core)
 - Old field (-216 ha, -14.4%)
 - Young forest (-142 ha, -2.7%)
 - Mature forest (-123 ha, -1.3%)
- Top 3 causes of loss
 1. Agriculture (-238 ha)
 2. Residential (-204 ha)
 3. Cleared or Mowed (-108 ha)



Widgeon Marsh, Coquitlam

Sensitive Ecosystem Inventory Update

2014-2020 CHANGE SUMMARY

Laurie Bates-Frymel

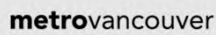
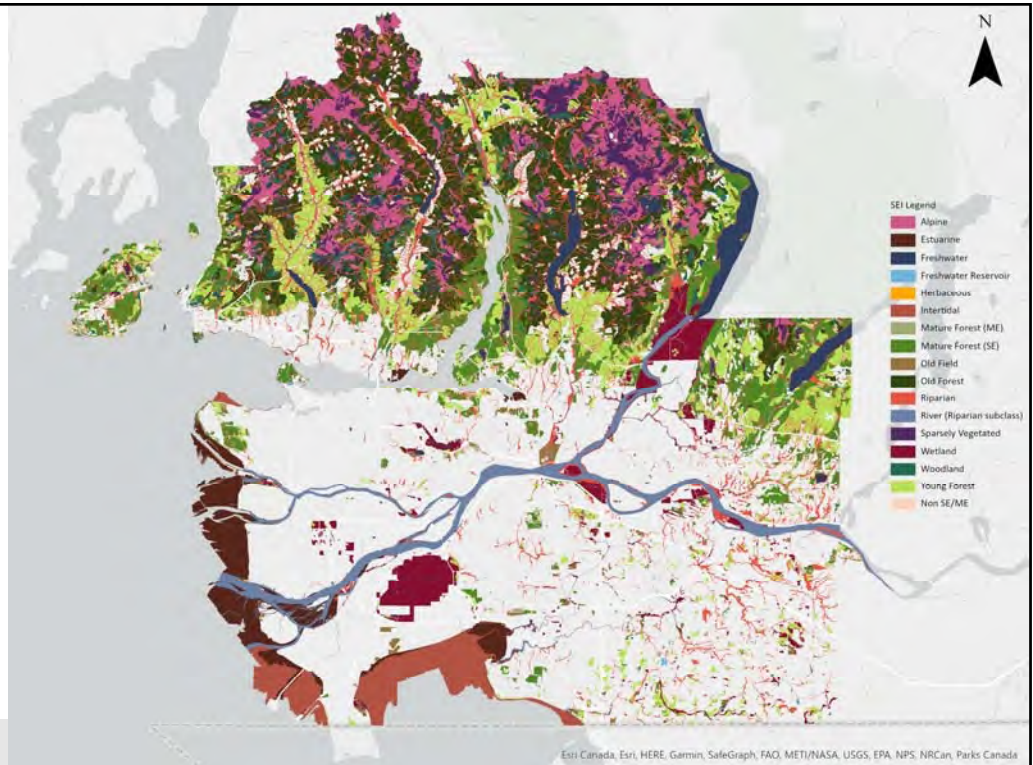
Senior Planner (Environment), Regional Planning and Housing Services

Regional Planning Committee | September 7, 2023



SENSITIVE ECOSYSTEM INVENTORY (SEI)

- GIS dataset
- Identifies and classifies ecologically-important areas
- Quality



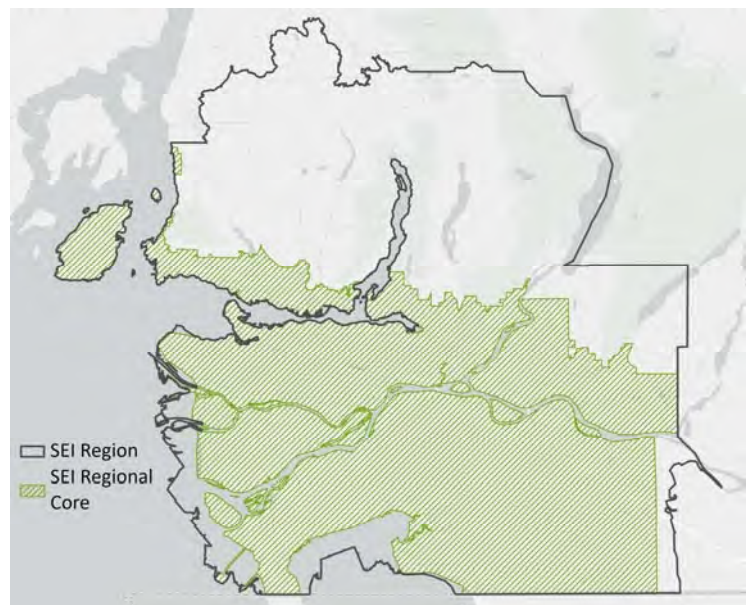
Esri Canada, Esri, HERE, Garmin, SafeGraph, FAO, METI/NASA, USGS, EPA, NPS, NRCAN, Parks Canada



REPORTING AREAS

- Region
 - 53% is Sensitive or Modified Ecosystem

- Regional Core
 - 20% is Sensitive or Modified Ecosystem



SENSITIVE ECOSYSTEM CHANGE

- Losses:

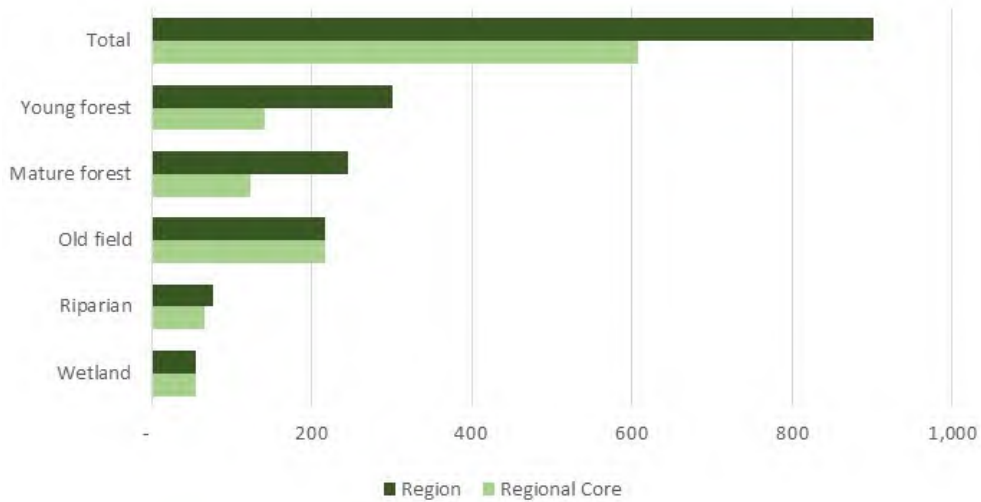
Area	Change 2009-2014	Change 2014-2020
Region	- 1,600 ha (-0.9%)	- 900 ha (-0.5%)
Regional Core	- 1,200 ha (-3.4%)	- 600 ha (-1.8%)

- Gains: 8 ha



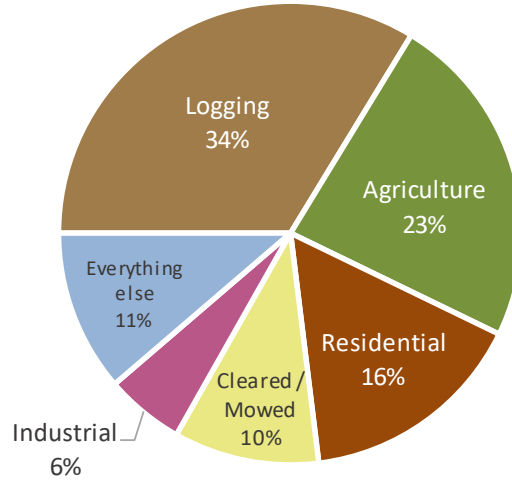
Burnaby Lake, Burnaby

Sensitive and Modified Ecosystem Loss Between 2014 and 2020 - Total and Top 5 Classes*



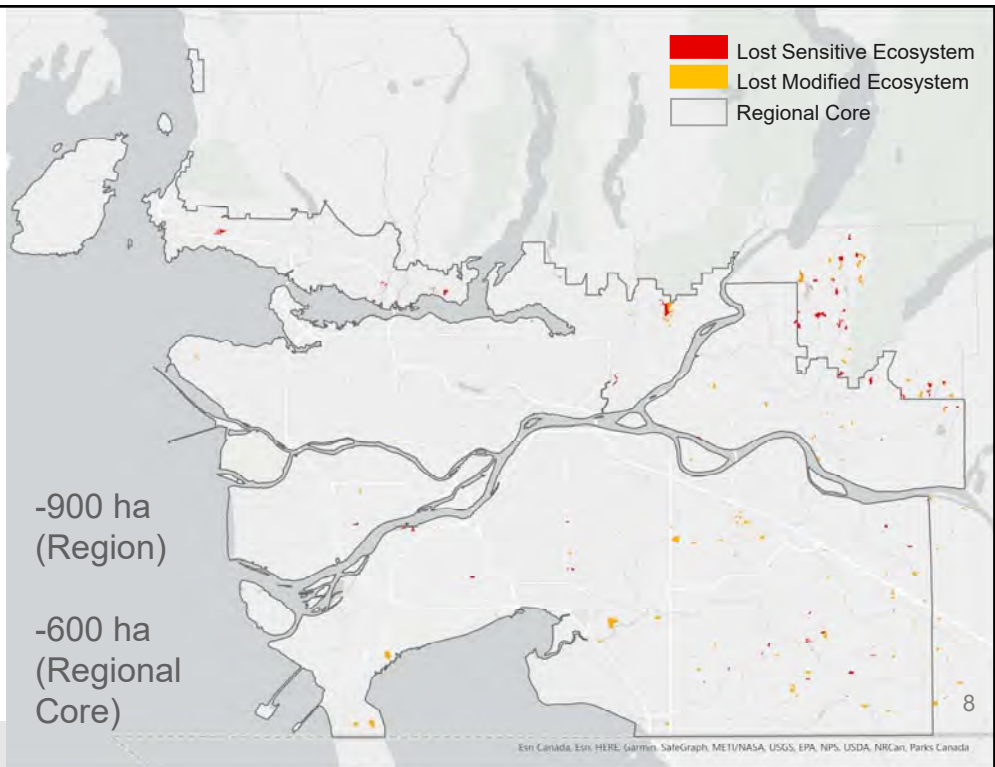
CAUSES OF SENSITIVE AND MODIFIED ECOSYSTEM LOSS IN THE REGION (2014-2020)

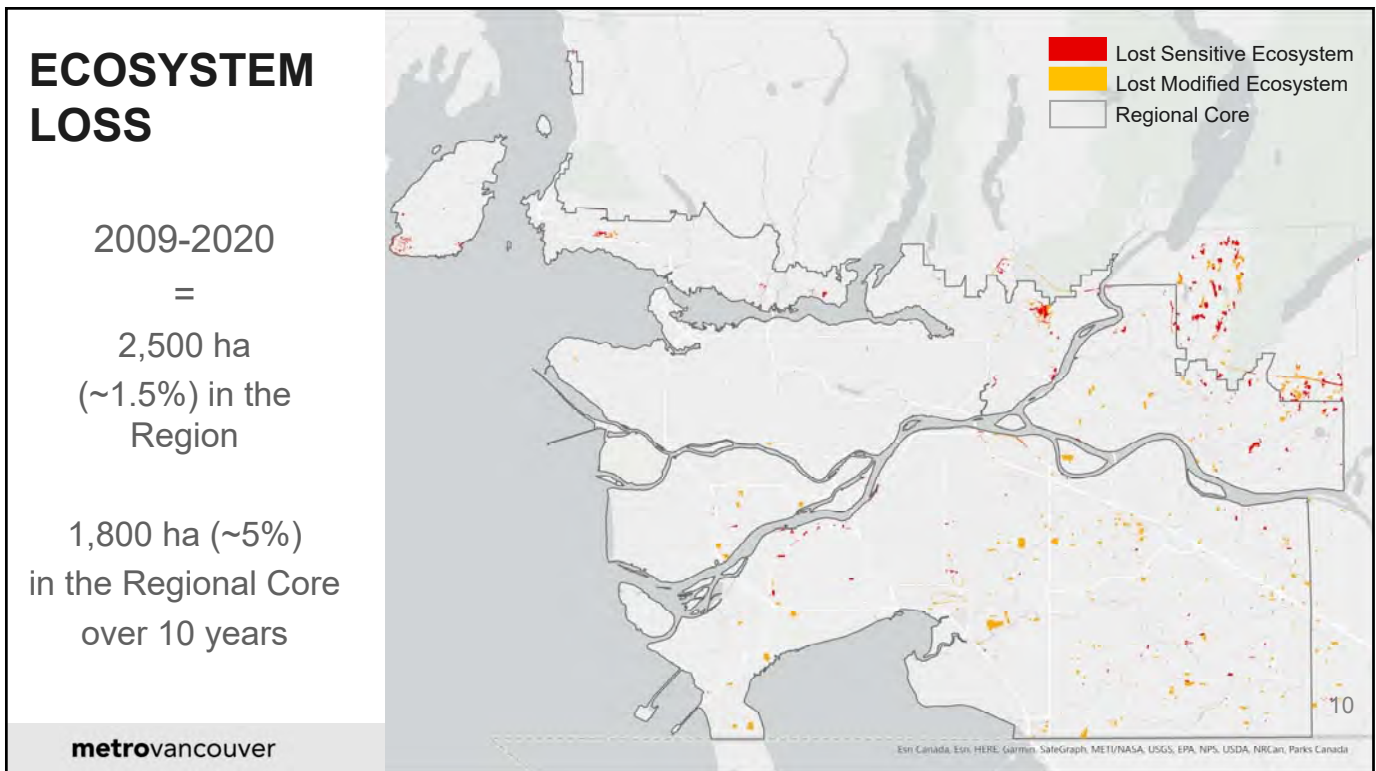
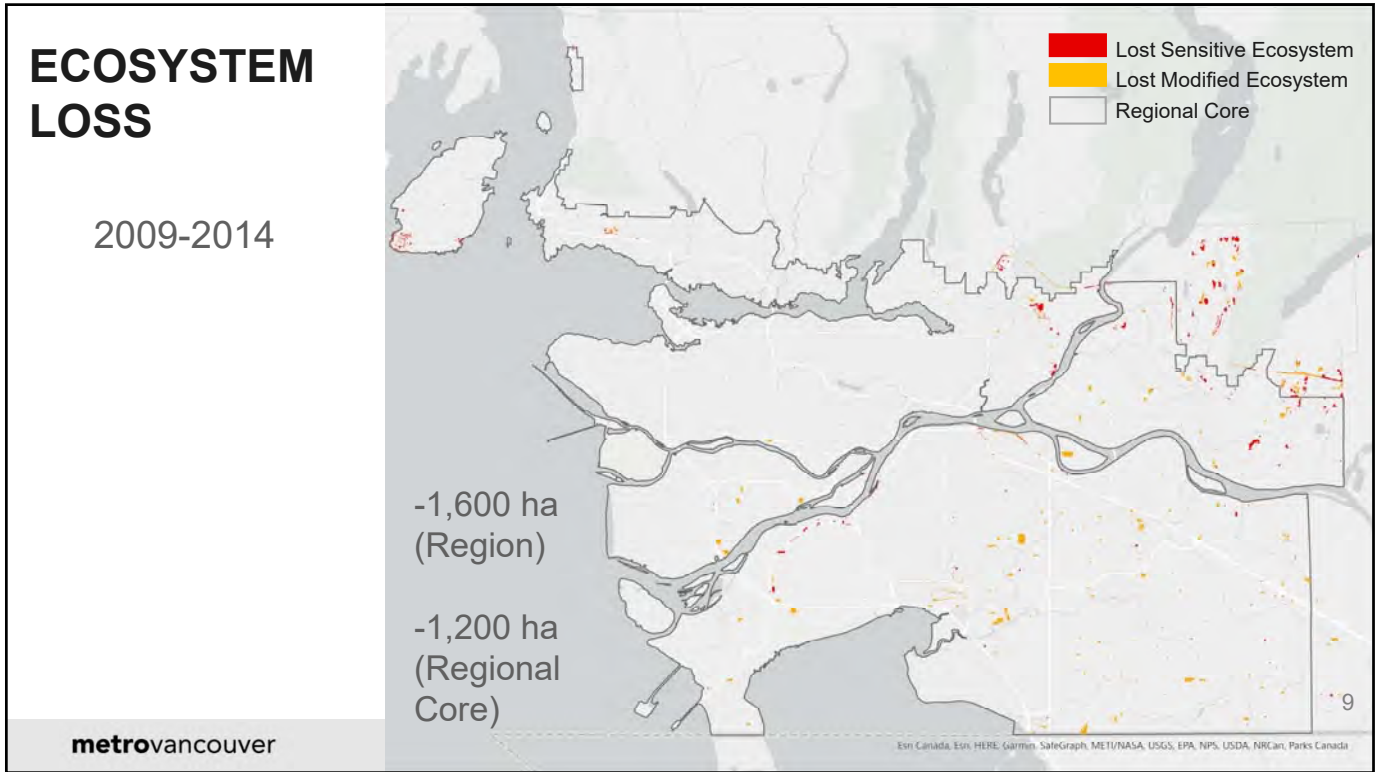
1. Logging of young and mature forests
2. Old fields converted to active agriculture
3. Residential development



ECOSYSTEM LOSS

2014-2020







Aldergrove Regional Park, Langley Township

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IMPLICATIONS OF LOSS

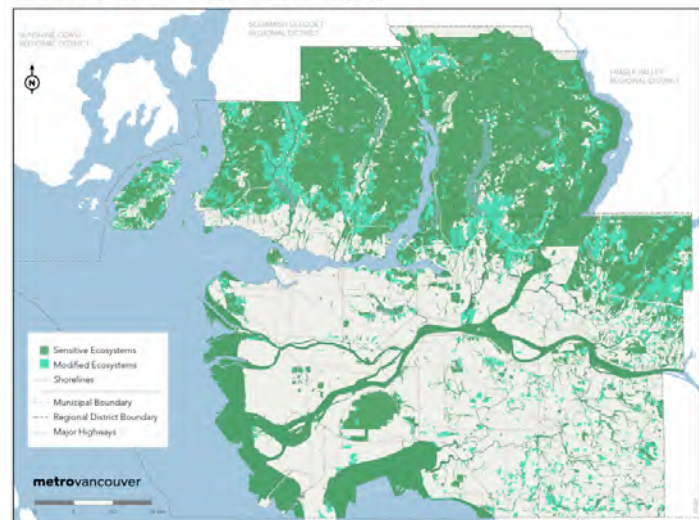
- Ecosystem service provision
 - Carbon storage
 - Mitigation of natural hazards
 - Human health
- Climate change resiliency
- Habitat and connectivity

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NEXT STEPS

- Share data
- Additional data analyses
- *Metro 2050* Map 11
- Policy implementation
 - *Metro 2050*
 - *Regional Parks Land Acquisition 2050*
 - *Climate 2050*

MAP 11 Sensitive Ecosystem Inventory



Map for reference only and does not reflect Regional Land Use Designations. An online SGI Tool is available at gk.metrovancover.org/mmap050 and downloadable from metrovancover.org/data. The SGI data set is from 2014. Local ecological details may be more current and detailed.

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Burns Bog, Delta

Thank you

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Social and Community Data Land Use Model

Residents and Recent Immigrants Survey Results

Sinisa Vukicevic, PhD

Program Manager, Planning Analytics, Regional Planning and Housing Services

Regional Planning Committee | September 7, 2023

metrovancouver

61811194



OBJECTIVES

The objectives of this research are to:



Identify the different household compositions within Metro Vancouver: *Where do they live? Who lives there? What is the type of house?*



Understand the current values of those living in Metro Vancouver: *Why do they live in Metro Vancouver? Why did they choose their current home/neighbourhood? Does access to certain amenities impact their choice?*



Establish preferences for housing and neighbourhood choice: *Are there differences between current and preferred housing types? Do values change?*



Identify differences between the two target groups: *Are there are differences between residents and immigrants and if so, what are they? i.e. movement patterns, housing preferences, values?*



REASONS FOR LIVING IN METRO VANCOUVER (MV)

Residents' top reason for living in the MV region is "My family and/or friends live here" (48%) while for immigrants it is "for employment opportunities" (34%). Immigrants are more likely than residents to have chosen to live in MV for many reasons, including safety, affordability, available housing, and education.

	Resident (n=3,000)	Immigrant (n=1,547)
My family and/or friends live here	48% ▲	31%
Favourable climate	35%	33%
For employment opportunities	33%	34%
For the nature and landscape this region has to offer	29%	28%
Safe region	26%	33% ▲
Attractive neighbourhoods/architecture	24%	25%
Access to the ocean/beaches	22%	21%
Affordability	18%	24% ▲
Good region for raising kids	18%	18%
Available housing	17%	23% ▲
For schools and playgrounds for children	14%	18% ▲
For university or other education	12%	21% ▲
Many people in my ethnic group/ from my country live here	8%	19% ▲
Access to winter sports	6%	11% ▲
Ease of access/fast to obtain permanent residence after student/work visa	5%	14% ▲
Other	8% ▲	1%

Base: All respondents (n=4,547)

Q7. Why did you decide to live in the Metro Vancouver Region? *Select all that apply*

▲ Statistically significantly higher than comparison group.

3



TOP 3 REASONS FOR CURRENT RESIDENCE/NEIGHBOURHOOD

Overall, for those who live in Metro Vancouver, a safe neighbourhood, affordability, and having family and friends nearby are the top three reasons for choosing their current residence. For immigrants, access to public transportation is the second most important factor, while having family and friends nearby is less important.

	Resident (n=3,000)	Immigrant (n=1,547)
Safe neighbourhood	32%	31%
Affordability	32% ▲	28%
Family and/or friends nearby	34% ▲	19%
Nature nearby parks, walking trails/paths, forests	26% ▲	22%
Proximity to workplace	25% ▲	21%
Access to public transportation	23%	29% ▲
Good investment	20% ▲	13%
Residence design, property features, style	19% ▲	15%
Attractive neighbourhood/architecture	18%	17%
Proximity to schools and playgrounds for children	14%	15%
Proximity to facilities/amenities that serves people from my culture	8%	17% ▲
Sports and recreation nearby	7%	11% ▲
Pubs, restaurants, or student clubs nearby	7%	9%
Proximity to university or other education	6%	12% ▲
Building amenities	5%	10% ▲
Cinemas, theatres, cultural facilities nearby	5%	11% ▲
Proximity to people in my ethnic group	3%	10% ▲
Proximity to place of worship	3%	8% ▲
Other	5%	2%

Base: All respondents

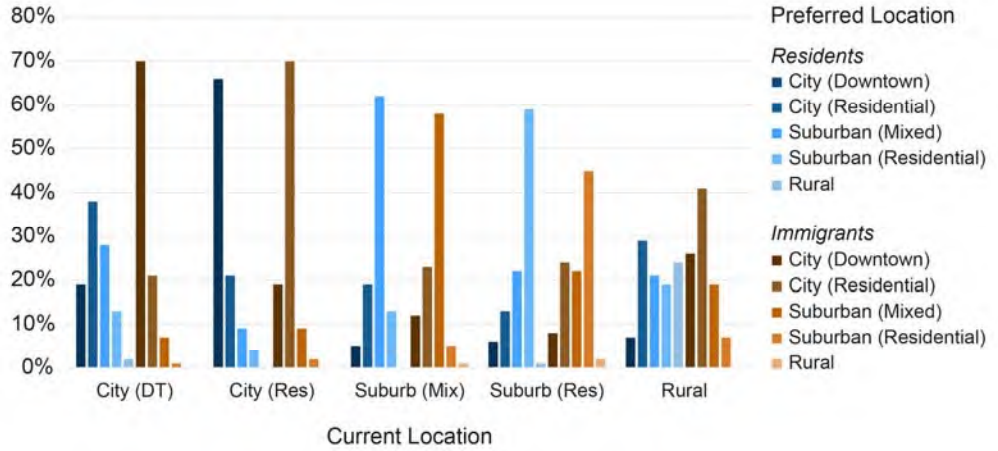
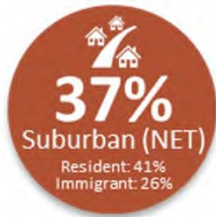
Q8. From the list below, please pick your top THREE reasons for choosing your current residence and neighbourhood.

▲ Statistically significantly higher than comparison group.

4

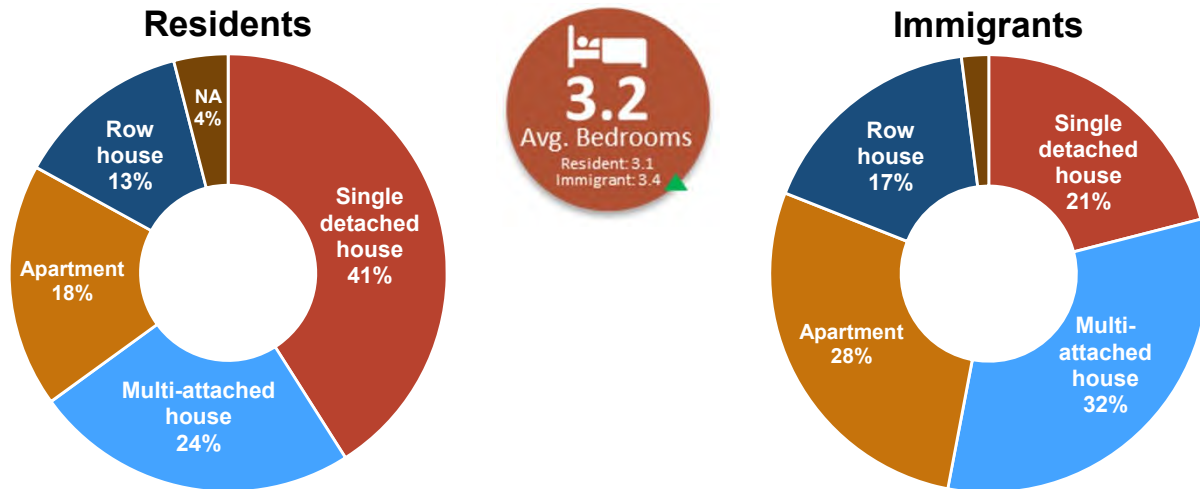
CURRENT VS. PREFERRED

Living Location



HOUSING PREFERENCES

Key Findings



THE BEHAVIOUR CHANGE - LOCATION

Cross- municipal analysis

RESIDENTS

Preference for
lower density

New Westminster
Burnaby
Vancouver
Coquitlam
North Vancouver – City

Preference for
higher density

Port Moody
West Vancouver
Lions Bay
Pitt Meadows
Bowen Island

IMMIGRANTS

Preference for
lower density

Port Moody
New Westminster
Richmond
Vancouver
Coquitlam

Preference for
higher density

Langley Township
Belcarra
Lions Bay
West Vancouver
Bowen Island

KEY FINDINGS

How the model will support regional policymaking?

- Residents expressed preference live in lower density areas
- Immigrants want to remain in city, but live in more residential areas (not downtown)
- Home type preferences:
 - Residents: Need to reconcile preference for single-detached homes with reality of future housing supply. Need to ensure higher density neighbourhoods are attractive and meeting the needs of residents.
 - Immigrants: higher demand for multi-attached lots in city residential area (outside of downtown)
- Immigrants expressed greater interest in future home ownership
- Immigrants favour public transport and walking

KEY FINDINGS

How the model will support regional policymaking?

- Both, residents and immigrants, expressed higher demand for 3 bedroom units
- Safety and affordability becomes two main criteria for choosing where to live (NBH)
- Families with children would downsize after their children move out; this is higher among residents than immigrants
- Future home accessibility or adaptability is about twice as great as current needs – with immigrants anticipating significantly greater needs

NEXT STEPS – FUTURE PROJECTS

Sample size and machine learning

- To make this survey a standardized survey in the region that will be repeated frequently (to follow Census years)
- The project intends to inform regional and local policymaking:
 - an indication if existing land use designations follow residents' preferences
 - a sign of the need for a specific housing structure type
 - a hint of potential pressure on the rental housing market
 - ...



Thank You

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Accessibility features could include an accessible entrance (either a no-step entrance or a ramp), accessible bathroom (wide doorway, space for a wheelchair to turn around, space under the sink, grab bars around the toilet, wide walk-in shower, etc), accessible kitchen (lowered counters, space under the sink, cooktop controls on the front rather than the back, etc).

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Adaptable features could include wider doorways, reinforced bathroom walls to accommodate the future installation of grab bars around the toilet and shower, reinforced stairway walls to accommodate the future installation of lift rails, kitchen cabinets that can be lowered or removed, door and sink handles of the lever type rather than knobs, etc.)

To: Regional Planning Committee

From: Jessica Hayes, Acting Program Manager, Housing Policy and Planning,
Regional Planning and Housing Services

Date: August 21, 2023 Meeting Date: September 7, 2023

Subject: **Regional Coordination on Provincial Housing Initiatives and Targets**

RECOMMENDATION

That the MVRD Board receive for information the report dated August 21, 2023, titled “Regional Coordination on Provincial Housing Initiatives and Targets”.

EXECUTIVE SUMMARY

To address housing supply and affordability challenges, the Province of BC has introduced a number of new measures to proactively encourage housing supply and accelerate housing approvals, including legislation that enables the Province to set housing targets for specified municipalities. Metro Vancouver recognizes the potential for regional coordination and collaboration to ensure the most effective implementation of new housing initiatives. This report outlines various options for a regional role given recent and forthcoming provincial policy and regulatory changes, and summarizes input received from the Regional Planning Advisory Committee (RPAC) regarding how Metro Vancouver can best support its members to successfully respond to provincial housing initiatives and targets going forward.

PURPOSE

To inform the Regional Planning Committee and MVRD Board regarding options for regional coordination when responding to recent and forthcoming provincial housing initiatives and targets, and opportunities for Metro Vancouver to support its member jurisdictions in doing so.

BACKGROUND

On May 31, 2023 the Province of BC identified all Metro Vancouver member jurisdictions, except for Bowen Island Municipality and Tsawwassen First Nation, as specified municipalities that may be subject to housing target orders under the *Housing Supply Act*. The first cohort of ten municipalities subject to housing target orders includes five Metro Vancouver municipalities, with additional local governments expected to be selected in the fall. Metro Vancouver aims to support its member jurisdictions to meet new requirements set by the Province. At its June 9, 2023 meeting, the Regional Planning Committee was advised of Metro Vancouver staff’s intention to engage with the Regional Planning Advisory Committee (RPAC) to offer support for regional coordination on provincial housing initiatives and targets. Staff are now reporting back to the Regional Planning Committee based on discussions with RPAC.

SUMMARY OF PROVINCIAL LEGISLATIVE CHANGES

To address housing supply and affordability challenges, the Province has endeavoured to reform the planning framework in BC by introducing measures to proactively encourage housing supply and accelerate housing approvals. To this end, in 2019, the Province introduced the requirement for local governments to prepare Housing Needs Reports, and completed the Development Approvals Process Review (DAPR). In 2021, several legislative changes were enacted as a result of the DAPR findings, such as authorizing electronic meetings and public hearings, removing the need for public hearings on zoning bylaws consistent with Official Community Plans, and granting authority to delegate minor development variance permits to staff. The Province also provided funding for local governments to review their development approvals processes.

More recently, the Province released the *Homes for People* plan, supported by Budget 2023 investments of \$4B over the next three years and a commitment to invest \$12B over the next 10 years. Key actions include:

- encouraging more small-scale, multi-unit housing, including townhomes, duplexes and triplexes through zoning changes that will allow up to 4 units on a single-detached lot (or 3 depending on size/type of lot), with additional density permitted in areas well-served by transit;
- legalizing secondary suites in all communities in BC and offering forgivable loans for homeowners to build and rent secondary suites below market rates to increase affordable rental supply;
- launching BC Builds to use public land to deliver affordable homes, particularly near transit;
- introducing a flipping tax to discourage short-term speculation;
- providing an annual income-tested tax credit of up to \$400 per year for renters;
- streamlining and modernizing permitting to reduce costs and speed up approvals; and
- strengthening enforcement of short-term rentals.

Housing Supply Act

In November 2022, the Province of BC announced the *Housing Supply Act* (Bill 43 – 2022) (Reference 1). The legislation enables the Province to, by order, set housing targets for specified municipalities in an effort to increase housing supply, availability, and affordability. A housing target order sets a housing target for the specified municipality, as well as the reporting period, performance indicators, and timeline by which the municipality's progress towards the housing target will be assessed. The minister is required to consult with the specified municipality and consider a variety of sources when setting a housing target, including housing needs reports, official community plans, regional growth strategies, transportation investments, and other statistical information and data relating to the demand and supply of housing.

On May 31, 2023, the Province announced the first cohort of ten municipalities that have been selected for housing targets, based on a methodology that evaluated measures related to housing need, availability of housing supply, and projected growth. All Metro Vancouver member jurisdictions, except for Bowen Island Municipality and Tsawwassen First Nation, have been identified as specified municipalities that may be subject to housing target orders under the *Housing Supply Act*.

Five of the 10 initially selected municipalities are Metro Vancouver member jurisdictions and include:

- City of Delta
- District North Vancouver
- City of Port Moody
- City of Vancouver
- District of West Vancouver

The Province has stated that it will consult with the selected municipalities over summer 2023 before setting housing targets. A second group of eight to 10 municipalities will be selected for housing target orders and notified in late 2023. Metro Vancouver staff have engaged with all member jurisdictions via RPAC to offer support for regional coordination, recognizing that other members may also be subject to future housing target orders, as noted in the Housing Supply Regulation (Reference 2). There is also an opportunity to further engage with member jurisdictions through the Regional Administrators Advisory Committee (RAAC), or a subgroup of RAAC that is working on housing policy actions and coordination across several Metro Vancouver municipalities.

POTENTIAL FOR REGIONAL COORDINATION

Current and planned provincial reforms, when considered together, result in a significant change to the current planning and land use framework in BC. Metro Vancouver aims to support its member jurisdictions to meet the requirements of new legislation set by the Province, and recognizes the potential for regional coordination and collaboration to ensure the most effective and efficient implementation of new housing initiatives.

Regional coordination may be achieved through a variety of means including: data provision, policy, research, and advocacy measures. Metro Vancouver is well-positioned to convene and assist members to coordinate with the Province and to help overcome barriers that members may face in meeting requirements under new provincial legislation such as the *Housing Supply Act*, similar to the data and information gathering support already provided to member jurisdictions in the preparation of provincial Housing Needs Reports. There is also an opportunity for Metro Vancouver to take a more active approach by assisting with monitoring and reporting, or assisting in developing or coordinating programs to encourage housing supply. These options are outlined in greater detail below.

Options for Regional Coordination – Feedback Received

Outlined in Table 1 are various options for a regional role given recent provincial legislative changes. Staff have received input from RPAC, and welcome further input from the Regional Planning Committee, to understand how Metro Vancouver can best support its members to successfully respond to provincial housing initiatives and targets going forward.

Options	Level of Collaboration
<p>1. Data and information gathering Metro Vancouver will provide data, and assist with information collection to support creation of housing targets and performance indicators. Similar to the approach taken with Housing Needs Reports, Metro Vancouver will compile the required data in relation to the demand for and supply of housing within the municipality that is required by the minister, including:</p> <ul style="list-style-type: none"> • statistical information about current and projected population; • statistical information about household income; • information about significant economic sectors; • information about currently available housing units and housing units that are anticipated to be available, including information about types of housing units; • any other prescribed information. <p>In addition, Metro Vancouver may suggest regionally significant data to supplement or replace certain sources, for example Metro Vancouver population, household, and employment projections (available by municipality and sub-region), rather than BC Stats population and household projections.</p>	Slight
<p>2. Monitoring and reporting support Metro Vancouver may assist with monitoring progress toward housing targets, and providing a standard template or assisting with the preparation of housing target progress reports required by the Province. In doing so, Metro Vancouver would ensure alignment with the regional affordable rental housing target and Housing Needs Reports.</p>	Moderate
<p>3. Housing supply pilot program or other policy guidance Metro Vancouver would work collaboratively with member jurisdictions to develop coordinated program and policy approaches to meeting housing supply targets. With similar housing needs and market context in many jurisdictions, there are potential efficiencies in developing coordinated actions to meeting Provincial directives.</p>	Significant

FEEDBACK RECEIVED

RPAC members expressed general interest in each of the options outlined, depending on the local context and capacity of each jurisdiction. There was broad support expressed for Option 1, given the success of similar data and information gathering support provided by Metro Vancouver to assist with Housing Needs Reports.

For Option 2, the discussion included consideration of whether or not the Province would provide a standardized format or template for housing target progress reports. It was noted that in the absence of a prescribed format, regional coordination to arrive at a common regional methodology and reporting format would be useful.

For Option 3, RPAC members expressed general interest in sharing resources to support and communicate best practices to expedite housing supply and to support rapid rental housing development. Member jurisdiction staff expressed a desire to discuss policy options further, including the potential of coordinated policy tools to encourage the supply of rental housing. Depending on the jurisdiction and existing programs, access to template guidelines, regulations,

building plans, and zones to could be useful to increase speed of rental construction and work toward housing targets.

NEXT STEPS

Metro Vancouver staff will compile the required data that is required for housing target reporting under the *Housing Supply Act* for all member jurisdictions, and offer monitoring and reporting support as needed, potentially by developing a standard housing target progress reports template, and ensuring alignment of the report methodology with *Metro 2050*, the regional affordable rental housing target, and Housing Needs Reports.

Additionally, Metro Vancouver will proceed with the exploration of coordinated program and policy approaches to meeting housing supply targets, for example, model guidelines, regulations, building plans, and zones to encourage the supply of rental housing. Given that RPAC members also expressed preliminary interest in exploring a housing supply pilot program for rapid rental housing construction in the Metro Vancouver region, staff will be convening further discussions with member jurisdictions and the Province to identify next steps and required resources, and report back to the Regional Planning Committee, the Regional Administrators Advisory Committee, and the MVRD Board.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

There are no financial implications anticipated, as Regional Planning and Housing Services can accommodate the provision of regional coordination and support as part of its core services and within its existing resources and budget.

CONCLUSION

Since 2019, the Province of BC has introduced a number of new measures to proactively encourage housing supply and accelerate housing approvals, including Housing Needs Reports, regulatory changes resulting from the DAPR, housing targets under the *Housing Supply Act*, and a number of key housing actions outlined in the *Homes for People* plan. This report outlines options available for regional collaboration on provincial housing initiatives and targets, and summarizes input received from the Regional Planning Advisory Committee (RPAC). Metro Vancouver staff welcome additional input from the Regional Planning Committee, the Regional Administrators Advisory Committee, and MVRD Board, and will work with member jurisdiction staff and the Province to implement the approaches that will best support the efforts of Metro Vancouver's member jurisdictions to meet new and forthcoming requirements under provincial legislation. Metro Vancouver staff will undertake further discussions with member jurisdictions and the Province to further define the parameters of a potential housing supply pilot program, and report back to the Regional Planning Committee and MVRD Board.

REFERENCES

1. [Bill 43 – 2022: Housing Supply Act \(gov.bc.ca\)](#)
2. [Order in Council 328/2023 \(gov.bc.ca\)](#)

To: Regional Planning Committee

From: Meng Ma, Senior Policy and Planning Analyst, Regional Planning and Housing Services

Date: August 18, 2023 Meeting Date: September 7, 2023

Subject: **Metro Vancouver 2040: Shaping our Future – 2022 Annual Performance Monitoring Report**

RECOMMENDATION

That the MVRD Board:

- a) receive for information the report dated August 18, 2023, titled “Metro Vancouver 2040: Shaping our Future - 2022 Annual Performance Monitoring Report”; and
 - b) direct staff to forward a copy to the Province of BC’s Ministry of Municipal Affairs, Local Government Division.
-

EXECUTIVE SUMMARY

The *Local Government Act* and *Metro Vancouver 2040: Shaping our Future (Metro 2040)* require the preparation of an annual report on progress towards the Regional Growth Strategy’s goals and actions. The 2022 Annual Performance Monitoring Report provides a summary update on the performance measures with relevant annual change and available data. Within the spectrum of twenty-nine performance measures, twenty-five indicators are either on track or under observation, including directing housing growth to Urban Centres and Frequent Transit Development Areas. However, indicators concerning employment growth in Urban Centres, loss of sensitive ecosystems or modified ecosystems, and reducing regional greenhouse gas emissions require close monitoring. This will be the last report on the performance measure of *Metro Vancouver 2040: Shaping our Future* given that it was replaced with the adoption of *Metro 2050* in February of 2023.

PURPOSE

To provide the Regional Planning Committee and MVRD Board the 2022 annual performance monitoring report of the region’s performance toward the goals of *Metro 2040*. This is based on the key summary and context measures in Section G of the Regional Growth Strategy, from plan adoption in 2011 to 2022, and the policy and land use designation amendments to date.

BACKGROUND

Annual reporting on the Regional Growth Strategy’s progress is required by Subsection 452(1)(b) of the *Local Government Act* and Section 6.13.3 of *Metro 2040*. The preparation of an annual report is also essential to ensure that the Regional Growth Strategy, its indicators, and policies are actively monitored and assessed as the region continues to grow and change.

METRO 2040 PERFORMANCE MONITORING

Metro Vancouver recognizes the important role that performance monitoring plays in the implementation of *Metro 2040* and collective decision-making. The *Progress Toward Shaping Our Future* monitoring program provides a framework for discussing *Metro 2040* implementation among MVRD Board members, member jurisdictions, TransLink, other regional agencies, and the general public. With this process, the MVRD Board is able to review and evaluate the state of growth management in the region, progress being made, and any issues that may need further attention.

Performance Monitoring Dashboard

To better convey the status of *Metro 2040*'s performance measures and associated information in a clear and easy to understand way, the *Metro 2040* Performance Monitoring Dashboard on the Metro Vancouver website was created and launched in May 2017. The webpage replaces the previous large, static *Metro 2040 Progress Toward Shaping Our Future* hard copy annual report, and provides a complete profile of *Metro 2040* performance measures that are updated regularly as data becomes available. As of July 7, the dashboard is currently offline and not accessible on the Metro Vancouver website as the new *Metro 2050* dashboard is being prepared. The data remains available on request.

As of April 30, 49,225 unique users have accessed the online Dashboard locally, as well as nationally and internationally. Over the past year, 11,140 users have accessed the Dashboard, which increased by 7% compared to the same period in the previous year (see Table 1). The overall utilization of the Dashboard continues to remain strong and consistent.

Table 1. Web Analytics of the Metro 2040 Dashboard




	Launch date to April 30, 2023	May 1, 2022 to April 30, 2023
Dashboard Users	49,225	11,140
National Users Percentage	70%	68%
International Users Percentage	30%	32%
Returning User Percentage	14%	15%
User Session Totals	74,243	15,164

Metro 2040 Performance Monitoring Program

The *Metro 2040* performance monitoring program consists of 38 performance measures in total. There are 15 Key Summary Measures, 11 Strategy Performance Measures and a range of context and participation measures where the role of monitoring is simply to observe, not meet targets. Detailed information on data source and methodology for each performance measure can be found in the *Metro Vancouver 2040: Shaping our Future Performance Monitoring Guideline* (Reference 1).

Tables 2 to 7 below provide a status highlight of some of the *Metro 2040* performance measures. More detailed information on each performance measure's vision, intent, performance, and data files are available on request.

In terms of the status column:

- for context measures, the status is observing 
- for directional measures with a target, the status will either be on track  or may not be on track / area of concern 

It is important to note that most of these performance measures are in response to long range objectives, and one year’s information can be misleading. Many of the performance measures can only be assessed every 5 years because of the release of new Census data or because inventories are undertaken every 5 years.

Table 2. Performance Measures for Regional Land Use Designations





Measure	Performance	Status
Total and cumulative change in land by regional land use designation	1,721 ha of land, 0.6% of the regional area changed regional land use designation since 2011. <ul style="list-style-type: none"> • Agricultural: 55,162 ha (net loss of 186 ha) • Conservation & Recreation: 137,059 ha (net gain of 921 ha) • Industrial: 10,189 ha (net gain of 63 ha) • Mixed Employment: 3,538 ha (net gain of 146 ha) • Rural: 8,452 ha (net loss of 115 ha) • General Urban: 69,902 ha (net loss of 824 ha) Note: the land totals are calculated based on available GIS data, and may differ from other previously published totals given adjustments and improvements to digital mapping over time.	
Total and cumulative change in land within Urban Containment Boundary (UCB)	The land area within the UCB has slightly increased. 2011: 90,400 ha, 31.80% of regional area 2022: 90,539 ha, 31.85% of regional area There were 2 amendments to the UCB in 2022 (i.e., Surrey and Lions Bay).	
Total and cumulative change in number and hectares of Urban Centre (UC)	There were no changes to Urban Centres in 2022. <ul style="list-style-type: none"> • 1 Metro Core, Downtown Vancouver & Central Broadway (1,907 ha) • 1 Surrey Metro Centre (473 ha) • 5 Regional City Centres (2,981 ha in total) • 19 Municipal Town Centres (2,199 ha in total) The 26 Urban Centres in the region have a total area of 7,560 ha, or 2.7% of the region’s land area.	
Total and cumulative change in number and hectares of Frequent Transit Development Areas (FTDAs)	There were no changes to Frequent Transit Development Areas in 2021. <ul style="list-style-type: none"> • 16 FTDAs (967 ha in total) 	

Table 3. Performance Measures for Metro 2040 Goal 1: Create a Compact Urban Area










Measure	Performance	Status
Percentage of regional dwelling units growth within UCB	98% of growth occurred within the UCB between 2011 and 2021.	
Percentage of regional dwelling units growth in UCs	From 2006 to 2016, 40% of the regional dwelling unit growth was within the region's 26 Urban Centres. New custom data from 2021 Census will be available in 2024 to update this performance measure.	
Annual regional population growth	Metro Vancouver's population in 2021 was 2,642,825 according to the 2021 Census of Population (this figure does not include census undercounts, which will be estimated in late 2023). This represented an average growth of 35,879 people per year since 2016.	
Annual regional dwelling unit growth	Metro Vancouver's total dwelling unit count in 2021 was 1,104,532 according to the 2021 Census of Population (this figure does not include census undercounts, which will be estimated in late 2023). This represented an average growth of 15,384 units per year since 2016.	
Annual regional employment growth	In 2021, there were 1,341,570 employed individuals in Metro Vancouver, which was lower than the employment estimate of 1,438,416 for 2021. The average growth per year was 12,934 jobs, which was also lower than the estimated annual growth of 19,247 jobs.	
Average number of dwelling units per ha within UCs	In 2016, there were an average of 36.7 dwelling units per hectare within Urban Centres. New custom data from 2021 Census will be available in 2024 to update this performance measure.	
Average number of dwelling units per ha within FTDAs	In 2016, there was an average of 15.8 dwelling units per hectare within FTDA. New custom data from 2021 Census will be available in 2024 to update this performance measure.	
Number and status of regional sewerage service connection application	In 2022, MVRD Board received two requests to extend sanitary service connection beyond the UCB in the City of Maple Ridge. Both requests were approved and deemed consistent with the provisions of <i>Metro 2040</i> .	

Table 4. Performance Measures for Metro 2040 Goal 2: Support a Sustainable Economy

Measure	Performance	Status
Percentage of regional employment growth in Urban Centres	33% of the regional employment growth was within the region's Urban Centres from 2006 to 2016. This growth trend is not on track with the regional target of 50%. New	









	custom data from 2021 Census will be available in 2024 to update this performance measure.	
Employed labour force in retail trade sector in UCs & FTDAs	In 2016, 48% of employment in the retail trade sector is located in UCs and FTDA. New custom data from 2021 Census will be available in 2024 to update this performance measure.	
Average number of kilometres travelled to commute region-wide	The region-wide average trip length to work / post secondary school is 13.1km according to the 2017 TransLink Trip Diary. TransLink conducts a regional trip diary approximately every 5 years; the next survey will likely be in 2023 with results available in late 2024 or early 2025.	
Average number of mins travelled for commute region-wide	In 2021, 56% of the regional employed labour force travelled less than 30 mins for work. 36% travelled for 30 to 59 mins, and 8% travelled for an hour or longer.	
Percentage of residents living and working in the same subregion	In 2021, 46% of the regional employed labour force with a usual place of work lived and worked within the same municipality, while 52% worked at a different municipality within Metro Vancouver.	

Table 5. Performance Measures for Metro 2040 Goal 3: Protect the Environment and Respond to Climate Change Impacts

Measure	Performance	Status
Hectares of land inventoried as 'sensitive ecosystem' (SE) or 'modified ecosystem' (ME)	The 2018 Sensitive Ecosystem Inventory (SEI) reported a loss of 1,640 hectares of sensitive and modified ecosystems for region from 2009 to 2014. 1,190 ha of the loss was within the regional core area (mostly aligned with UCB). The SEI is updated every 6 years; the next update is underway and will be completed in 2023.	
Percentage of inventoried SE and ME rated high quality	The 2018 SEI found that 84.7% of the identified sensitive / modified ecosystems in the region are rated higher quality, but the percentage drops significantly when looking at just the regional core (39.1%). The SEI is updated every 6 years; the next update is underway and will be completed in 2023.	
Track the number of pollutant exceedances of regional and national objectives and standards	Using data from the Lower Fraser Valley Air Quality Monitoring Network, Metro Vancouver continues to track air quality and report on the number of exceedances of regional air quality objectives.	
Tonnes and percentage of regional greenhouse gas (GHG) emissions produced	Regional GHG emissions will be reported later in 2023. Approximately 65% of the region's GHG emissions are from on-road transportation and buildings. Significant	 additional


by building and on-road transportation sources	action by all levels of government is needed for Metro Vancouver to achieve its 2030 target, and become a carbon neutral region by 2050.	policies being developed as part of <i>Climate 2050</i> , and strengthened policy for Metro 2050 will be considered.
Regional baseline and change projections for relevant climate variables	The 2016 Climate Change Projections for Metro Vancouver study anticipates that Metro Vancouver will have warmer temperatures in all seasons, wetter winters, drier summers, and a significant decrease in snowpack year-round.	

Table 6. Performance Measures for Metro 2040 Goal 4: Develop Complete Communities








Measure	Performance	Status
Status of municipal Housing Action Plans	As of April 2023, 16 municipalities have adopted housing action plans or strategies.	
Composition of housing stock by type, tenure and cost	<p>New dwelling unit completion by type in 2022</p> <ul style="list-style-type: none"> • Single detached: 2,667 • Semi-detached (duplex): 570 • Row house: 2,186 • Apartment: 16,017 <p>New dwelling unit completion by tenure in 2022</p> <ul style="list-style-type: none"> • Freehold ownership: 2,717 • Condominium ownership: 12,641 • Co-op: 0 • Rental: 6,082 <p>Total of 21,440 new dwelling units in 2022.</p>	
Percentage of hours with Air Quality Health Index (AQHI) in high and low health risk categories	In 2021, air quality was in the low health risk category over 98% of the time. While the region did experience impacts from wildfire smoke from outside the region, there were more hours in the low health risk category than in other years affected by wildfires (e.g., 2017, 2018).	
Walkability	The Walkability Index was updated in 2020 to allow for cross comparison between the three-research periods, 2006, 2011, and 2016. The five indicators that contribute to the Walkability Index are residential density, intersection density, land use mix, commercial floor area ratio, and sidewalk completeness. The Walkability Index is planned to be updated in early 2024 using 2021 data.	

Table 7. Performance Measures for Metro 2040 Goal 5: Support Sustainable Transportation Options

Measure	Performance	Status
Percentage of total trips that are private vehicle based	In comparison to the 2011 Trip Diary, the 2017 Trip Diary shows a clear shift from motorized trips to walking. Trips by automobile driver decreased from 59% to 55%, while walking trips increased from 10% to 14%. TransLink conducts a regional trip diary approximately every 5 years; the next survey is planned for the fall of 2023 with results available in late 2024 or early 2025.	
Percentage of population living within walking distance of the Frequent Transit Network (FTN)	50.2% of the Metro Vancouver population live within a five-minute walk to the FTN or a ten-minute walk to a rapid transit station, according to 2016 Census data. New custom data from 2021 Census will be available in 2024 to update this performance measure.	
Number of actively insured vehicles	Metro Vancouver had approximately 1,323,340 actively insured passenger vehicles in 2021 (2022 data is not released as of April 30, 2023). The number of actively insured passenger vehicles decreased by 44,330 compared to 2020 data. The decrease in vehicle count is likely impacted by the COVID-19 pandemic.	

ALTERNATIVES

This is an informational report. No alternatives are presented.

FINANCIAL IMPLICATIONS

Data acquisition and development for performance monitoring is a regular component of the annual Regional Planning budget.

CONCLUSION

The *Local Government Act* and *Metro 2040* require the preparation of an annual report on the Regional Growth Strategy’s progress. This will be the last report on the performance measure of *Metro 2040* given that it was repealed in February of 2023 with the adoption of *Metro 2050*, the updated Regional Growth Strategy. The 2022 Annual Performance Monitoring Report provides a summary update on the performance measures with relevant annual change and available data for the year 2022. Recognizing the important role that performance monitoring plays in the implementation of the Regional Growth Strategy and collective decision-making, Metro Vancouver is updating the online Dashboard to reflect the adoption of *Metro 2050*. It is planned to be publicly available early in 2024 and, as data becomes available, will be updated with the *Metro 2050* performance measures in the near future.

REFERENCES

1. [Metro Vancouver 2040: Shaping our Future Performance Monitoring Guideline](#)

To: Regional Planning Committee

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

Date: August 15, 2023 Meeting Date: September 7, 2023

Subject: **Invasive Species Best Management Practices - Butterfly Bush and Orange Hawkweed**

RECOMMENDATION

That Regional Planning Committee receive for information the report dated August 15, 2023, titled “Invasive Species Best Management Practices - Butterfly Bush and Orange Hawkweed”.

EXECUTIVE SUMMARY

Adding to the existing library of technical guidance for priority invasive species, Metro Vancouver has been working with the Invasive Species Council of Metro Vancouver, the City of Burnaby, other member jurisdictions and local experts to continue to produce best management practice guides. The latest set of guides are for Orange Hawkweed and Butterfly Bush. These documents provide information for practitioners about how to identify, track, report, dispose, prevent further spread, and effectively control these species, as well as regulatory requirements, monitoring and restoration tips, references and additional resources. Each guide also describes how these species may adapt as our climate changes, increasing the urgency to proactively control and prevent the spread of these invasive plants. An accompanying one-page fact sheet for each invasive species has been created to raise public awareness.

PURPOSE

To provide the Regional Planning Committee with two new invasive species best management practices documents and accompanying fact sheets for information.

BACKGROUND

Since 2018, the Regional Planning Committee and MVRD Board have received reports regarding best management practices for priority invasive species. To date, practitioner guidance has been produced for knotweed species, giant hogweed, European fire ant, European chafer beetle, Himalayan blackberry, Scotch broom, English holly, English and Irish ivies, yellow archangel, Himalayan balsam, parrot’s feather, purple loosestrife, reed canarygrass, wild chervil, yellow flag iris, hedge bindweed, American bullfrog, garlic mustard, poison hemlock, and spurge laurel. This report presents best management practice guides for two additional invasive species, both of which were identified by member jurisdiction staff as regional priority species.

THE NEED FOR AND DEVELOPMENT OF REGIONAL BEST MANAGEMENT PRACTICES

Invasive species are non-native flora or fauna that out-compete native species and can be highly destructive and difficult to control. They can damage infrastructure and agricultural crops, harm livestock and humans, reduce property and recreational values, and negatively impact biodiversity. In 2016, the former Regional Planning Advisory Committee - Invasive Species Subcommittee

requested the development of regionally-appropriate best management practices for priority invasive species, and in April 2023, the MVRD Board adopted the *Climate 2050 Nature and Ecosystems Roadmap* (Reference 1), which commits Metro Vancouver to:

“Support regional invasive species management by developing and promoting best practices, tracking disposal options, and working with researchers to improve our understanding of the potential spread of invasive species as our climate continues to change”.

Metro 2050 (Reference 2) also includes an action for member jurisdictions to:

*“...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”* (Policy Action 3.2.7c iii)).

Since 2018, Metro Vancouver has retained the Invasive Species Council of Metro Vancouver (ISCMV) to produce regional best management practice guidance for local government staff, crews, project managers, contractors, consultants, developers, stewardship groups, and others who have a role in invasive species management. These documents include technical guidance about identification, tracking, reporting, effective prevention and control strategies, regulatory requirements, disposal, monitoring and restoration, as well as references and additional resources. Recommendations contained in the guides are informed by the best available scientific expertise and local experience.

OVERVIEW OF LATEST BEST MANAGEMENT PRACTICES

In 2022 and early 2023, staff from the City of Burnaby partnered with Metro Vancouver staff in the creation of new regional guidance for butterfly bush (Reference 3) and orange hawkweed (Reference 4). The ISCMV was again retained to research best practices for these species, including peer reviews by relevant staff from several member jurisdictions, Metro Vancouver, and additional local experts. Graphic design was completed by Metro Vancouver’s External Relations Department. An overview of each document is provided below.

Butterfly Bush

Originally from Asia, butterfly bush has no natural predators in our region and it often invades disturbed and natural areas, forming dense thickets, displacing native plants, and inhibiting tree growth. Unfortunately, many garden centres still sell and promote butterfly bush as a pollinator-friendly plant. While adult butterflies drink the nectar from butterfly bush flowers, the plant does not provide suitable habitat or food for butterfly eggs and larvae; native flowering shrubs are the best host plants for all the life stages of native butterflies. Butterfly bush can be controlled by pulling / digging the plant from the soil when the soil is moist, removing as much of the root as possible. Removal should be completed before July to avoid spreading mature seeds. All plant material should be disposed off-site since stems, branches, and root fragments left on the ground may re-sprout. The butterfly bush best management practices also include guidance about herbicide use. As soon as possible after butterfly bush control, sites should be seeded with a grass

or native groundcover or replanted to encourage growth of other vegetation and discourage germination of any butterfly bush seeds remaining in the soil.

Orange Hawkweed

Introduced from Northern and Central Europe in the 1800s as an ornamental and medicinal plant, orange hawkweed spreads by seeds and horizontal stems, quickly invading open and disturbed sites such as lawns and roadsides. Orange hawkweed can impact crop production, reduce the quality of grasslands for grazing animals, and there is mounting evidence that it inhibits the pollination, seed germination, and seedling growth of other plants by releasing toxins into the soil. Orange hawkweed can be controlled using foliar application of herbicide, and high success can also be achieved with manual control (hand pulling / digging) for small infestations or cultural control (maintaining competitive vegetation or rotating annual cover crops) in an agricultural setting. Manual control should take place before flowering to prevent seed production. Even immature flowers can produce viable seed after removal, so it is best to bag orange hawkweed plants and dispose of them at an appropriate disposal facility.

Climate Change Adaptation

The best management practice guides also note that both butterfly bush and orange hawkweed may benefit from our changing climate (i.e., warmer temperatures, a decrease in snowpack, longer dry spells in summer months, more precipitation in autumn, winter and spring, more intense extreme events, and an extended growing season). Butterfly bush is drought-tolerant and well-adapted to survive repeated flooding. Orange hawkweed had as broad climate niche and because it can germinate, flower and set seed quickly; a second annual generation may be possible as the growing season extends. Proactive management by all land managers is recommended to minimize potential impacts on local agriculture and natural spaces, and minimize control costs over the long term.

FACT SHEETS AND NEXT STEPS

Plain language fact sheets (References 5 and 6) have also been produced to help share the best practice guidance with residents. These and other resources can be found at metrovancover.org and iscmv.ca (Reference 7). In the coming months, Regional Planning staff will continue to work with the City of Burnaby and the ISCMV on regional guidance for four additional priority invasive species (i.e., Japanese beetle, bamboo, periwinkle, and cherry laurel).

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

The 2023 MVRD Board-approved Regional Planning budget included \$5,000 for the invasive species best management practice guides presented in this report. The City of Burnaby also contributed toward the creation of these important regional resources.

CONCLUSION

Since 2018, Metro Vancouver has been working with the Invasive Species Council of Metro Vancouver, member jurisdictions, and local experts to provide advice about tackling priority

invasive species for practitioners. In collaboration with the City of Burnaby, two new best management practice guides have been compiled for two invasive species found within the Metro Vancouver region: butterfly bush and orange hawkweed. These documents provide locally-tested technical guidance about identification, tracking, reporting, climate adaptation, effective prevention and control strategies, regulatory requirements, disposal, monitoring and restoration, as well as references and additional resources. The best management practice guides also note that butterfly bush and orange hawkweed may benefit from our changing climate in several ways and expand their distribution. Proactive management is recommended to minimize potential impacts on local agriculture and natural spaces, and reduce control costs over the long term. A set of one-page fact sheets for each species has also been created to help member jurisdictions raise public awareness.

REFERENCES

1. [Climate 2050 Nature and Ecosystems Roadmap](#)
2. [Metro 2050](#)
3. [Best Management Practices for Butterfly Bush in the Metro Vancouver Region](#)
4. [Best Management Practices for Orange Hawkweed in the Metro Vancouver Region](#)
5. [Butterfly Bush Fact Sheet](#)
6. [Orange Hawkweed Fact Sheet](#)
7. [Other invasive species resources](#)

56947146

To: Regional Planning Committee

From: Carla Stewart, Senior Planner, Regional Planning and Housing Services

Date: August 15, 2023 Meeting Date: September 7, 2023

Subject: **Regional Food System Strategy Update – Scope of Work**

RECOMMENDATION

That the Regional Planning Committee receive for information the report dated August 15, 2023, titled “Regional Food System Strategy Update – Scope of Work”.

EXECUTIVE SUMMARY

A sustainable food system that meets the needs of the region is one that supports ongoing profitability in the food sector, addresses inequities in food access, and is resilient and capable of recovering from unforeseen setbacks and short-term crises. A healthy food system also improves the well-being of individuals and reduces the stress on the health care system through better local food choices and eating habits.

Food systems are complex and dynamic and represent an inter-dependent range of industries that regularly evolve in the face of changing economic forces, environmental constraints, and community priorities. During the preparation of the *Climate 2050 Agriculture Roadmap*, several issues of concern were identified that are better addressed under a food system model (e.g. food insecurity increases during the global pandemic; the direct connection between climate change and food security; Indigenous food sovereignty; and supporting a circular food waste system). Metro Vancouver’s *Regional Food System Strategy* was completed in 2011, and therefore an update is needed to address these and other emerging issues of concern related to food security for the region.

PURPOSE

The purpose of this report is to provide the Regional Planning Committee with the scope of work of Phase 1 of an update to the *Regional Food System Strategy* (RFSS).

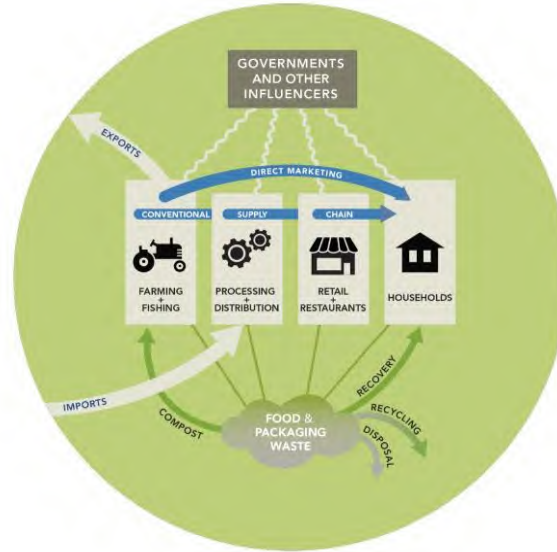
BACKGROUND

The purpose of a regional food system strategy is to build capacity and assets that can shape the future of how a region obtains, distributes, and consumes food. Metro Vancouver’s *Regional Food System Strategy* was completed in 2011 and since that time, the regional food system has been challenged by many local and external factors that have affected food security within Metro Vancouver. An update to the *Regional Food System Strategy* is needed to address these challenges.

THE REGIONAL FOOD SYSTEM STRATEGY

On February 25, 2011, the MVRD Board endorsed the first *Regional Food System Strategy* for Metro Vancouver (Reference 1). For the purposes of the RFSS and this project update, food systems are defined as the chain of activities and processes that relate to the producing, processing, distributing, disposing and consuming of food. Figure 1 below illustrates these interdependent activities that together provide food to a community.

Figure 1 - Food System Model



The RFSS was viewed as a first step in creating a collaborative approach to supporting a vision of a sustainable, resilient and healthy food system that contributes to the well-being of all residents and the economic prosperity of the region, while also conserving our ecological legacy.

Metro Vancouver's role in the regional food system is multi-faceted and largely connected to a number of its mandates, including:

- Facilitating collaboration among sectors and stakeholders;
- Developing and implementing *Metro 2050*, the Regional Growth Strategy;
- Providing drinking water and its associated infrastructure;
- Collecting, treating and managing solid and liquid waste;
- Regulating air quality;
- Planning for regional parks; and
- Serving as the main political forum to discuss significant regional issues.

While Metro Vancouver plays an important role in the successful functioning of the region's food system, local governments also have important roles in this area, including:

- Using Official Community Plans and zoning bylaws to specify how food producers, food industry businesses and homeowners can use land;
- Applying taxation levels for farmland and other property assessment categories;

- Developing plans for municipal infrastructure, buildings and properties (e.g. composting facilities, community centres and parks that can be used to support community food security);
- Supplying drinking water, solid waste collection, stormwater management, sewage collection and drainage, diking systems and enforcing riparian regulations;
- Developing community economic development plans to increase agriculture and other food sector businesses;
- Using public education to address health and social issues; and
- Promoting community engagement to involve citizens in developing food policies and initiatives.

Metro Vancouver and member jurisdictions are also supported by others in maintaining a healthy, functioning food system including the Government of Canada, Province of British Columbia, First Nations, health authorities, educational institutions, non-government organizations and community groups, consumers and agricultural producers, and the food sector itself including farm and dock workers, food retailers, restaurants, hotels, cafeterias, food processors and packers, wholesalers and food service distributors.

UPDATING THE REGIONAL FOOD SYSTEM STRATEGY

Successful implementation of the RFSS relies on consistent collaboration between all sectors and stakeholders; however, ensuring that all issues, both old and new, are comprehensively addressed is a challenging endeavour as no one level of government or organization is responsible for the form, function, and health of all of a food system’s components. This often results in some particular food issues being addressed in isolation or not being addressed adequately, as the health of the operation of the entire system is rarely evaluated or considered holistically.

While the RFSS being endorsed by the MVRD Board in 2011 was a positive and beneficial step in creating and monitoring the health of the food system in this region, updates are necessary to ensure the document remains relevant and that previously unaddressed issues, as well as newly identified areas of concern are recognized, considered, and addressed. The items in Table 1 have been identified as ongoing and emerging areas of concern in the regional food system since 2011.

Table 1 – Identified Food System Areas of Concern

Issues Raised During Strategy Preparation	Issues Raised Since Strategy Was Completed
<ul style="list-style-type: none"> • Declining world food stocks and increasing instability of global food markets 	<ul style="list-style-type: none"> • Weaknesses in food distribution and access exposed during the COVID-19 pandemic
<ul style="list-style-type: none"> • Conversion of productive farmland to other uses 	<ul style="list-style-type: none"> • Ecosystem services role in daily agricultural practices
<ul style="list-style-type: none"> • Dependence of agriculture and food production on fossil fuels 	<ul style="list-style-type: none"> • Direct connection between climate change and food insecurity
<ul style="list-style-type: none"> • Increasing costs of farm inputs and the low profitability of farming 	<ul style="list-style-type: none"> • Use of technology in the agricultural sector
<ul style="list-style-type: none"> • Increasing average age of farmers and decreasing number of young farmers 	<ul style="list-style-type: none"> • Indigenous food sovereignty

<ul style="list-style-type: none"> • Declining numbers of farmers with no succession plan 	<ul style="list-style-type: none"> • A circular economy and food and packaging waste
<ul style="list-style-type: none"> • Lack of food security and increasing dependence on emergency food services 	<ul style="list-style-type: none"> • Crop diversity and climate change resilience
<ul style="list-style-type: none"> • Uncertainty of how climate change is and will continue to impact the food system 	<ul style="list-style-type: none"> • New and young farmer access to farm land

Before any of these issues can be considered in an updated RFSS, background and organizational work must first be undertaken, including:

- researching what other jurisdictions have accomplished;
- understanding how the food system has evolved within the region;
- identifying what policies or action items within the RFSS are still relevant; and
- updating the regional stakeholders and partners.

A consultant will be retained by Metro Vancouver to complete this first background and supportive phase of the RFSS update, addressing the following tasks:

1. Literature Review

Includes researching documents, industry papers, white papers, plans, strategies and programs that can provide insights and direction on how to address the gap issues identified in the 2011 RFSS. Also includes an Indigenous food sovereignty perspective and focus on Canadian jurisdictions, regional governments, or organizations and associations that have recently prepared a food system strategy.

2. Regional Food System Strategy Audit

Based on the literature review, an audit will be completed of all existing policies and action items in the 2011 RFSS to determine which ones remain relevant, are outdated and / or missing. This audit is intended to set the stage for the work plan and provide structure to the engagement phase of the update.

3. Engagement Strategy

Based on the outcome of the RFSS audit, an engagement process will be developed that will incorporate multiple opportunities for industry partners and stakeholders to share their respective food system challenges and allow for robust engagement. This will include recommendations on how to best engage meaningfully with local First Nations, develop a communications strategy and identify the types and appropriate timing of large scale engagement events (e.g. symposiums, workshops).

4. Stakeholders and Partners

Based on the proposed engagement strategy, all potential food system stakeholders, representatives, and partners to include in the update to the RFSS will be identified. This will include identifying an appropriate information-sharing and decision-making structure, as well as if and how an advisory committee, peer review panel, or working committee could be utilized.

While updating the RFSS will create a forum to support developing solutions to address the issues of concern, a noted challenge to updating the RFSS is to ensure that the process is transparent, interactive, collaborative, and that all participants and decision makers fully appreciate the components, trade-offs, and complexities of the food system itself.

NEXT STEPS

Given the complex content and engagement strategy that needs to be considered, a consultant will be retained to support Metro Vancouver formalizing a framework for the RFSS update. The initial step includes preparing an engagement and communications strategy and identifying an appropriate network of participants that can assist at different engagement levels, such as an industry experts panel, a working group, or advisory committee. Both the Agricultural Advisory Committee (June 2023) and Regional Planning Advisory Committees (July 2023) reviewed the scope of work, support Phase 1 as proposed, and will be included in the engagement phase scheduled for 2024. Future phases of work will include the engagement and the preparation of the RFSS update.

ALTERNATIVES

This report is for information. There are no alternatives.

FINANCIAL IMPLICATIONS

The total budget amount available for Phase I of the update of the Regional Food System Strategy is \$60,000. This amount is included in the 2023 MVRD Board-approved Regional Planning budget.

CONCLUSION

The purpose of a regional food system strategy is to build capacity and assets that can shape the future of how a region obtains, distributes, and consumes food. Metro Vancouver's *Regional Food System Strategy* was completed in 2011 and therefore an update is needed to address existing and emerging issues of concern related to food security for the region. An updated RFSS will assist the region in continuing to advance long-term resilient food production and distribution, advance a climate-stable food system, address socio-economic circumstances, and manage increasing urban development impacts. To support this work, a consultant will be retained by Metro Vancouver to complete the initial background and supportive phase of the RFSS update.

REFERENCES

1. [Regional Food System Strategy \(2011\)](#)

56946227

To: Regional Planning Committee

From: Stefanie Ekeli, Planner, Regional Planning and Housing Services

Date: August 14, 2023 Meeting Date: September 7, 2023

Subject: **2023 Inventory of Licensed Child Care Spaces and Policies in Metro Vancouver – Scope of Work**

RECOMMENDATION

That the Regional Planning Committee receive for information the report dated August 14, 2023, titled “2023 Inventory of Licensed Child Care Spaces and Policies in Metro Vancouver – Scope of Work”.

EXECUTIVE SUMMARY

Every four-years Metro Vancouver prepares an inventory of licensed child care spaces and policies to track changes and trends in the provision of child care in Metro Vancouver. Since the 2019 Inventory was completed, significant progress has been made with the launch of the ChildCareBC program in 2018, which has resulted in enhancing the number of child care spaces, reducing the cost of child care for families, and supporting the Early Childhood Educator work force. The 2023 update to the Inventory of Licensed Child Care Spaces and Policies in Metro Vancouver will capture the changes in the provision of child care since 2019 and is intended to support member jurisdictions in planning for child care and help build more complete communities.

PURPOSE

To advise the Regional Planning Committee that the 2023 Inventory of Licensed Child Care Spaces and Policies in Metro Vancouver project has been initiated and to provide the scope of work for information.

BACKGROUND

Since 2011, Metro Vancouver has prepared an inventory of licensed child care spaces and policies to track the changes and trends in child care accessibility in the region (Reference 1). The inventory is updated every four years, with updates from the 2011 report having occurred in 2015 and then in 2019 (References 2 and 3). The 2023 Inventory of Licensed Child Care Spaces and Policies in Metro Vancouver (2023 Inventory) is now underway and will capture and report on the changes of the number of child care spaces and population of children under 12 from the 2011, 2015, and 2019 inventories. The inventory advances the Regional Planning mandate to provide information and research to support member jurisdictions in the creation of a complete communities, and is intended to provide a resource for planning staff and decision makers to better plan for child care in their communities.

CHILD CARE IN METRO VANCOUVER

The provision of child care is essential to the well-being of working families and children, is a fundamental necessity for regional economic prosperity, and is a critical component in the creation of complete communities. In British Columbia, planning for child care is a shared responsibility with the BC government, the Vancouver Coastal and Fraser Health Authorities, local governments including First Nations, the non-profit sector, and the private sector all playing an important role. Metro Vancouver supports child care planning by providing data on the number of child care spaces, the estimated and projected number of children under 12, and an inventory of child care policies in each member jurisdiction. Child care remains as a standing item on the Regional Planning Advisory Committee – Social Issues Subcommittee, which therefore will be closely engaged as the 2023 Inventory is developed.

Metro 2050

With the adoption of *Metro 2050*, child care is for the first time specifically mentioned in the Regional Growth Strategy. The following *Metro 2050* policies are supportive of this work:

- Policy 1.2.24 vi) - consider support for the provision of child care spaces in Urban Centres and Frequent Transit Development Areas;
- Policy 1.3.1 a) - promote greater local access to affordable community services and child care, healthy food, and public spaces (including regional parks and greenways); and,
- Policy 1.3.7 b) - locate and support community, arts, cultural, recreational, institutional, medical / health, social service, education and child care facilities, and local serving retail uses in Urban Centres or areas with good access to transit.

ChildCareBC

In 2018, the Province of BC and the Government of Canada signed the BC-Canada Early Learning and Child Care (ELCC) Agreement, which provided BC with \$153 million over three years to complement the historic \$1 billion three-year investment the BC Government committed to under the ChildCareBC program. The BC-Canada ELCC Agreement has been renewed two additional times since 2018 with increased investments from both the provincial and federal governments. Since the signing of the ELCC Agreement, the Province has committed to investing a total of \$5.2 billion until 2025, and the Federal Government has committed to investing a total of \$3.2 billion from 2021 to 2026.

ChildCareBC offers various funding programs aimed at increasing the stock and quality of child care, making child care affordable for all families in BC, wage enhancements for child care workers, investing in the Early Childhood Educator (ECE) Education Support Fund, and supporting Indigenous-led child care spaces. Since the 2019 Inventory was completed, there have been significant strides in the creation of child care spaces, making child care more affordable for families and enhancing the quality of child care in Metro Vancouver. Some of the progress made to date on the initiatives under the ChildCareBC program include:

- Over 30,500 new child care spaces have been created in BC;
- Child care fees for families were reduced by 50% at the end of 2022;
- Expansion of the \$10/day ChildCareBC program;
- Over 2,000 Indigenous-led child care spaces;

- Doubling the number of ECE student spaces since 2018 and providing more than 10,000 bursaries to support nearly 6,000 ECE students; and
- Enhancing hourly ECE compensation from an additional \$1/hour to 4\$/hour (Reference 4).

2023 INVENTORY OF CHILD CARE SPACES AND POLICIES

As noted above, it is evident that there has been significant progress in the provision of child care since the 2019 Inventory of Child Care Spaces and Policies in Metro Vancouver was completed. The 2023 Inventory project offers an opportunity to better understand the impact the provincial and federal funding has had and continues to have on child care planning in Metro Vancouver.

Objectives

The objectives for the 2023 Inventory are to:

1. Update the data from the 2019 Inventory to include:
 - a) a projection of the estimated number of children in Metro Vancouver between 2023 and 2028;
 - b) the number of child care spaces, by licence type, per 100 children by member jurisdiction in 2023¹; and
 - c) the change in the total number of child care spaces from 2011, 2015, and 2019 to 2023.
2. Enhance the municipal mail-out survey of child care policies and financial tools used by local governments by adding additional questions to capture a more holistic picture of current challenges and opportunities local governments are facing with the ChildCareBC program.
3. Provide an overview and brief analysis on enhanced provincial funding programs from 2018 to 2023.
4. To initiate a dialogue between member jurisdictions, the Province, and Health Authorities to discuss and communicate the results of the 2023 Inventory and any challenges identified.
5. Produce a usable document that includes an accurate inventory of child care spaces by member jurisdiction so that local governments can use this report as a valuable resource when planning for child care in their communities.

Scope

In April 2023, Metro Vancouver staff began to engage with child care experts from various member jurisdictions, the Province, and the Health Authorities to become familiar with the existing challenges of child care planning in the region, to identify the key changes in the provincial funding programs since 2019, to identify what content to include / exclude in the 2023 Inventory, and identify available datasets.

Metro Vancouver staff has established an informal Peer Review Group consisting of child care experts from the region to review the data received from the Health Authorities to ensure alignment with member jurisdiction data, help develop additional questions to include in a municipal mail-out survey, and to review and provide feedback on the content as it's developed. At the time of writing this report, the Peer Review Group had held its first meeting in June and is

¹ The breakdown of child care spaces, by licence type, per 100 children by municipality is new for the 2023 report, should the data from the Health Authorities and Census data align and permit.

anticipated to meet for a second time in September. The 2023 Inventory will be informed by resources available on the ChildCareBC webpage, along with interviews with applicable stakeholders (i.e., Health Authorities and the Province), and analysis of data sets.

As a potential future phase of this project, Metro Vancouver staff are exploring the hosting of a Child Care Forum to facilitate a shared dialogue between local governments, the Province and Health Authorities to present and discuss the results of the 2023 Inventory project and to discuss key challenges and opportunities stakeholders are facing with the increased provincial and federal funding.

Timeline

Staff are currently working on the update to Metro Vancouver’s Age Cohort Model to reflect the 2021 Census data. This will improve population projections and is expected to be finalized in October 2023. To ensure the data analysis is accurate in the 2023 Inventory report, staff will be utilizing the updated Age Cohort Model. The 2023 Inventory report is on track to be completed by early 2024.

Data Sources

Data sources that will inform the 2023 Inventory include:

- 1) Data analysis:
 - a) 2021 Census to estimate the number children under 12 in 2023 and 2023 using Metro Vancouver’s Age Cohort Model
 - b) 2022 Survey on Early Learning and Child Care Arrangements
- 2) Number of Child Care Spaces in Metro Vancouver, data retrieved from:
 - a) Vancouver Coastal Health Authority
 - b) Fraser Health Authority
- 3) Municipal mail-out survey
 - a) To be updated to include additional questions and mailed out to all members.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

There are no financial implications.

CONCLUSION

The 2023 Survey of Licensed Child Care Spaces in Metro Vancouver will convey the changes in the number of children under 12 and number of child care spaces in Metro Vancouver since 2019. It is anticipated that there will be significant changes from the 2019 Inventory given that the ChildCareBC program has had 5-years of implementation as compared to 1-year in the previous inventory. In addition, the 2023 Inventory is intended to provide a more fulsome view of the existing policies and initiatives being used by member jurisdictions to enhance the provision of child care in their communities along with identifying existing challenges. The updated information is intended to support members plan for and build complete communities thereby supporting the implementation of *Metro 2050*.

REFERENCES

1. [A Municipal Survey of Child Care Spaces and Policies in Metro Vancouver, 2011](#)
2. [A Municipal Survey of Child Care Spaces and Policies in Metro Vancouver, 2015](#)
3. [2019 Survey of Licensed Child Care Spaces and Polies in Metro Vancouver](#)
4. [ChildCareBC – Progress Since the Launch of ChildCareBC](#)

59853949

To: Regional Planning Committee

From: Jonathan Cote, Deputy General Manager, Regional Planning and Housing Development, Regional Planning and Housing Services

Date: August 23, 2023 Meeting Date: September 7, 2023

Subject: **Manager's Report**

RECOMMENDATION

That the Regional Planning Committee receive for information the report dated August 23, 2023, titled "Manager's Report".

REGIONAL PLANNING COMMITTEE 2023 WORK PLAN

The Regional Planning Committee's Work Plan for 2023 is attached to this report (Attachment 1). 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.

COMMERCIAL TRUCKS PARKING IN THE AGRICULTURAL LAND RESERVE

At the June Regional Planning Committee meeting the matter of truck parking on agricultural lands was raised and discussed by some members. This has been an issue of concern for some time. To provide the Committee with additional background information on this issue, the Regional Industrial Lands Strategy Task Force considered this matter in 2019. While no specific direction or actions have been undertaken by Metro Vancouver staff on this since that time, during the preparation of the Regional Industrial Lands Strategy, and more recently with the development of *Metro 2050*, it was clearly stated by the MVRD Board that the intent is to protect the region's agricultural lands for agricultural uses, not to accommodate vehicle parking or other competing land uses. Staff also note that the City of Surrey and its Agricultural Advisory Committee have considered the matter over the past 8 years through various studies, strategies, and policies via the Truck Parking Task Force, and more recently in a Truck Parking Strategy Initiatives Update undertaken in January 2021. In staff-to-staff discussions with TransLink, the Ministry of Agriculture, and the Agricultural Land Commission there is an interest in exploring the need for new truck parking facilities and associated highway investments in the region's agricultural areas. This matter is ongoing with local governments in Metro Vancouver and the Fraser Valley Regional District and the source of many complaints received by Ministry of Agriculture and Agricultural Land Commission. Metro Vancouver staff are available to support member jurisdiction project work on this matter, or in an advocacy or convening role with the Province, should there be interest.

CLIMATE 2050 AGRICULTURE ROADMAP

On September 7, 2023, the Climate Action Committee received the report titled "Metro Vancouver Climate 2050 Agriculture Roadmap" (Reference 1). The *Climate 2050 Agriculture Roadmap* is one in a series of 10 *Climate 2050* Roadmaps that present a pathway to achieving a carbon neutral and resilient region by the year 2050. Agriculture in Metro Vancouver contributes approximately 4

percent of the region's total greenhouse gas (GHG) emissions from the use of fertilizer, farm equipment, and fossil natural gas to heat greenhouses. The *Agriculture Roadmap* establishes a target of reducing GHG emissions by 35 percent from the sector, relative to 2010 levels, by 2030. This will be achieved by maximizing carbon sequestration where opportunities exist, and by implementing the best available management practices and technologies available to support powering agricultural operations, equipment and machinery with clean, renewable energy.

While the agricultural sector contributes to the GHG emissions in the region, the long-term resilience of the region as it relates to climate change is the biggest challenge facing the sector. This is a significant focus of the *Agriculture Roadmap*. Resilience is supported through 9 out of the 12 'big move' action items, five of which are directly influenced by Metro Vancouver, including:

- Preparing an agricultural land protection and viability strategy;
- Implementing soil movement tracking within agricultural areas;
- Reducing the encroachment of urban uses into agricultural areas;
- Building a long-term payment for ecosystem services funding mechanism for agriculture; and
- Exploring innovative sources and new technologies for water use and water conservation for long-term agricultural use.

Advancing these 'big moves' will ensure the ability of the region's agricultural sector to withstand the on-going and worsening effects of climate change, and support the viability of the sector to continue operating sustainably for all residents of Metro Vancouver. The *Agriculture Roadmap* is intended to be a dynamic document that evolves over time to respond to advancements in technology, production methods, and new challenges that arise. The *Agriculture Roadmap* is scheduled to be considered for endorsement by the MVRD Board at its September 29, 2023 meeting.

LEGER HOUSING SURVEY

In August 2023, Leger conducted a public, nationwide study regarding Canadians' perceptions of increasing rental costs, worries about paying their rent/mortgage, and agreement with potential government actions to improve the rental situation in Canada. Here are a few highlights:

- In the past couple of months, 55% of Canadians who have a mortgage or rent their primary residence have worried about being able to pay their mortgage or rent. This proportion is even higher among those between the ages of 18 and 34 (66%), Albertans (67%), and British Columbians (68%).
- 95% of Canadians think increasing rental costs and the lack of affordable rental homes in Canada is a serious problem (66% very serious, 28% somewhat serious).
- 15% of Canadians who own their primary residence have rental space that they are not currently renting, and the same proportion could turn part of their space into something rentable but have not.
- The majority of Canadians support all mentioned initiatives that government could implement to help address the rental situation.
 - The strongest support among the six ideas tested is for providing incentives for developers (79% support), government-supplied affordable housing (79%), and tighter rent control (77%) while disincentives for short-term rentals (56%) were least

supported. Renters are significantly more likely than owners to support the various initiatives.

Attachment 2 includes the full report with more details.

ATTACHMENTS

1. Regional Planning Committee 2023 Work Plan
2. Report dated August 23, 2023, titled "The Housing Crisis in Canada"

REFERENCES

1. [Report dated July 27, 2023, titled "Metro Vancouver's Climate 2050 Agriculture Roadmap"](#)

60102020

Regional Planning Committee 2023 Work Plan

Report Date: August 23, 2023

Priorities

1st Quarter	Status
E-Commerce Study Findings	Complete
Municipal Liaison Review Implementation	Complete
Adoption of Metro 2050	Complete
Metro 2050 Climate Policy Enhancement Project – Scope	Complete
Equity Study Phase 3 – Final Report	Complete
Tree Canopy Cover and Impervious Services Update – Scope	Complete
Metro Vancouver Office Inventory Update	Complete
Community and Social Data Model – Phase 1	Complete
2nd Quarter	Status
Ecosystem Services on Agricultural Lands	Complete
Regional Food Systems Strategy Update - Scope	In Progress
Agricultural Land Protection and Viability Strategy – Scope	Pending
Transportation Corridor Study	In Progress
Metro 2050 Implementation Guidelines – Phase 1 (Technical Documents)	In Progress
Develop Immigration Model	Complete
Metro Vancouver 3D Model	In Progress
Community and Social Data Model – Phase 2	In Progress
3rd Quarter	Status
Conduct Urban Centres and FTDA's Policy and Target Review	Pending
Recommended Actions – Industrial Land Strategy	Pending
Regional Green Infrastructure Network Guidelines	In Progress
Metro 2050 Climate Policy Enhancement Project	In Progress
Metro 2050 Implementation Guidelines – Phase 2 (Best Practice Guide)	In Progress
Regional Land Use Model	In Progress
Housing + Transportation Cost Burden Update	In Progress
Metro Vancouver Regional Data Book	Pending
4th Quarter	Status
Regional Food Strategy Update	In Progress
Regional Green Infrastructure Network Guidelines	Pending
Sensitive Ecosystem Inventory	In Progress
Regional Parking Strategy	In Progress
Agricultural Land Use Inventory	In Progress
Agricultural Data Book	Pending
Metro Vancouver Housing Data Book	Pending
2021 Census Custom Data Report Outs	Pending

Leger

REPORT

The Housing Crisis in Canada

Survey of Canadians



THE
CANADIAN
PRESS

DATE



Methodology



Method

Online survey among respondents 18 years of age or older.

(Canadian sample: n= 1,537).

Respondents had the option of completing the survey in English or in French and were randomly recruited using LEO's online panel.



When

August 18th to August 20th, 2023



Margin of error

For comparison purposes, a probability sample of this size yields a margin of error no greater than $\pm 2.5\%$, (19 times out of 20) for the Canadian sample.



Weighting

Results were weighted according to **age, gender, mother tongue, region, education and presence of children in the household** in order to ensure a representative sample of the Canadian population.

Methodology



Significant differences

Data in bold **red** characters indicate a significantly lower proportion than that of other respondents. Conversely, data in bold **green** characters indicate a significantly higher proportion than that of other respondents.



Rounded data

The numbers presented have been rounded up. However, the numbers before rounding were used to calculate the sums presented and might therefore not correspond to the manual addition of these numbers.



Questions

Have questions about the data presented in this report? Please contact Christian Bourque, Executive Vice-President, Eastern Canada at the following e-mail addresses: cbourque@leger360.com

A more detailed methodology is presented in the Appendix.

Methodology

Leger is the polling firm that has presented the most accurate election survey data, on average, over the last ten years in Canada. During the last federal election in 2021, Leger was once again **the most accurate firm in the country**. This accuracy is attributed to the quality of the LEO panel and rigorous application of methodological rules by Leger's 600 employees, including 200 professionals in Leger's eight offices across Canada (Montreal, Toronto, Quebec City, Winnipeg, Calgary, Edmonton and Vancouver) and in the United States (New York).

Poll aggregator 338Canada.com gave Leger the highest rating among all polling firms in Canada for the accuracy of its studies. See <https://338canada.com/pollster-ratings.htm>

2021 CANADIAN FEDERAL ELECTION



LEGER SURVEY

Published in *Le Journal de Montréal*
and *The National Post/Postmedia*
September 18, 2021

33%	32%	19%	7%	6%	2%
33.7%	32.6%	17.8%	7.7%	5.0%	2.3%

OFFICIAL RESULTS

2021 Canadian Federal Election*

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*The official results were obtained from Elections Canada on September 24, 2021, at 9:45 a.m. EDT.

Key highlights (1 of 2)

The housing crisis in Canada has been a pressing issue across the country, especially given inflation and interest rate hikes. From August 18 to 20, 2023, we surveyed Canadians about their perceptions of increasing rental costs, worries about paying their rent/mortgage, and agreement with potential government actions to improve the rental situation in Canada.

Some of the key highlights of our survey about the housing crisis in Canada include...

Concerns about housing affordability and rent/mortgage payments are high

- In the past couple of months, 55% of Canadians who have a mortgage or rent their primary residence have worried about being able to pay their mortgage or rent. This proportion is even higher among those between the ages of 18 and 34 (66%), Albertans (67%) and British Columbians (68%).
- 95% of Canadians think increasing rental costs and the lack of affordable rental homes in Canada is a serious problem (66% very serious, 28% somewhat serious).



Key highlights (2 of 2)

- 15% of Canadians who own their primary residence have rental space that they are not currently renting, and the same proportion could turn part of their space into something rentable but have not.
- 40% of Canadians blame the federal government for the housing crisis, while 32% blame their provincial government, and 6% their municipal government. Homeowners are more likely to blame the federal government (43% vs 35% among renters), while renters are more likely to blame their provincial government (37%).

Potential government actions to improve the rental situation

- The majority of Canadians support all mentioned initiatives that government could implement to help address the rental situation. The strongest support among the six ideas tested is for providing incentives for developers (79% support), government-supplied affordable housing (79%), and tighter rent control (77%) while disincentives for short-term rentals (56%) were least supported. Renters are significantly more likely than owners to support the various initiatives.



REPORT

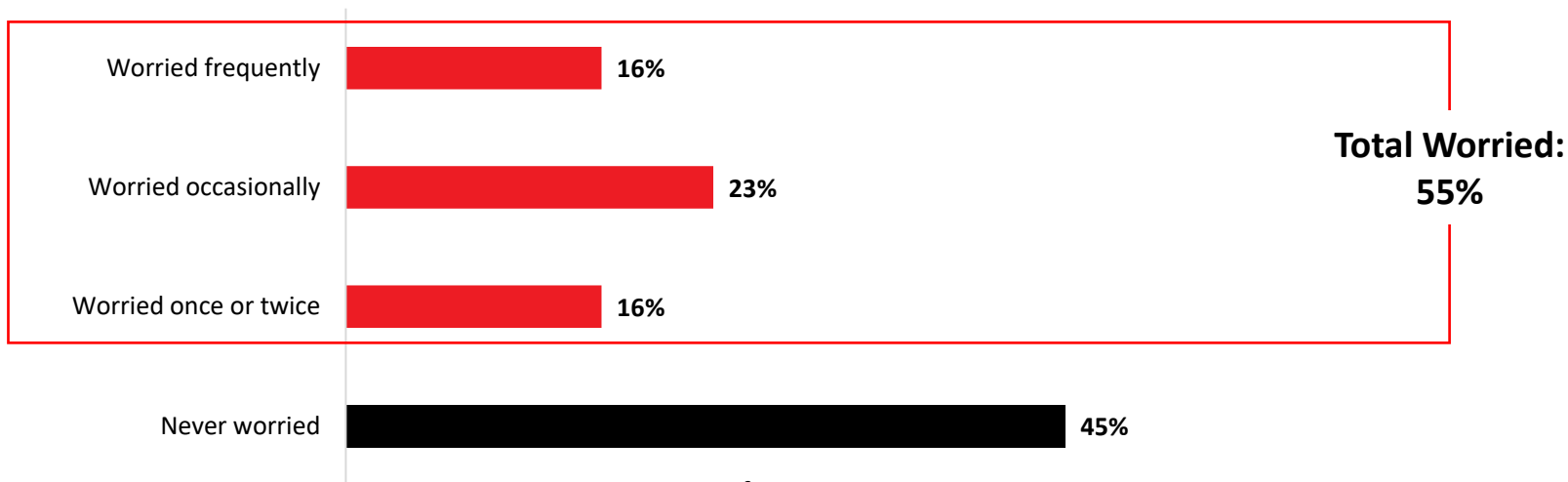
Detailed Results



Worries about being able to pay for rent or mortgage (1/2)

Q1. In the past couple of months, how often have you worried about being able to pay your mortgage or rent?

Base: Respondents who have a mortgage or rent their primary residence (n=987)



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NEW QUESTION

Worries about being able to pay for rent or mortgage (2/2)

Q1. In the past couple of months, how often have you worried about being able to pay your mortgage or rent?

Base: Respondents who have a mortgage or rent their primary residence

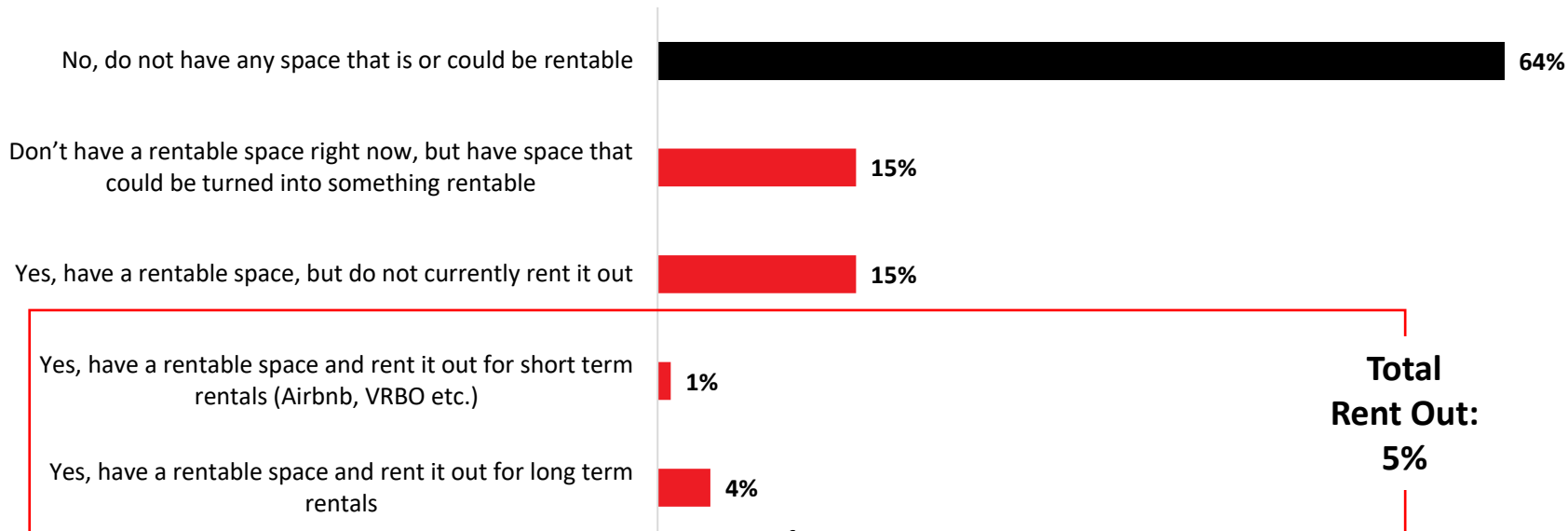
	Total Canada	ATL	QC	ON	MB/SK	AB	BC	18-34	35-54	55+	Urban	Sub-urban	Rural
Weighted n=	1,015	69	238	390	64	115	139	312	397	306	474	365	157
Unweighted n=	987	68	276	388	80	78	97	249	424	314	468	359	146
TOTAL WORRIED	55%	57%	34%	59%	53%	67%	68%	66%	60%	36%	61%	54%	36%
Worried frequently	16%	23%	8%	16%	17%	24%	20%	15%	21%	11%	20%	13%	12%
Worried occasionally	23%	19%	14%	24%	32%	23%	31%	29%	23%	16%	23%	25%	14%
Worried once or twice	16%	14%	11%	19%	5%	20%	16%	22%	16%	9%	18%	16%	10%
Never worried	45%	43%	66%	41%	47%	33%	32%	34%	40%	64%	39%	46%	64%

NEW QUESTION

Space in home to rent out (1/2)

Q2. Do you have a space in your home that you can or do rent out?

Base: Respondents who own their home (n=1,019)



90 of 102

NEW QUESTION

Space in home to rent out (2/2)

Q2. Do you have a space in your home that you can or do rent out?

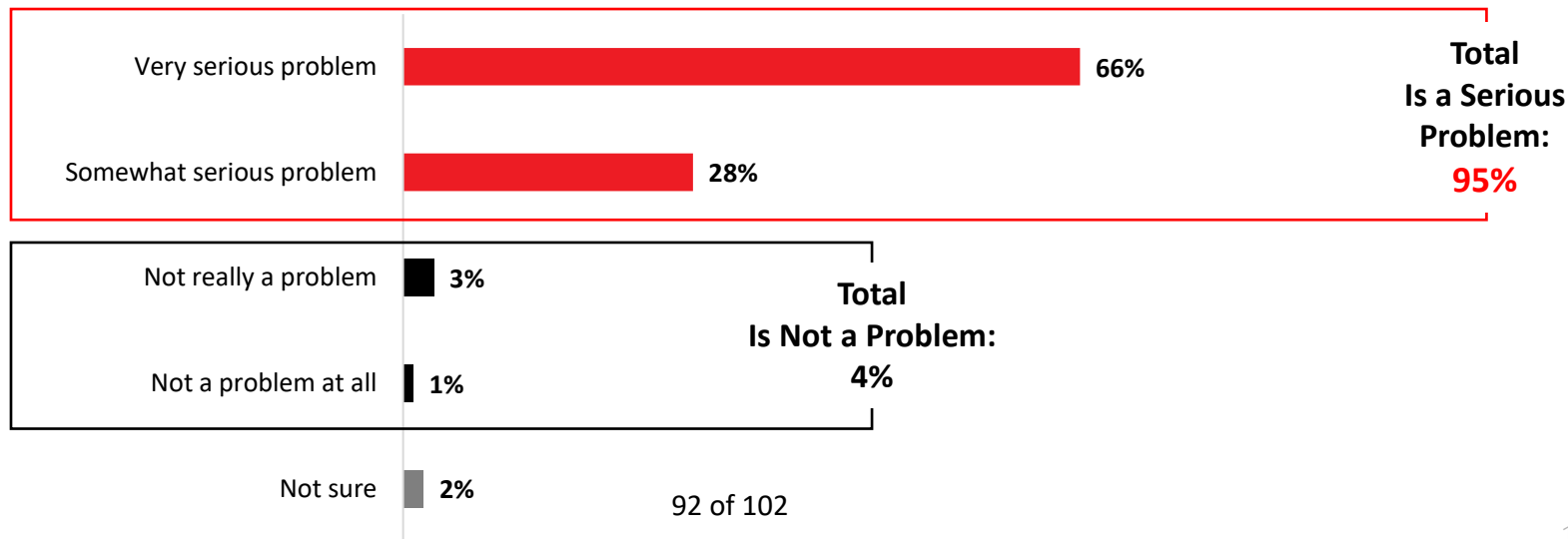
Base: Respondents who own their home

	Total Canada	ATL	QC	ON	MB/SK	AB	BC	Urban	Sub-urban	Rural
Weighted n=	978	68	216	354	68	122	150	365	418	188
Unweighted n=	1,019	63	262	389	95	94	116	390	437	185
Total Rent Out	5%	3%	4%	2%	2%	10%	9%	4%	6%	4%
Short term rent out	1%	3%	0%	1%	0%	2%	1%	1%	2%	0%
Long term rent out	4%	1%	4%	1%	1%	10%	8%	3%	5%	4%
Have rentable space but don't rent out	15%	13%	8%	17%	13%	25%	14%	20%	13%	11%
Could turn space into something rentable	15%	21%	8%	17%	20%	7%	24%	16%	16%	11%
Do not have rentable space	64%	63%	79%	63%	65%	58%	53%	60%	64%	74%

Problem of increasing rental housing costs (1/2)

Q3. Overall, how much of a problem do you believe the increasing cost of rents and lack of affordable rental homes is in Canada?

Base: All respondents (n=1,537)



NEW QUESTION

Problem of increasing rental housing costs (2/2)

Q3. Overall, how much of a problem do you believe the increasing cost of rents and lack of affordable rental homes is in Canada?

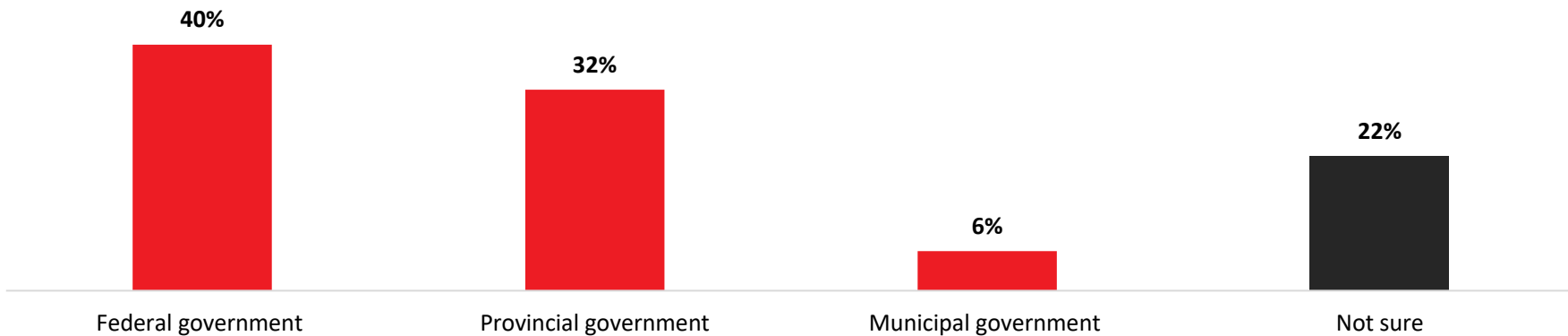
Base: All respondents

	Total Canada	ATL	QC	ON	MB/SK	AB	BC
Weighted n=	1,537	104	357	598	98	170	210
Unweighted n=	1,537	100	416	606	131	129	155
TOTAL IS A PROBLEM	95%	98%	95%	96%	95%	89%	93%
Very serious problem	66%	80%	59%	72%	63%	61%	61%
Somewhat serious problem	28%	19%	36%	24%	32%	27%	32%
TOTAL IS NOT A PROBLEM	4%	1%	4%	2%	1%	9%	6%
Not really a problem	3%	1%	3%	2%	0%	9%	4%
Not a problem at all	1%	0%	1%	0%	0%	0%	2%
Not sure	2%	0%	1%	2%	4%	2%	1%

Level of government to blame for the crisis (1/2)

Q4. To which level of government do you assign the most blame when it comes to the housing crisis?

Base: All respondents (n=1,537)



NEW QUESTION

Level of government to blame for the crisis (2/2)

Q4. To which level of government do you assign the most blame when it comes to the housing crisis?

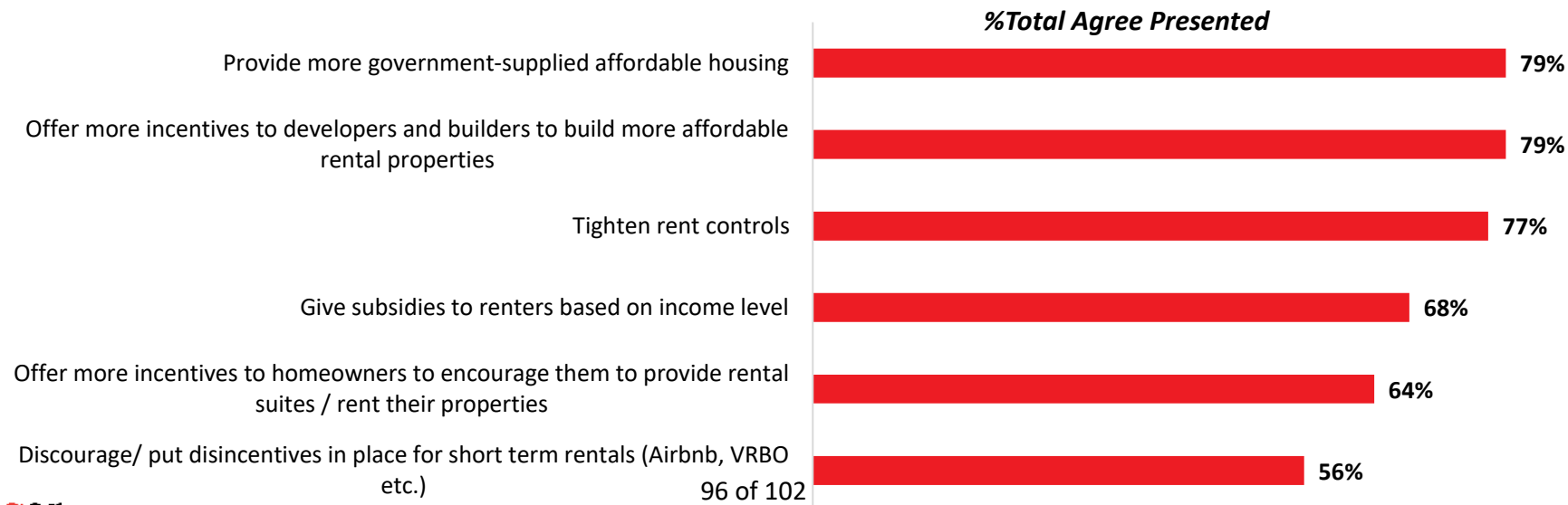
Base: All respondents

	Total Canada	ATL	QC	ON	MB/SK	AB	BC	Living Situation	
								Owner	Renter
Weighted n=	1,537	104	357	598	98	170	210	978	485
Unweighted n=	1,537	100	416	606	131	129	155	1,019	455
Federal government	40%	47%	26%	39%	57%	62%	36%	43%	35%
Provincial government	32%	24%	41%	36%	24%	19%	27%	31%	37%
Municipal government	6%	7%	11%	3%	4%	2%	10%	6%	6%
Not sure	22%	22%	22%	22%	14%	17%	27%	21%	22%

Agreement with government actions (1/2)

Q6. Following are some ways that the government could improve the rental situation. How much do you agree or disagree that government should do each of the following?

Base: All respondents (n=1,537)



NEW QUESTION

Agreement with government actions (2/2)

Q6. Following are some ways that the government could improve the rental situation. How much do you agree or disagree that government should do each of the following?

Base: All respondents

%Total Agree Presented	Total Canada	Living Situation									Living Situation	
		ATL	QC	ON	MB/SK	AB	BC	Urban	Sub-urban	Rural	Owner	Renter
Weighted n=	1,537	104	357	598	98	170	210	651	589	274	978	485
Unweighted n=	1,537	100	416	606	131	129	155	666	591	262	1,019	455
Provide more government-supplied affordable housing	79%	81%	84%	80%	75%	66%	79%	82%	78%	74%	76%	86%
Offer more incentives to developers and builders to build more affordable rental properties	79%	81%	82%	82%	76%	72%	74%	81%	77%	79%	77%	85%
Tighten rent controls	77%	88%	78%	81%	77%	64%	68%	79%	76%	74%	73%	86%
Give subsidies to renters based on income level	68%	68%	68%	71%	66%	60%	69%	72%	65%	67%	61%	83%
Offer more incentives to homeowners to encourage them to provide rental suites / rent their properties	64%	71%	67%	63%	55%	56%	67%	66%	61%	64%	62%	68%
Discourage/ put disincentives in place for short term rentals (Airbnb, VRBO etc.)	56%	62%	65%	57%	52%	38%	61%	61%	54%	53%	54%	61%

REPORT

Detailed Methodology



Weighted and Unweighted Sample (1/2)

The table below presents the Canadian geographic distribution of respondents before weighting.

	Unweighted	Weighted
Province	1,537	1,537
British Columbia	155	210
Alberta	129	170
Manitoba/Saskatchewan	131	98
Ontario	606	598
Quebec	416	357
Atlantic	100	104

Weighted and Unweighted Sample (2/2)

The following tables present the demographic distribution of respondents according to gender, age and language (mother tongue) for Canada.

The table below presents the Canadian geographic distribution of respondents before weighting.

	Unweighted	Weighted
Gender	1,537	1,537
Male	790	749
Female	747	788
Age	1,537	1,537
18 to 34	322	406
35 to 54	542	495
55+	673	635
Language (Mother tongue)	1,537	1,537
English	970	1,040
French	363	305
Other	204	192

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