

City of Maple Ridge

SPECIAL COUNCIL WORKSHOP AGENDA

September 27, 2021

9:30 a.m.

Virtual Online Meeting including Council Chambers

The purpose of the Council Workshop is to review and discuss policies and other items of interest to Council. Although resolutions may be passed at this meeting, the intent is to make a consensus decision to send an item to Council for debate and vote or refer the item back to staff for more information or clarification.

The meeting is live streamed and recorded by the City of Maple Ridge.

REMINDER: Council Workshop Meeting – 10:00 a.m. - September 28, 2021
Council Meeting – 7:00 p.m. – September 28, 2021

1. APPROVAL OF THE AGENDA

2. UNFINISHED AND NEW BUSINESS

2.1 Draft Regional Growth Strategy Metro 2050 - Request for Comments

Staff report dated September 27, 2021 recommending that comments regarding the report titled “Draft Regional Growth Strategy Metro 2050 - Request for Comments” be summarized and a report provided for consideration of a formal resolution prior to November 26, 2021.

2.2 Strategic Transportation Plan Project - Preliminary Input for Phase 3

Presentation by John Steiner, Urban Systems

Staff report dated September 27, 2021 outlining an opportunity for the provision of input and direction on the Vision, Goals, Principles and Targets which will provide material for stakeholder and public consultation.

3. ADJOURNMENT

APPROVED BY:



DATE:

Sept. 23, 2021

PREPARED BY



DATE:

Sept. 23, 2021

CHECKED BY:



DATE:

Sept 23/2021



mapleridge.ca

City of Maple Ridge

TO: His Worship Mayor Michael Morden
and Members of Council
FROM: Chief Administrative Officer
MEETING DATE: September 27, 2021
MEETING: Workshop
SUBJECT: Draft Regional Growth Strategy Metro 2050 – Request for Comments

EXECUTIVE SUMMARY:

In April 2019, Metro Vancouver initiated a comprehensive update to the Regional Growth Strategy (RGS), *Metro 2040*. *Metro 2040* has been in place since 2011 and is aimed at advancing the region's livability and sustainability by managing anticipated growth. The Regional Growth Strategy (RGS) is a long-range, strategic land use plan for the Metro Vancouver Regional District (Metro Vancouver), a federation of 21 municipalities, one Electoral Area and one Treaty First Nation.

The updated RGS will be called *Metro 2050*. A complete draft has been prepared by Metro Vancouver and reviewed by the Intergovernmental Advisory Committee (IAC) (see Appendix E). The Metro Vancouver Regional District (MVRD) Board resolved to refer the draft out to all member jurisdictions and begin a five-month engagement process on June 25, 2021 with the following resolution:

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

- i. signatories to the regional growth strategy including: Mayors and Councils of Metro Vancouver member jurisdictions; the TransLink Board; the Squamish-Lillooet Regional District Board; the Fraser Valley Regional District Board; and*
- ii. other members of the Metro 2050 Intergovernmental Advisory Committee including: in region First Nations; the Province of BC; the Agricultural Land Commission; Vancouver Coastal Health; Fraser Health; BC Housing; BC Hydro; University Endowment Lands; Bowen Island; City of Abbotsford; City of Chilliwack; District of Mission; Integrated Partnership for Regional Emergency Management; Simon Fraser University; Kwantlen Polytechnic University; University of British Columbia; Vancouver Fraser Port Authority; Transport Canada; Canada Mortgage and Housing Corporation; and Vancouver International Airport Authority.*

An important component of Metro Vancouver's engagement process is to seek formal comments from the Mayors and Councils of all member jurisdictions, which will inform the final version of *Metro 2050*. These comments have been requested by November 26, 2021 as a Council resolution. Comments are sought to provide feedback on the collective actions and direction that the Metro Vancouver region will take in the coming decade. Through inter-municipal and inter-governmental collaboration, the RGS addresses issues and topics that all jurisdictions face, and seeks to improve the livability of the region through collective action.

It is noted that this effort is a targeted update of the RGS, and not an entirely new plan. As *Metro 2050* is an update to *Metro 2040*, it aligns well with Maple Ridge's OCP policies. The introduction of new regional targets, and stronger policy language regarding housing, the environment and growth management may be viewed as prescriptive and treading into local government's land use jurisdiction.

2.1

New and revised policies and targets are identified in bold in Appendix C, with suggested edits and comments for Metro Vancouver staff. In a number of proposed policies, the addition of words such as 'consider' or 'explore' provide greater flexibility in policy implementation.

Building on Metro Vancouver staff's presentation at the April 27, 2021 and September 7, 2021 Council Workshops, the purpose of this report is to:

- Provide an overview of the *Metro 2050* update purpose, and progress to date;
- Outline implications of the proposed changes for Maple Ridge; and
- Explain key changes as they relate to Council's strategic priorities.

RECOMMENDATION:

That the comments from the September 27, 2021 Council Workshop regarding the staff report titled "Draft Regional Growth Strategy Metro 2050 – Request for Comments" be summarized and brought back to Council for consideration of a formal resolution prior to November 26, 2021.

1.0 BACKGROUND:

The Regional Growth Strategy (RGS) is a long-range, strategic land use plan for the Metro Vancouver Regional District (Metro Vancouver), a federation of 21 municipalities, one Electoral Area and one Treaty First Nation. One of Metro Vancouver's key roles is to collaboratively plan for and deliver regional-scale services.

The *Metro 2050* draft contains contextual information, an updated regional vision, updated growth projections to the year 2050, descriptions of the key regional policy tools such as the Urban Containment Boundary, five goals, implementation policies, a list of performance monitoring indicators, a glossary of terms, and updated maps. The current update extends the strategy to the year 2050, integrates with *Transport 2050* (TransLink's current review and update to the Regional Transportation Strategy) and responds to critical issues such as climate change, social equity, resilience and housing affordability.

The RGS is a key document that helps shape Maple Ridge's OCP. The *Local Government Act* requires OCPs to include a Regional Context Statement (RCS), which outlines the relationship between the OCP and RGS; and, if applicable, how the OCP will be made consistent with the RGS over time. Comments are sought to provide feedback on the collective actions and direction that the Metro Vancouver region will take in the coming decade. Through inter-municipal and inter-governmental collaboration, the RGS addresses issues and topics that all jurisdictions face, and seeks to improve the livability of the region through collective action.

Member jurisdictions were actively involved in the review and update process, through the Regional Planning Advisory Committee (RPAC) and more recently through the Intergovernmental Advisory Committee (IAC). Representatives from all member jurisdictions sit on the RPAC and IAC bodies, to work collaboratively with Metro Vancouver on regional planning policy matters.

Metro 2040:

Metro Vancouver 2040: Shaping our Future (Metro 2040) (the Regional Growth Strategy or RGS) was adopted by the Greater Vancouver Regional District Board (since renamed to Metro Vancouver Regional District Board) in 2011. Since its adoption, *Metro 2040* has been a strong and effective tool representing the regional federation's collective vision for how to sustainably manage anticipated growth in the region. The RGS policies are aimed at advancing livability through containing and

structuring growth to facilitate the development of complete, connected and resilient communities, protect important lands (i.e agricultural, industrial and employment and conservation and recreation lands), and support the efficient provision of infrastructure such as transit and utilities.

As a component of the current *Metro 2040* RGS, Maple Ridge Council took a comprehensive review, and provided Metro Vancouver with numerous resolutions. Metro Vancouver worked with Maple Ridge Council to address their concerns and on March 22, 2011, Council accepted the *Metro 2040* RGS by resolution. Not surprisingly, given Maple Ridge Council's early involvement, and that the draft *Metro 2050* RGS is an update and not a new plan, many of the policies remain consistent with Maple Ridge's land use policies. In an effort of continuous improvement, *Metro 2040* has been amended 22 times to accommodate municipal and regional aspirations and includes amending the regional land use designations of sites to:

- Add Frequent Transit Development Areas and Special Study Areas;
- Improve policy language; and
- Incorporate changes made through Regional Context Statements (RCSs).

In early 2017, the Regional Planning Committee and Board considered, as required in Part 13 of the *Local Government Act*, section 452 (2), whether *Metro 2040* needed to be reviewed for possible amendment. The Board resolved that a review of the RGS for amendment was not required and that amendments to the RGS would continue to be considered on an ongoing and as-needed basis. Further to that decision, at its meeting of April 5, 2019 the MVRD Board adopted the following resolution to initiate a comprehensive update to *Metro 2040*:

That the MVRD Board:

- a) initiate a comprehensive update to Metro Vancouver 2040: Shaping our Future;*
- b) direct staff to prepare a Stakeholder Engagement Plan for the update to Metro Vancouver 2040: Shaping our Future for Board consideration; and*
- c) authorize staff to partner with TransLink in its May to September 2019 'Vision and Values' public engagement process for the future of the region.*

The update to the RGS will be a Type 1 amendment, as set out in *Metro 2040* and the *Local Government Act*, requiring all affected local governments to accept the amendment by resolution as well as the adoption of an amendment bylaw by the MVRD Board.

Section 450 of the *Local Government Act* requires that an Intergovernmental Advisory Committee (IAC) be established if there is a proposed amendment to a RGS. In accordance with the requirements of the *Act* and direction of the MVRD Board, Metro Vancouver staff initiated the formation of a *Metro 2050* IAC to advise on the development of *Metro 2050* in late 2019.

Purpose of Update - Policy Reviews and Areas of Focus for Update

Since adoption and through the *Metro 2040* implementation process, Metro Vancouver staff have been collecting and analyzing data, conducting applied policy research and working closely with member jurisdictions. Metro Vancouver staff have identified a number of opportunities to improve and update *Metro 2040*'s policies and implementation.

These policy reviews include:

Minor Level of Review:	Moderate Level of Review:	Substantial Level of Review:
<ul style="list-style-type: none"> • Agriculture • Rural • Transportation • Implementation Section 	<ul style="list-style-type: none"> • Sewerage Policy • Performance Monitoring • Housing Demand Estimates • Long Range Growth Scenarios • Housing • Complete Communities • Climate Change • Updated Projections 	<ul style="list-style-type: none"> • Urban Centres and FTDA's • Industrial and Mixed Employment • Environment

Appendix A includes the policy review documents prepared by Metro Vancouver which formed the basis of new and revised policies in *Metro 2050*.

Areas of Focus for *Metro 2050*

Two major policy areas that have been identified as significant gaps in *Metro 2040* are climate action and equity. Since the current RGS was adopted, the impacts of climate change have become more prevalent. To address the effects of climate change, the draft *Metro 2050* document has been reframed to use climate action as a lens through which to view all growth management policies. Topic areas including the environment, hazard planning, housing, resiliency and adaptation, access to amenities, industrial land, and agriculture now include a component of climate change adaptation. Preparation of the Regional Context Statement will require Maple Ridge to broaden its climate change approach and connection to existing policies.

Additionally, equity is an emergent issue in regional planning that lacks a clear definition in *Metro 2040* and in Metro Vancouver's growth management policy framework in general. In *Metro 2050*, social equity is defined as *the promotion of justice and fairness and the removal of systemic barriers that may cause or aggravate disparities experienced by different groups of people*. The draft RGS proposes to address social equity in the following policy areas: access to green space, employment, and transit; housing adequacy, suitability, and affordability; vulnerability to climate change impacts and natural hazards; and the displacement impacts that are the result of redevelopment.

2.0 PROGRESS TO DATE

After the policy reviews were completed by Metro Vancouver staff, the following work was undertaken:

Phase 1: April 2019-December 2020

- MV staff engaged member jurisdictions and other regional stakeholders on the 11 themed Policy Reviews to explore the existing *Metro 2040* policies and identify opportunities for improvement.
- MV engaged with First Nations through one-on-one meetings.
- MV engaged with the general public through a series of *Metro 2040* Public Dialogues, an online comment form and a public webinar.
- Deliverable: Policy Review Recommendations which were endorsed or received by the MVRD Board and set the direction of policy and content development (see Appendix A).

Phase 2: January 2021-May 2021

- MV staff met monthly with members of the Metro 2050 Intergovernmental Advisory Committee (IAC) to present the draft policy content by goal area.
- IAC members provided feedback on the content through a series of virtual open houses and comment forms.
- Draft content was also presented to the Regional Planning Committee and MVRD Board at their meetings in March, April, and May for questions and comments.
- Deliverable: Draft *Metro 2050* document.

Phase 3 of this process began in June 2021 when the Metro Vancouver Board referred the draft *Metro 2050* document to all stakeholders, beginning a five-month public consultation period that will conclude in November 2021.

3.0 PLANNING ANALYSIS

Many policy actions in *Metro 2050* are the same or very similar to those that the MVRD Board agreed are working well in *Metro 2040*. The new or revised policy actions have been based on learnings and research from over 10 years of implementation and on the endorsed recommendations coming out of the *Metro 2040* policy review process. It should be noted that *Metro 2050* is an update to *Metro 2040* and not an entirely new RGS. As such, the existing text of *Metro 2040* is being used as the basis for the development of *Metro 2050*.

General and Housekeeping Changes:

Some general changes that are being applied to all policy action content include:

- a) The term “member municipality” has been revised to read “member jurisdiction” in recognition that Tsawwassen First Nation and the Electoral Area A are not municipalities, but are signatories and required to develop land use plans that are generally consistent with the regional growth strategy.
- b) Actions that were previously categorized as “requested of other agencies” have now been re-written as advocacy actions for Metro Vancouver to complete. The exception is actions for TransLink which is a signatory to *Metro 2050*.
- c) New “strategy rationale” sections have been added documenting the intention of each individual strategy, as opposed to under the overarching rationale for the respective Goal.
- d) Where appropriate, the linkage of any policy action or strategy to climate change mitigation and adaptation has been highlighted.
- e) Where appropriate, staff have proposed minor “housekeeping” changes to text throughout the document to provide additional clarity or update terminology.

Appendix B includes an overview of all changes proposed in the draft RGS and Appendix C highlights new policy additions.

Metro 2050 Implications for Maple Ridge

All member jurisdictions are required to complete a Regional Context Statement (RCS) as part of their OCP. With an updated RGS expected to be adopted in 2022, Maple Ridge will have two years to revise and submit a RCS that reflects the updates contained in *Metro 2050*. Many of the proposed RGS edits already align with Maple Ridge’s OCP policies and supporting strategies and plans, and coincides with work that has been underway since 2011, including the following plans and strategies:

- Environmental Management Strategy;

- Commercial and Industrial Strategy;
- Housing Action Plan;
- Housing Needs Report;
- “Walking Together” Cultural Plan;
- Economic Development Strategy;
- Strategic Transportation Plan; and
- New and in progress area plans.

Additional ongoing work projects such as Corporate and Community Sustainability, updates to the Zoning Bylaw and Tree Protection Bylaw, Child Care Action Plan, green infrastructure, and development applications reflect a number of other new and revised policies in the RGS. *Metro 2050*'s new regional targets, maps, overlays, revised terminology, definitions and update land use descriptions provide greater clarity for member jurisdictions.

Draft *Metro 2050* Alignment with Council Strategic Priorities:

Given the nature of the RGS update and the general alignment with City of Maple Ridge plans and strategies, the following section focuses on *Metro 2050*'s five goal topic areas in the context of Council's strategic priorities.

Growth, Urban Centres and Transit Investment:

The draft *Metro 2050* document identifies Lougheed Highway west of the Town Centre as both a Major Transit Growth Corridor and a Major Transit Network. Major Transit Growth Corridors are locations where municipalities can identify Corridor Frequent Transit Development Areas and Corridor Frequent Transit Development Areas, which provide an additional focus for growth, particularly for higher density residential, commercial, transit-oriented, and mixed-use development. Together, the Urban Centres and Frequent Transit Development Areas help shape transportation demand, optimize investments in the region's transportation system, and support the development of region-wide network of complete communities.

The Lougheed Transit Corridor Area Plan meets the criteria to be classified as a Corridor Frequent Transit Development Area, and is described as having a minimum density of 60-350 jobs and people per hectare. Additionally, the 203 Street and Lougheed Highway intersection meets the criteria to be classified as a Station Frequent Transit Development Area, and is described as a location for office employment uses with a minimum density of 60-350 jobs and people per hectare. The Lougheed Transit Corridor Concept Plan was endorsed by Council in November 2020 and the Area Plan Bylaw is currently being drafted for Council consideration in October 2021.

Recommended Actions:

- No policy issues are identified for Strategy 1.1.
- Suggest broadening public works and civic and recreation facilities investment to beyond Urban Centres and FTDA's.
- Indicate desire to create a FTDA corridor and station area for the Lougheed Transit Corridor.

Employment and Agricultural Lands:

Industrial lands are recognized in the draft RGS as critical to a strong economy, vulnerable to erosion for non-employment uses, and limited in supply across the region. As a result, updates for this topic area include intensification of activity on industrial lands, incentivizing industrial uses with strategies, regulatory improvements and servicing, and considering interface needs with non-industrial uses.

Under Strategy 2.2, Metro Vancouver has identified a regional policy action to prepare Implementation Guidelines to address the efficient use of industrial lands. Council may wish to request staff participation in this undertaking given their strategic priority to increase local jobs.

The draft *Metro 2050* document maintains the Albion Flats as a Special Study Area and re-affirms Thornhill as a future growth area with the General Urban land use designation. As a result, development in the Thornhill area requires no RGS approvals.

During Metro Vancouver's presentation of *Metro 2050* on September 7, 2021, Council raised concerns about the opportunity to better utilize agricultural land that is not actively farmed or has low agricultural potential. Council may wish to include a comment back to Metro Vancouver regarding Policy 2.3.3, which identifies collaboration between the Province, Agricultural Land Commission and Metro Vancouver to strengthen the economic viability of agriculture.

Recommended Actions:

- Suggest broadening location of major commercial and institutional land uses beyond Urban Centres and FTDA's.
- Suggest adding the flexibility for live-work use for employment lands.
- Affirm future employment growth in Thornhill.
- Request Maple Ridge staff participation in the preparation of the Industrial Implementation Guidelines.
- Align new employment lands in Maple Ridge with the regional land use designation.
- Request further input and advocacy from Metro Vancouver on policy 2.3.3 to ensure that the economic viability of Maple Ridge's agricultural lands is addressed.

Environment:

Metro 2050's environmental policies include climate change response and natural hazard mitigation. This section includes a target for GHG emission reduction, which Maple Ridge reflected in its OCP earlier in 2021. New and revised policies follow recent environmental work in Maple Ridge including the Tree Protection and Management Bylaw, Environmental Management Strategy and Green Infrastructure Study.

Recommended Actions:

- No policy issues identified for Strategy 3.1.
- Request clarification on amount of protected natural lands in Maple Ridge, and where additional lands are anticipated to come from to determine impact on local growth.
- Request clarification on existing tree canopy cover in Maple Ridge, and strategies for increasing tree canopy cover.
- Suggest revised policy wording for environmental targets.
- No policy issues identified for Strategy 3.3.
- Request additional tools, training and resources with respect to climate change, emergency and natural hazard preparation as it relates to land use planning as outlined in Strategy 3.4.

Housing:

Housing is a topic area that has experienced significant policy revision since 2011, to reflect affordability issues throughout the region. Maple Ridge's Housing Action Plan and 2020 Housing Needs Report outline implementation items that will align with *Metro 2050's* housing strategy structure and policies. Further to discussion at the September 7, 2021 Council Workshop, Council may want to seek additional clarification from Metro Vancouver regarding the definition of affordable rental housing.

Recommended Actions:

- Request clarification on integrated housing definition.
- Request clarification on the definition of affordable rental housing as it relates to the new housing target identified in 4.2.7 a).
- Consider implication of regional housing target, and suggest a lower target.
- No policy issues identified for Strategy 4.3.

Transportation:

The draft Metro 2050 document has been prepared in close collaboration with TransLink and in light of the parallel process of updating the Regional Transportation Strategy, *Transport 2050*. New policies relate to goods movement, the regional cycling network, and the shift to electric vehicles have been added.

Recommended Actions:

- No policy issues identified for Strategy 5.1.
- No policy issues identified for Strategy 5.2.

3.0 INTERDEPARTMENTAL IMPLICATIONS:

Metro 2050 covers a broad range of topic areas and as such, many departments and key staff with subject expertise have been involved in the RGS update process.

- **Housing:** The Planning Department participated in Metro Vancouver's Housing Sub-Committee meetings, where in-depth policy review for Goal 4 took place.
- **Environment:** Environment staff participated in Metro Vancouver's working group to specifically review Goal 3, and draft updated policies and mapping.
- **Employment:** In December 2020, Council reviewed and endorsed Metro Vancouver's Regional Industrial Lands Strategy, which contains 34 recommendations, with 10 priority actions organized around 4 big moves. Goal 2 of the RGS has been updated to reflect the Regional Industrial Lands Strategy. The Economic Development Department has reviewed the Industrial and Mixed Employment policies.
- **Transportation:** Concurrent to the RGS update, TransLink is in the process of preparing a Regional Transportation Strategy, *Transport 2050*. The Engineering Department has representation on TransLink's Regional Agency Advisory Group (RAAG), and has been participating in the preparation and review of the Major Transit Network, the Major Transit Growth Corridors, and the Regional Cycling Network which form part of *Metro 2050*. These regional transportation route revisions will be reflected in the City's Strategic Transportation Plan, which is currently under review. The Engineering Department has reviewed applicable *Metro 2050* policies and has provided comments to Metro Vancouver.
- **Sustainability:** Earlier this year, Council adopted an OCP amendment to update the City's GHG emission reduction targets to align with Metro Vancouver's target amendment in the RGS.

4.0 NEXT STEPS:

Council's feedback and conversation on the draft RGS during the September 28, 2021 Council Workshop meeting will be compiled and brought back to Council workshop as a written summary, in October, wherein Council will have the opportunity to refine and/or add to the summary comments and consider as a formal resolution. The aim is to provide Council's final comments, as a Council resolution, to Metro Vancouver by the November 26, 2021 deadline. Concurrent to the above steps, Metro Vancouver will be undertaking the following work and is available for additional Council presentations, if requested.

1. Policy Working Groups (Specific Topic Areas) – June 2021 to November 2021

Select members of the IAC are participating in smaller groups to further refine policy wording.

2. First Nations Working Groups – June 2021 to November 2021

Metro Vancouver staff continue to work with First Nations in the preparation of *Metro 2050*.

3. Council Presentations – September to November 2021

Metro Vancouver staff are providing presentations to Mayors and Councils to introduce the changes proposed in *Metro 2050*, and appeared as a delegation in Maple Ridge on September 7, 2021.

4. IAC Meeting – October/November 2021 (Review of timeline and policy concerns)

Staff representatives from all member jurisdictions will continue to meet as the draft RGS is finalized.

Following the November 26, 2021 deadline, a final draft will be prepared in December and the adoption process will begin in January 2022, with the goal of final adoption in Spring 2022. The process diagram for the *Metro 2050* RGS is attached as Appendix D. It is noted that the timeline, as illustrated, is subject to change at the Metro Vancouver Board's discretion. The timeline may change as Metro Vancouver is in the Comment Period and end phases of *Metro 2050*. Additionally, the IAC meeting (yellow bar) shown for September under Comment Period has now been moved to October. However, there is some recognition from all parties that it may be prudent to finish this process prior to the Fall 2022 election season.

CONCLUSION:

The current RGS, *Metro 2040*, has been in place since 2011 to advance the region's livability and sustainability by managing anticipated growth. In April 2019, Metro Vancouver initiated a comprehensive update to the RGS. Member jurisdictions were actively involved in the review and update process, through the Regional Planning Advisory Committee (RPAC), First Nations Working Groups, the Intergovernmental Advisory Committee (IAC) and Policy Working Groups. On June 9, 2021, the Metro Vancouver Board referred the draft revised RGS, *Metro 2050* to a broad range of regional stakeholders including Mayors and Councils of Metro Vancouver member jurisdictions, requesting comments by November 26, 2021 to be incorporated into a final version for adoption in 2022. In parallel with the stakeholder draft review period, Metro Vancouver is also inviting public comments during a five-month public engagement period.

Generally speaking, the draft *Metro 2050* is an updated version of *Metro 2040*, and aligns nicely with Maple Ridge's OCP policies. Staff are seeking direction on some items in Appendix C. Specifically,

staff are seeking direction on some of the targets, noting they may be viewed as being too prescriptive. Issues relating to social equity and climate change may also warrant some discussion.

This report provides details of the changes presented by Metro Vancouver staff at the September 7, 2021 Council workshop, by highlighting the following:

- Provide an overview of the *Metro 2050* update purpose, and progress to date;
- Outline implications of the proposed changes for Maple Ridge; and
- Explain key changes as they relate to Council's strategic priorities.

A summary of Council's comments on *Metro 2050* will be prepared for further review and submission to Metro Vancouver staff.

"Original signed by Amelia Bowden"

Prepared by: **Amelia Bowden, M.Urb, MCIP, RPP
Planner 2**

"Original signed by Chuck Goddard"

Reviewed by: **Charles R. Goddard, BA, MA
Director of Planning**

"Original signed by Christine Carter"

Approved by: **Christine Carter, M.PL, MCIP, RPP
GM: Public Works & Development Services**

"Original signed by Al Horsman"

Concurrence: **Al Horsman
Chief Administrative Officer**

The following appendices are attached hereto:

- Appendix A: Policy Review Primers
- Appendix B: Summary of *Metro 2050* Policy Additions
- Appendix C: Member Jurisdiction Actions Table
- Appendix D: Metro Vancouver Phase 2 and 3 Timeline
- Appendix E: [Draft Metro 2050 Regional Growth Strategy – Executive Summary](#)
- Appendix F: [Draft Metro 2050 Regional Growth Strategy](#)



**POLICY
REVIEW
SUMMARY**

Transport

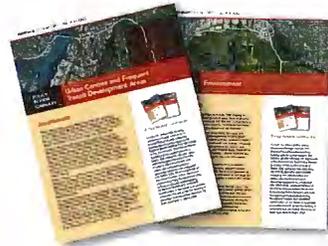
About Metro 2050

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

Having a regional growth strategy allows Metro Vancouver and member jurisdictions to prevent urban sprawl by focusing growth (i.e., new homes and new jobs) in transit-oriented locations to support the development of livable neighbourhoods, with a range of housing, jobs, and amenities. The strategy also protects the region’s vital agricultural, ecologically important, and industrial lands. These efforts support the provision of affordable housing, a diverse economy, and mobility for all, and they help prepare the region for the impacts of climate change.

Metro 2040 was co-created and supported by all municipalities in the region, Tsawwassen First Nation, TransLink, adjacent regional districts, and the Metro Vancouver Board. The direction provided by the strategy recognizes the region’s collective vision for the future and the importance of cooperation among member jurisdictions to create that future together.

The regional growth strategy is being updated. Though many of the goals, actions, and tools that are working well in *Metro 2040* will remain unchanged, updates will extend the strategy to the year 2050 and allow the region to better respond to critical and emerging issues such as climate change, social equity, resilience, and housing affordability. Updates will also align the strategy with *Transport 2050* (TransLink’s new regional transportation strategy) and implement policy improvements in a number of areas. The updated strategy, anticipated to be completed in 2022, will be called *Metro 2050*.



Policy Review Summaries

Content for *Metro 2050* is being developed through a series of 11 themed Policy Reviews scoped to address specific policy topics in the regional growth strategy like Agriculture or the Environment. Each Policy Review is looking at the current policies in *Metro 2040* related to the topic area, identifying gaps and opportunities, engaging with stakeholders and others, and developing policy recommendations to be integrated into *Metro 2050*. Upon completion of the Policy Reviews, Metro Vancouver is producing Policy Review Summaries to support a broad understanding by decision makers and interested stakeholders of the issues and updates proposed that will guide the drafting of amended and new policy directions for each topic area in *Metro 2050*.

Transport

Metro Vancouver and its member jurisdictions share a region-wide interest in transportation and its relationship to land use and growth management. An efficient and well-functioning transportation system is a vital ingredient in creating a compact urban area, developing complete communities, supporting a sustainable economy, protecting the environment, and adapting to climate change impacts. Transportation is also the largest source of greenhouse gas emissions in the region,¹ so reducing transportation emissions is critical to achieving carbon neutrality by 2050.



One of Metro Vancouver's roles is to coordinate with TransLink and member jurisdictions on the growth-related elements of regional transportation planning. As part of the Board-endorsed process to update the regional growth strategy, a priority is to integrate *Metro 2050* with TransLink's update to the Regional Transportation Strategy (*Transport 2050*). Land use and transportation planning are inextricably linked and this policy review in particular requires close work with both TransLink and the Province to ensure an integrated policy framework for the region.

Metro 2050 will establish regional land use and transportation strategic directions (e.g. transit-oriented development, parking provision, transportation demand management) and identify actions for TransLink, member jurisdictions, and other levels of government to implement in support of *Metro 2050*.



WHAT'S CHANGING

The following changes to transportation policies are recommended:

1. Increase the development of affordable, rental housing near transit
2. Ensure that planned transportation investments support *Metro 2050*
3. Ensure land use and transportation planning processes consider inter-regional impacts
4. Develop a regional parking strategy
5. Increase opportunities for active transportation by accelerating the build-out of infrastructure
6. Explore opportunities to manage air quality and noise impacts of the transportation system

BENEFITS

These changes will provide the following benefits:

- Guide the delivery of affordable housing together with transit investment
- Integrate *Metro 2050* closely with *Transport 2050*
- Increase alignment of land use and transportation policies
- Encourage and support the more efficient use of industrial lands and goods movement network
- Support greater job growth in Urban Centres
- Increase the emphasis on active transportation opportunities
- Commit to stronger climate action

1. Source: Metro Vancouver Emissions Inventory

Recommendation #1: Increase the development of affordable, rental housing near transit

There is a need for more affordable, transit-oriented housing in Metro Vancouver. The *Transit-Oriented Affordable Housing Study* (TOAH) identifies a growing regional supply gap for these types of units, particularly rental tenure. Filling this gap is a significant task, as rents set at 'affordable' levels (i.e. no more than 30% of gross household income) generally do not cover development costs when high land costs are factored in and, as a result, are a challenge to build, particularly in more expensive transit-oriented locations.

This recommendation is to include policies that help to address this supply gap. Creating new affordable housing in rapid transit station areas can be addressed by making use of the tools and tactics identified in TOAH. Improving policy support for affordable housing along bus-based transit corridors can also encourage the development of 'missing middle' housing forms (e.g. low to mid-rise apartments, townhouses) where there tends to be lower land and construction costs. Reducing development costs is a key strategy in getting more transit-oriented affordable housing, particularly rental units, built in the region.

Recommendation #2: Ensure that planned transportation investments support *Metro 2050*

Since its adoption in 2011, the current list of priority transit corridors in *Metro 2040* have all received, or are scheduled to receive, transit investment. The next regional priorities now need to be established and must be closely aligned with *Transport 2050*.

The overall framework for growth around the Frequent Transit Network is in need of an update. Challenges and opportunities include increasing the use of the Frequent Transit Development Area tool and integrating with the emerging *Transport 2050* Major Transit Network concept. Working with TransLink to ensure that its transportation strategic planning aligns with the regional growth vision of *Metro 2050* will result in transit-oriented growth that better achieves complete community objectives and supports transit ridership.

Additional policies are needed to better align the location of jobs, the goods movement network, and transit service. This can be achieved by bringing more employment opportunities to transit-oriented areas, and by enhancing the transportation connections, for both transit and goods movement, to industrial areas.

Recommendation #3: Ensure land use and transportation planning processes consider inter-regional impacts

Inter-regional transportation projects have an impact on the livability and economy of the Metro Vancouver region. Any such projects (including highway expansions, inter-regional commuter rail and bus route extensions, or new high-speed rail corridors) should include land use considerations at the same inter-regional scale, ensuring that Metro Vancouver, adjacent regional districts, First Nations, TransLink, the Province, and others are able to consider and plan for the anticipated implications.

This recommendation recognizes how growth patterns within and beyond Metro Vancouver affect transportation outcomes in the broader region. It seeks to ensure improved coordination between adjacent regional districts at the transportation planning stage.

Province-led transportation strategies are currently being developed, in the Fraser Valley Regional District and Squamish-Lillooet Regional District. Collaborating with these partners as this planning work is undertaken will benefit transportation and economic outcomes in all jurisdictions.

Recommendation #4: Develop a regional parking strategy

An excessive supply of parking in apartment developments results an inefficient use of land and resources, and a missed opportunity to reduce the overall cost of housing construction; this has been confirmed through Metro Vancouver's *Apartment Parking Studies*. Though it looks at the issues separately, *Metro 2040* does not make strong connections between reduced parking requirements, affordable housing development, and transit access.

The recommendation to develop a regional parking strategy links the opportunities that can result from reduced parking requirements with both regional affordable housing and transportation objectives. Furthermore, such a strategy can comprehensively address parking supply and use with a view to providing guidance for different land uses and locations, such as Urban Centre types, and can consider ways to harmonize parking-related policies and regulations for similar contexts across the region.



Recommendation #5: Increase opportunities for active transportation by accelerating the build-out of infrastructure

There is a need to construct safe, connected active transportation networks to facilitate increased walking and cycling. While walking, cycling and other modes of micro-mobility are on the rise, uptake can be improved if the gaps in active transportation networks are addressed.

The recommendation recognizes the need to accelerate the build-out of active transportation infrastructure to increase walking and cycling opportunities. This can be addressed by enhancing existing policies in the regional growth strategy to make specific reference to active transportation networks, including Metro Vancouver's Regional Greenways Network and TransLink's Major Bikeway Network.

More walking and cycling contributes to improved public health, greenhouse gas reductions, enhanced resilience, transportation affordability, compact communities, and more.

Recommendation #6: Explore opportunities to manage air quality and noise impacts of the transportation system

Noise, vibration, and air quality impacts from transportation are a growing health concern for residents. Necessary goods movement corridors serving industrial activities that are close to residential areas are of particular concern. Improving air quality and reducing noise impacts on residential areas reduces public health impacts and increases neighbourhood livability.

The recommendation responds to emerging evidence about the effects of transportation on human health, and it encourages mitigation strategies at the neighbourhood scale, as well as new performance measures to better track and understand the issue.



REGIONAL PLANNING PRINCIPLES

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- Protect important lands (agricultural, ecologically important, industrial)
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POLICY REVIEW SUMMARY

Housing

About Metro 2050

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Having a regional growth strategy allows Metro Vancouver and member jurisdictions to prevent urban sprawl by focusing growth (i.e., new homes and new jobs) in transit-oriented locations to support the development of livable neighbourhoods, with a range of housing, jobs, and amenities. The strategy also protects the region's vital agricultural, ecologically important, and industrial lands. These efforts support the provision of affordable housing, a diverse economy, and mobility for all, and they help prepare the region for the impacts of climate change.

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The regional growth strategy is being updated. Though many of the goals, actions, and tools that are working well in *Metro 2040* will remain unchanged, updates will extend the strategy to the year 2050 and allow the region to better respond to critical and emerging issues such as climate change, social equity, resilience, and housing affordability. Updates will also align the strategy with *Transport 2050* (TransLink's new regional transportation strategy) and implement policy improvements in a number of areas. The updated strategy, anticipated to be completed in 2022, will be called *Metro 2050*.



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Housing

The provision and maintenance of diverse and affordable housing choices is critical to the livability of the region and the quality of life of its residents. To address this challenge, the provision of housing in each member jurisdiction needs to align with the projected needs of future populations and work towards implementing the growth framework set out in the regional growth strategy.

Since the adoption of *Metro 2040* in 2011, the housing policy landscape has changed significantly. There are a number of critical issues that are being addressed in *Metro 2050* including: the introduction of new provincial and federal housing plans and programs, new policy tools for local governments, a growing and evolving population, emerging tenant protections, the increasing costs and barriers to building affordable housing, increasing rates of homelessness, and overall heightened public concern around housing.



Maintaining a variety of housing stock creates more options and affordability

WHAT'S CHANGING

The following changes to housing policies are recommended:

1. Create a stand-alone housing goal area in *Metro 2050*
2. Expand the regional growth strategy's housing role with a focus on new transit-oriented housing
3. Introduce a regional definition of 'housing affordability'
4. Introduce comprehensive requirements for the adoption of Housing Action Plans
5. Add new housing performance measures and regular monitoring
6. Reference the *Metro Vancouver Housing 10-Year Plan*
7. Apply a social equity lens to the housing policy framework
8. Address the impacts of climate change and natural hazards

BENEFITS

These changes will provide the following benefits:

- Draws greater attention to the importance of housing as a key component of growth management in the region
- Establishes region-wide objectives for increasing housing supply, diversity, and affordability
- Creates a clear definition of housing affordability for use in the regional growth strategy
- Ensures that local housing policy decisions and implementation are based on the most recent data and are monitored
- Supports the development of socially-equitable housing policies to guide regional growth
- Reduces greenhouse gas emissions associated with housing
- Manages the impacts of natural hazards on communities

Recommendation #1: Create a stand-alone housing goal area in *Metro 2050*

Strategy 4.1 of *Metro 2040* (Provide diverse and affordable housing choices) is embedded in Goal 4 (Develop Complete Communities). The scale of the issue and the complexity of the policy framework needed to address housing within the region requires a dedicated section within the regional growth strategy.

Recommendation #2: Expand the regional growth strategy's housing role with a focus on new transit-oriented housing

With the evolution of housing policies, programs, and funding at all levels of government, many of the actions of *Metro 2040's* strategies have been accomplished or superseded. The update to the regional growth strategy offers an opportunity to establish new region-wide objectives for increasing housing supply, diversity, and affordability.

The recommendation seeks to expand the role of the regional growth strategy in support of housing-related objectives. For example, introducing a requirement that member jurisdictions develop and implement community-specific affordable housing targets in Urban Centres and along major corridors, particularly for rental housing, will support increasing the supply of transit-oriented affordable housing in the region (in alignment with the recommendations of the *Transit-Oriented Affordable Housing Study*).

Recommendation #3: Introduce a regional definition of 'housing affordability'

Metro 2040 does not contain a definition of housing affordability.

This recommendation introduces a common definition for housing affordability that can be shared across the region. It will ensure that member jurisdictions are working from a common understanding of the housing supply that is needed in the region.

Recommendation #4: Introduce comprehensive requirements for the adoption of Housing Action Plans

To date, 15 member jurisdictions have or will soon adopt a housing plan or strategy, though some are over 10 years old. As the region looks to the next set of challenges facing housing, there is a need to update these plans.

The recommendation introduces supports for member jurisdictions in preparing Housing Action Plans. For example, requiring that member jurisdictions update Housing Action Plans in alignment with provincially-required Housing Needs Reports, will assist in greater implementation of housing policies at a regional and local level.

Recommendation #5: Add new housing performance measures and regular monitoring

Without adequate performance measures and data, it is difficult to track and report progress on the desired housing outcomes. The recommendation to add performance measures and improve real-time data availability will promote regular monitoring of the implementation of *Metro 2050* policies. It will further assist member jurisdictions in the implementation of their respective housing initiatives.

Recommendation #6: Reference the *Metro Vancouver Housing 10-Year Plan*

Metro Vancouver recently completed the *Metro Vancouver Housing 10-Year Plan*, which requires associated supportive housing policies in the regional growth strategy for implementation by member jurisdictions.

The recommendation adds a reference to this housing plan to the regional growth strategy including highlighting, in particular, the goal of developing partnerships with member jurisdictions as an effective means to expand affordable housing across the region.

Policies in *Metro 2050* that align with the goals of the Metro Vancouver Housing Corporation will ensure that the regional planning and growth management principles not only support local affordable housing planning efforts, but also support the acquisition and redevelopment of Metro Vancouver Housing Corporation sites across the region.





Recommendation #7: Apply a social equity lens to the housing policy framework

Many Metro Vancouver residents are disproportionately affected by high housing costs and lack of adequate housing. Recognizing the experiences of such groups and reflecting them in *Metro 2050* is an opportunity to better consider and incorporate social equity into regional housing policy.

The recommendation creates a housing policy framework that supports the unique housing needs for all groups that live within the region.

Collecting data and identifying inequities, and identifying policies to address these issues, will lead to the introduction of strategies to guide housing growth in the region. Improving the inclusiveness of policy language also acknowledges diversity, conveys respect to all people, is sensitive to differences, and promotes equitable communities.



Recommendation #8: Address the impacts of climate change and natural hazards

Buildings generate 25% of greenhouse gas emissions in the region¹, mostly from the fuels used to heat and cool them. As well, the location and design choices associated with new buildings can significantly influence exposures to climate change hazards, such as flooding and wildfire.

Metro 2040 does not include references to the climate impacts of housing and the relationship between energy costs and housing affordability. It also does not address potential climate change mitigation measures and how these might affect housing affordability and development patterns.

The recommendation seeks to incorporate policy language to address the emerging impacts of climate change and natural hazards on existing and future housing stock, as well as the impact of housing stock on greenhouse gas emissions. Housing policies that consider these factors will increase the region's resilience, accelerate climate action to reduce emissions from housing infrastructure, and better manage the impacts of hazards on communities.

1. Source: Metro Vancouver Emissions Inventory

REGIONAL PLANNING PRINCIPLES

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POLICY REVIEW SUMMARY

Rural Areas

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Rural Areas

The purpose of the Rural regional land use designation is to protect the Metro Vancouver region's rural areas from urban development, and limit the scale, form, and density of growth outside the Urban Containment Boundary.

Lands with a Rural regional land use designation comprise 2.6% of the region. Most (90%) of the rural lands are located in the municipalities of Maple Ridge, Township of Langley, Pitt Meadows, Surrey, and Anmore. These lands are located outside the Urban Containment Boundary and are generally not eligible for urban infrastructure / services such as sanitary sewers or transit, and are not intended for future urban development.

Existing land uses in Rural areas, with the percentage of the total in brackets, include:¹

- low-density residential or rural residential (69%)
- recreation, open space and natural areas (10%)
- road rights-of-way (7%)
- undeveloped (6%)
- industrial (3%)
- agricultural (3%)
- other (2%)

One of the challenges in implementing *Metro 2040* has been the lack of clarity of intent of the Rural designation. This situation has led to an increase of small lot subdivisions and development densities outside the Urban Containment Boundary, with accompanying expectations for urban levels of infrastructure / services for these areas.

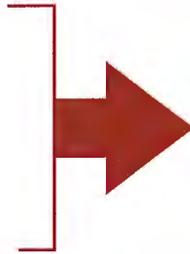
1. Source: 2016 Generalized Land Use Classification



WHAT'S CHANGING

The following changes to rural policies are recommended:

1. Improve the definition of the Rural regional land use designation
2. Consider actions to retain / protect sensitive ecosystems in Rural areas



BENEFITS

These changes will provide the following benefits:

- Support the integrity of the Urban Containment Boundary and the cost efficiencies of providing urban utilities, transit, and other community services
- Better protect agricultural areas from urban densities and forms of development
- Better protect natural areas that contribute to public benefits
- Support climate action

Recommendation #1: Improve the definition of the Rural regional land use designation

In *Metro 2040*, a lack of clarity about what constitutes Rural use has contributed to increasing expectations for greater urban forms of residential densities and amenities in these areas. This undermines the well-established regional growth management principle of urban containment.

The recommendation will help maintain the distinction between rural and urban areas. Not only will this support the integrity of the Urban Containment Boundary, but it will also encourage new development and higher density forms of residential uses to locate in urban areas. Following the established regional planning principle of urban containment makes it more cost effective to provide urban infrastructure, primarily utilities and transit, to the intended growth areas of the region.

Recommendation #2: Consider actions to retain / protect sensitive ecosystems in Rural areas

Rural areas contain open space and natural areas beyond those included within the Conservation and Recreation regional land use designation. Improving the protection of sensitive ecosystems in rural areas is a broadly supported idea.

The recommendation seeks to protect the natural areas and sensitive ecosystems in Rural areas, and is consistent and supportive of recommendations in the *Metro 2040* Environment Policy Review. Creating more tools to protect sensitive ecosystems throughout the region will help support public health benefits and ecosystem services while bolstering climate change resilience, through such outcomes as flood management, wildlife habitat protection, and mitigation through carbon storage.



REGIONAL PLANNING PRINCIPLES

The recommended changes align with *Metro 2040's* established core regional planning principles to:

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POLICY REVIEW SUMMARY

Complete Communities

About *Metro 2050*

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Complete Communities

Metro 2040 defines complete communities as those that are walkable, mixed use, and transit-oriented, and which foster a variety of jobs and social, cultural, educational, and recreational amenities for people in all stages of life.

While the development of complete communities is primarily a role for member jurisdictions, Metro Vancouver supports that work with data collection, policy research, a forum for information sharing and capacity building, and a collaborative regional policy framework.

Since the adoption of *Metro 2040* in 2011, three key Complete Communities policy issues have been identified:

- **Social Inequity:** Growing social inequities (recently exacerbated by the pandemic) have increased the need for community and social services, and a heightening awareness of inequity has led to more calls for inclusive engagement in planning and land use decision-making.
- **An Aging Population:** Demand for seniors' services and universal accessibility, which helps residents maintain mobility and social connections in their communities as they age, has grown in recent years.
- **Physical and Mental Health:** Increasing physical and mental health challenges and an expanding recognition of how the built environment affects health and wellness (including cultural or social isolation and loneliness), is highlighting the need to better address the social determinants of health in designing and building communities.

Updates to the Complete Communities policies of *Metro 2040* will better support member jurisdictions and reflect the priorities, address inequities and health challenges, and enable a shared understanding across the region that benefits all residents.



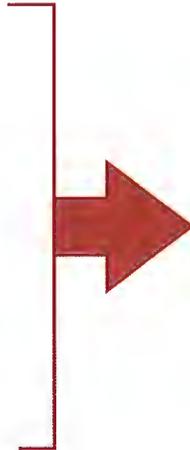
Complete communities offer easy access to things residents need and want



WHAT'S CHANGING

The following changes to the Complete Communities policies are recommended:

1. Clarify the definition of 'complete community'
2. Reflect critical priorities
3. Introduce new performance measures
4. Encourage health impact and social needs assessments
5. Encourage urban design that supports all residents



BENEFITS

These changes will provide the following benefits:

- Ensure the concept of complete communities is relevant to all contexts throughout the region
- Integrate the priority with existing and new policies
- Increase the ability to monitor and evaluate equitable access to community services and amenities at a regional level
- Ensure that growth and development can improve health and social outcomes in a community
- Better facilitate community social connections, improve accessibility, and respond to the needs of children, seniors, and those experiencing physical and mental health challenges

Recommendation #1: Clarify the definition of 'complete community'

Currently, some member jurisdictions see the concept of 'complete communities' as one that does not apply to them, particularly if they contain mostly suburban or rural areas.

The recommendation to update and clarify the definition of what elements contribute to a complete community will support a broader, shared understanding, creating a spectrum of 'community completeness' from which all member jurisdictions can apply elements in their unique local context. This will support the region-wide promotion of the concept.

Recommendation #2: Reflect critical priorities

A number of priorities have increased in urgency since *Metro 2040* was adopted, including the impacts of climate change, the need for resilience, social inequities, health outcomes and the built environment, an aging population, and the provision of adequate childcare.

The recommendation suggests addressing these priorities through new or revised policies for complete communities, especially in Urban Centres and Frequent Transit Development Areas.





Recommendation #3: Introduce new performance measures

Metro 2040 has only one performance measure for complete communities: i.e. walkability. Outcomes that are not measured are difficult to monitor and assess. New performance measures are needed to first establish a baseline, and then track performance over time to ensure that community services and amenities are provided to all residents, especially those who are currently underserved.

The recommendation introduces performance measures to monitor equitable access to community services and amenities that support complete communities, such as public spaces and access to local food and childcare.

Recommendation #4: Encourage health impact and social needs assessments

The full health and social impacts of growth and development are not easily understood. New growth can overwhelm existing amenities and / or create inequalities.

The recommendation encourages member jurisdictions to prepare health impact and social needs assessments as part of new local area or neighbourhood plans. This will ensure that the need for sufficient community services and amenities is considered early in a planning process, with a view to mitigating the negative impacts on local services, amenities, and community health that can come from new growth.

Recommendation #5: Encourage urban design that supports all residents

Residents in the region are experiencing physical and mental health challenges with more frequency and severity than ever before. Better urban and community design can help address these challenges and improve livability. Urban design can support social connections, improve accessibility, and respond to the needs of children, seniors, and those experiencing health challenges.

The recommendation encourages urban design considerations that support all residents in the region. This will ensure that the built form of communities encourages social connections, supports an aging population, promotes safety, and facilitates mobility for everyone, unique to the local context.

REGIONAL PLANNING PRINCIPLES

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POLICY REVIEW SUMMARY

Environment

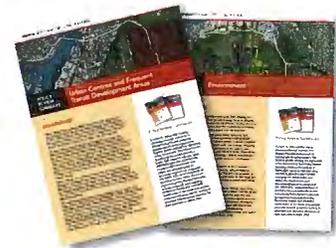
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Ecologically Important Lands

Natural spaces provide many 'ecosystem services' (Figure 1), including capturing carbon, absorbing and cleaning floodwater, cooling cities, and protecting coastal communities. If these areas are protected and remain healthy and biodiverse, they will continue to help the region adapt to climate change.

Metro Vancouver residents also clearly value parks and other green spaces. In 2019, the Metro Vancouver regional parks system welcomed nearly 12 million visitors, with visitation records set at 7 regional parks and 2 regional greenways. That same year, TransLink surveyed over 30,000 Metro Vancouver residents and 72% stated they valued "natural areas like parks and forests" most in their neighbourhoods. When asked about the future of the region, residents noted "the loss of green space" as one of their top three concerns.

Metro 2040 includes several tools and policies to protect important ecosystems, however a consistent, science-based regional ecosystem inventory was not available during its development. New datasets have revealed that the region is losing sensitive ecosystems within and outside the regional Conservation and Recreation land use designation that is intended to "protect significant ecological and recreation assets". Between 2009 and 2014, 1,600 hectares of sensitive and modified ecosystems were lost in the region, including:

- 1,000 hectares of forest,
- 120 hectares of wetland, and
- 100 hectares of riparian areas.

This trend is expected to continue as many hectares of sensitive ecosystems are on land planned for future urban development. Strategic protection, enhancement, and restoration will be needed to preserve vital ecosystem services – water purification, clean air, carbon storage, flood control, crop pollination, shading, cooling, physical and mental health benefits – that these ecosystems provide.



Figure 1 Ecosystem Services provided by healthy ecosystems

Updates to the regional growth strategy are needed to strengthen the protection and enhancement of ecologically important lands and reflect current local environmental planning priorities, both within and beyond urban areas.

WHAT'S CHANGING

The following changes to the regional growth framework are recommended:

1. Clarify the definition of intended uses within the regional Conservation and Recreation land use designation
2. Integrate Metro Vancouver's Sensitive Ecosystem Inventory map and policies
3. Include an aspirational regional target for protecting, enhancing and restoring ecosystems
4. Support a regional green infrastructure network
5. Reflect emerging priorities (tree canopy cover, invasive species, and ecosystem services)
6. Support equitable access and exposure to green space in urban areas



BENEFITS

These changes will provide the following benefits:

- Additional clarity, collaboration and support
- Strong scientific basis for ecosystem protection
- Enhanced ecosystem protection and consideration of ecosystem services
- Greater support for new environmental land use planning priorities
- Improvements in green space equity

Recommendation #1: Clarify the definition of the regional Conservation and Recreation land use designation

Metro 2040 defines the Conservation and Recreation land use designation in two places in the document, with slightly different terminology and permitted land uses identified. Member jurisdictions have included different land uses within this regional designation.

This recommendation is to:

- consolidate the two definitions of Conservation and Recreation;
- better define terms such as 'major parks' and 'commercial uses', with consideration of local context; and
- track and report on 'renewable resource extraction areas' (e.g. recently logged forest, a landfill, a quarry, drinking water, and wastewater treatment plants) that are currently designated Conservation and Recreation.

The objective of these clarifications is to increase the consistent application of policies for the designation across the region and improve understanding of changes over time. Member jurisdictions could consider proposing additions to this designation through Regional Context Statements after the adoption of *Metro 2050*.

Recommendation #2: Integrate the Sensitive Ecosystem Inventory map and policies

The Sensitive Ecosystem Inventory (SEI) has been developed since 2011, and this dataset maps the region's most ecologically important areas that should be considered for protection. The SEI identified that over 87% of the region's sensitive ecosystems are located on lands designated Conservation and Recreation, but the remaining 13% (~17,000 hectares) are currently found on lands within the other regional land use designations. In 2017, *Metro 2040* was amended to reflect SEI performance measures, but SEI-related policies were not added to the regional growth strategy at that time.

This recommendation will replace *Metro 2040* Map 10 (Natural Features and Land Cover) with the SEI and add ecosystem protection and restoration policies that would apply within and outside of urban areas.



Recommendation #3: Include an aspirational regional target for protecting, enhancing, and restoring ecosystems

Member jurisdictions and other stakeholders identified a role for the region to set a vision through aspirational targets for ecosystem protection, enhancement, and restoration. Member jurisdictions can then collectively respond to shared regional objectives in a consistent way.

An example target could be protecting an additional 10% of the region to ensure 50% of the land base is protected as a natural area. Working collectively to better protect ecosystems across the region will ensure these lands remain healthy and provide residents with vital ecosystem services.

Recommendation #5: Reflect emerging priorities (tree canopy cover, invasive species, and ecosystem services)

Since 2011, several member jurisdictions have adopted policies to enhance tree canopy cover, manage invasive species, and consider ecosystem services in decision making. This recommendation adds new regional policies to support local environmental land use planning efforts. Collective leadership on these priorities will help member jurisdictions continue to address the effects of climate change and biodiversity loss in their communities.

Recommendation #4: Support a regional green infrastructure network

Green infrastructure includes natural assets (e.g. forests, wetlands, parks), enhanced assets (e.g. urban trees, rain gardens), and engineered assets (e.g. permeable pavement, green roofs). In recent years, the importance of connected green infrastructure networks has been broadly recognized worldwide; however, *Metro 2040* does not contain clear actions to support this work. A regional green infrastructure network would improve ecosystem connectivity, maximizing biodiversity, climate resilience, and human health benefits.

This recommendation adds new policies to collaboratively identify, protect, enhance, and restore natural and urban elements of a regional green infrastructure network.

Recommendation #6: Support equitable access and exposure to green space in urban areas

Enhancing green space access and exposure (i.e. routine, every day 'micro-contacts' provided by street trees or pocket parks) within neighbourhoods provides benefits for physical and mental health. These spaces enhance health and well-being for residents, and can mitigate the urban heat island effect by providing shade and cooling. This recommendation will add new policies to enhance green space in urban areas, particularly in underserved communities, with a focus on reducing climate-related health risks.

REGIONAL PLANNING PRINCIPLES

The recommended changes align with *Metro 2040's* established core regional planning principles to:

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**POLICY
REVIEW
SUMMARY**

Agriculture

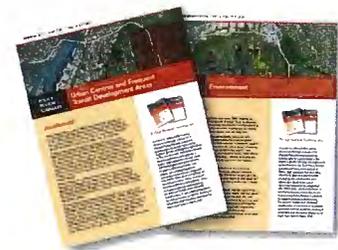
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Agricultural Lands

Agricultural lands and activities are an important component of the region, and crucial to supporting food production, economic activity, and resilience to climate change.

At 55,000 ha, the Agricultural regional land use designation makes up 20% of the region's land base. This is where the region grows food, where farmers maintain agricultural businesses, and where farmland—as vegetated, undeveloped land—also contributes ecosystem services, such as nutrient and organic matter recycling, wildlife habitat, carbon sequestration, climate change regulation, water infiltration, and flood management.

Protecting agricultural land for food production over the long term is challenging because there are ongoing threats to converting farmland to other uses, which in turn impacts agricultural viability. Agricultural land in the Metro Vancouver region is constantly under pressures from residential, commercial, and industrial land users looking for less expensive land to purchase and develop.

Agricultural uses are located within the Agricultural Land Reserve (ALR), outside the Urban Containment Boundary. The Urban Containment Boundary has been one of the most effective tools for protecting agricultural land because it limits regional sewer service extensions into agricultural areas, therefore reducing development potential.

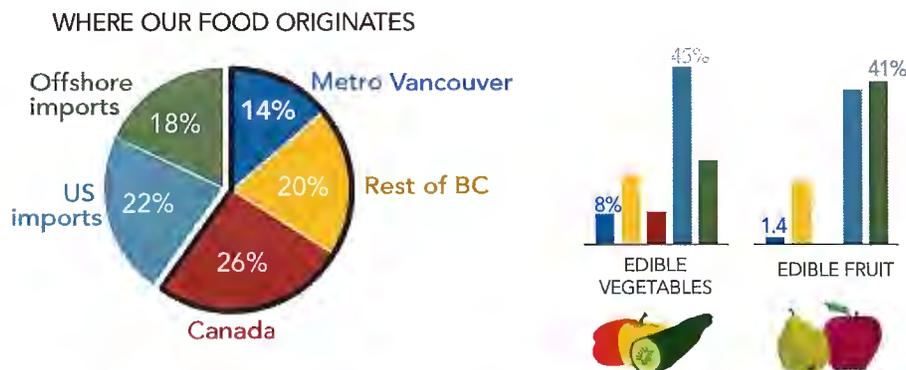


Map of the Agricultural Regional Land Use Designation

Together, the provincial and regional designations create reinforcing and complementary layers of protection. Policies that maintain the integrity of the ALR and promote farming as a primary use will assist in ensuring the viability of the agricultural industry, and protecting agricultural land will enable local food production over the coming decades.

Metro 2040 supports regional goals to protect agricultural land and promote agricultural viability. Recommended changes for Metro 2050 are minor but will enhance and clarify current policies.

The *Food Flows in Metro Vancouver* study revealed there is an opportunity to increase the production of local food. Currently 8% of vegetables and 1.4% of fruit consumed in the region are produced in Metro Vancouver.



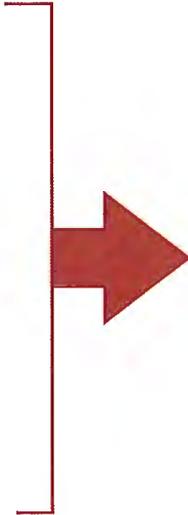
60% of the Metro Vancouver food supply originates in Canada

Metro Vancouver Food Supply by Source (2018)

WHAT'S CHANGING

The following changes to agricultural policies are recommended:

1. Enhance distribution avenues for locally produced food
2. Prevent conflicts with agriculture operations
3. Discourage non-farm uses on agricultural land and encourage actively farmed land
4. Include actions for climate change adaptation, ecosystem services, and agriculture awareness
5. Clarify the intention of existing policies and actions



BENEFITS

These changes will provide the following benefits:

- Help strengthen agricultural viability, encourage new farms, and enhance food security for residents
- Generate fewer complaints about farm odours and noise, trespassing on private land, and conflicts on recreational greenways
- Discourage land speculation, which can enable expansion of existing farms while creating opportunities for new farmers
- Encourage better land use decision-making that can prevent the loss of farmland
- Improve the understanding of the goals in the regional growth strategy and support the established regional planning principles

Recommendation #1: Enhance Distribution Avenues for Locally Produced Food

Metro 2040 does not currently address the importance of buying local food or protecting agricultural land for food security. Farmers need opportunities to sell their products, which makes expanding market access necessary to maintain agricultural land for local food production over the long term.

The recommendation is to better support agricultural viability, complete communities, and long term food security in the region and enhance the availability of local food for residents. Some potential actions for member jurisdictions are to enact local food purchasing policies, establish permanent farmers' markets, and ensure resilient goods movement.

Recommendation #2: Prevent Conflicts with Agriculture Operations

Agriculture operations sometimes receive complaints when conflicts arise between different adjacent uses, such as residential, roadways, and trails. Complaints are typically focused on odour, noise, and trespassing. Informed by other work, such as the agricultural-related recommendations in the Regional Industrial Lands Strategy, the policy review recommends opportunities to address interface issues between farm uses and non-agricultural uses such as industrial and residential.

The recommendation to prevent such conflicts can be achieved by carefully planning the edges of agricultural and adjacent properties and adding buffers between them. This will reduce the number of nuisance complaints received by local governments and the Ministry of Agriculture. Community well-being will increase when a variety of activities, on- and off-farm, can be accommodated.

Recommendation #3: Discourage Non-Farm Uses on Agricultural Land and Encourage Actively Farmed Land

Non-farm uses on agricultural land displace farming activities and fuel land speculation. Though provincial regulations define appropriate residential, commercial, and industrial uses on the ALR, local governments may have conflicting bylaws allowing inappropriate zoning. Stronger policies to reduce land speculation and competition are necessary, as they can prevent farmers from starting or expanding agricultural businesses.

The recommendation seeks to discourage non-farm uses and encourage actively farmed land. One such action is to better align municipal zoning bylaw regulations with the *Agricultural Land Commission Act*.

Recommendation #5: Clarify the Intention of the Existing Policies and Actions

Minor adjustments to the text of *Metro 2040* will assist in clarifying policy directions. For example, in addition to promoting agricultural viability, more emphasis should also be placed on strengthening the viability of local food production. It is also necessary to address process issues related to Strategy 2.3.4 regarding small parcels that are not subject to the *Agricultural Land Commission Act*.

Recommendation #4: Include Action for Climate Change Adaptation, Ecosystem Services, and Agriculture Awareness

Metro 2040 does not consider the multi-functional role of agricultural land in providing ecosystem services and requires updating to act on this and other emerging priorities. The recommendation to include actions for climate change adaptation, ecosystem services, and agriculture awareness will be supported by some of the proposed actions in *Climate 2050*.

Protecting farmland's ecosystem services is one way to support climate change adaptation. More awareness of the importance of climate adaptation in the agricultural sector, and the range of issues faced by farmers, can help inform land use decision-making that prevents losses of actively farmed land and maintains agricultural viability.

Such adjustments will improve understanding of the goals in the regional growth strategy, support local food production for the long term, and address procedural issues that have arisen over the last ten years.

REGIONAL PLANNING PRINCIPLES

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POLICY REVIEW SUMMARY

Industrial and Mixed Employment

About *Metro 2050*

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Industrial and Mixed Employment Land Use Designations

Industrial lands are crucial to supporting a prosperous and sustainable economy. Industrial lands, while comprising only 4% of this region's land base, accommodate over one-quarter of total employment, and contribute to the region's economic well-being, along with connections to transportation, trade, and government tax revenues.

'Industrial' represents a wide spectrum of uses and intensities including manufacturing, repair, processing, and trade. Many jobs and businesses are also connected to national and international trade through the Port of Vancouver and Vancouver International Airport, which require industrial lands for the handling of goods.

Metro 2040 includes two land use designations to protect the supply of employment lands: Industrial and Mixed Employment. These land use designations work in concert with local land use policies to manage the permitted uses in these areas to promote industrial and commercial activities and prevent the encroachment of residential or other incompatible land uses. For the past decade these designations have been an effective tool that protects the limited supply of industrial and employment lands in the region.

As part of the update to *Metro 2040*, Metro Vancouver has undertaken an Industrial and Mixed Employment Policy Review. The purpose of the Policy Review is to explore and identify the challenges and opportunities to enhance the associated regional policies taking into account policy research, current best practices, emerging trends, and stakeholder engagement.

The Metro Vancouver region is experiencing a critical shortage of industrial land. Continuing population and employment growth, along with ongoing conversion pressures from non-industrial uses, and demands for lands for housing, commercial and agricultural uses, all in a constrained geography, have contributed to the challenges we are facing today. Coupled with the strong demand for industrial space, many businesses are finding it increasingly difficult to secure suitable space to operate and expand.

The main challenges facing Metro Vancouver's industrial lands are:

1. A Constrained Land Supply
2. Pressures from competing land uses (i.e. residential and commercial development)
3. Site and Adjacency Issues
4. A Complex Jurisdictional Environment

These challenges were identified through the preparation of the Regional Industrial Lands Strategy, approved by the Metro Vancouver Board in July 2020. The Strategy has helped shape the Industrial and Mixed Employment Lands Policy Review.



WHAT'S CHANGING

The recommended changes to the regional growth strategy, as received by the MVRD Board, are:

1. Update the definition of industrial uses
2. Strengthen regional policies to protect Industrial lands
3. Introduce some flexibility for Mixed Employment lands by rapid transit
4. Encourage industrial intensification / densification
5. Undertake a regional land use assessment
6. Improve climate action



BENEFITS

These changes will provide the following benefits:

- More consistent implementation of policies across the region
- Improved protection of industrial lands and uses
- Greater flexibility for employment lands in certain cases
- Increase the industrial capacity of lands
- Optimize the locations and uses of lands
- Advance greenhouse gas reduction, climate change mitigation, and natural hazard resilience

The six recommendations are as follows:

These recommendations should be considered as a package; the responses should be holistically reviewed as a balancing set of trade-offs, rather than as individual or stand-alone items or options.

Recommendation #1: Update the definition of industrial uses

A clearer and stronger definition of 'Industrial' uses will provide for more consistent implementation across the region, while recognizing that different types of industrial activities require different types of spaces with different features and attributes. As informed through the development of the Regional Industrial Lands Strategy, updated definitions will use current terms to reflect new and emerging technologies.

Recommendation #2: Strengthen regional policies to protect Industrial lands

A priority action from the Board-endorsed Regional Industrial Lands Strategy is to strengthen regional growth strategy policies to protect industrial land in the region. Through extensive engagement, this was seen as the most effective and viable action of the Strategy's 10 priority actions. The recommendation includes exploring a higher voting threshold for amending lands with a regional industrial land use designation, as well as developing a new regional overlay for trade-oriented lands, which may include restricting strata tenure and unit sizes.

Recommendation #3: Introduce some flexibility for Mixed Employment lands by rapid transit stations to accommodate higher job density and other regional objectives

Some lands in proximity to rail rapid transit stations are facing increasing pressures to develop to higher values and densities. To accommodate higher job density and other regional objectives (such as affordable, rental housing), this recommendation explores more flexible policies for lands with a Mixed Employment regional land use designation in areas close to rail rapid transit stations (for example within 200 metres) to accommodate higher employment densities and some residential uses above industrial and commercial uses, if it advances other regional and local objectives, such as transit-oriented development and affordable rental housing.



Recommendation #4: Encourage industrial intensification / densification

Where contextually appropriate to the activity and location and considering urban form and the interface with other uses, industrial intensification / densification will increase the industrial capacity of lands, and accommodate new and emerging industrial forms and uses. By creating more space for industry, lands can be used more efficiently, improve capacity for businesses to grow and co-locate operations, support greater employment opportunities, and provide a better connected and more efficient transportation system.

Recommendation #5: Undertake a regional land use assessment

In a region with a constrained land base, there is significant pressure among competing land uses. A regional land use assessment, considering all land use classes, will proactively identify the 'best' locations for different land uses based on a developed set of criteria (e.g. location, adjacent uses, lot size, proximity to the goods movement network).

The results will identify opportunities for optimized locations and uses of lands in order to support regional and local policy objectives and to assist planners and decision makers as changes are considered.

Recommendation #6: Improve climate action

Exploring opportunities to mitigate and adapt to the impacts of climate change on industrial and employment lands could include adjusting policies to better consider the impacts and opportunities over the long term. This will include considering: the impacts of rising sea levels and seasonal flood events (given that much of the region's industrial and port-based lands are located at sea level); enhancing resilience to natural hazards, including through incorporating ecosystems services and green infrastructure; and advancing greenhouse gas emission reductions.

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POLICY REVIEW SUMMARY

Urban Centres and Frequent Transit Development Areas

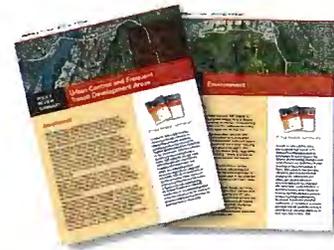
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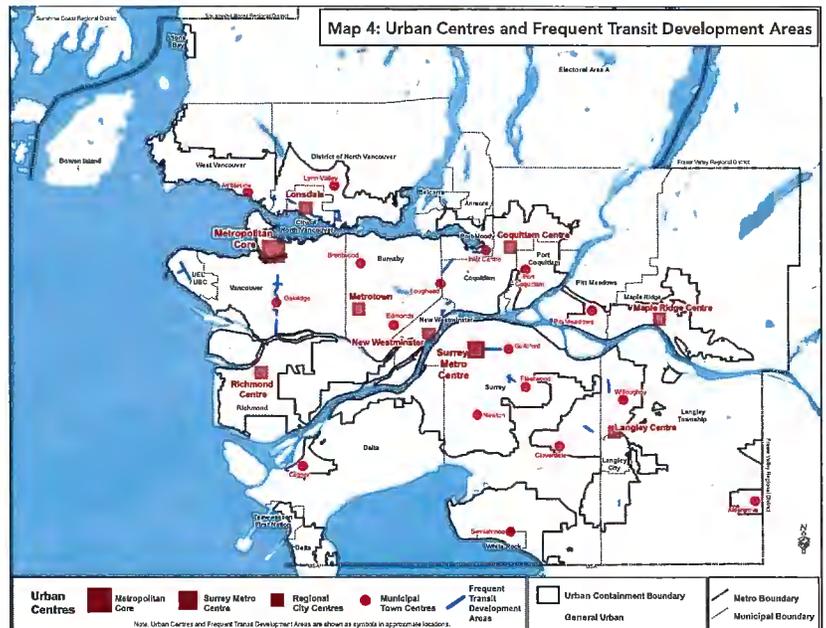
Urban Centres and Frequent Transit Development Areas

Urban Centres and Frequent Transit Development Areas (FTDAs) are the key focal areas for the connection between growth, development, and transit investment in the region. In *Metro 2040* there are four centre types:

- Metro Centres
- Regional City Centres
- Municipal Town Centres
- Frequent Transit Development Areas

They, along with the Urban Containment Boundary, make up the region's growth framework, allowing Metro Vancouver and member jurisdictions to focus growth to a network of centres and transit-oriented corridors throughout the region, supporting the creation of livable, walkable communities, and the efficient expansion of the transit network.

Updates to the Urban Centres and FTDAs framework will better reflect existing development, set the stage for more resilient neighbourhoods going forward, and make the policies easier to implement.



Metro 2040 Urban Centres and FTDA map

WHAT'S CHANGING

The following changes to the regional growth framework are recommended:

1. Include a Frequent Transit Corridor Network map to simplify the use of the FTDA tool
2. Update the Urban Centre and FTDA classifications
3. Introduce an Urban Centre and FTDA Type reclassification framework
4. Update the Urban Centre and FTDA targets to align with the 2050 growth projections
5. Strengthen neighbourhood and complete community policies to support climate change mitigation and adaptation efforts and other regional priorities



BENEFITS

These changes will provide the following benefits:

- Makes the regional growth strategy simpler to implement at the local level
- Clarifies the distinction between centre types and improve consistency with existing conditions
- Specifies the expectations, function, and location of each Urban Centre and FTDA
- Helps to better coordinate community planning with transit planning
- Clarifies the intended use of transit corridors by providing a map that identifies potential areas where FTDAs could be identified.
- Brings a stronger climate lens to growth planning to ensure regional resilience

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

The intent of the FTDA tool is to encourage more people to live and work along the Frequent Transit Network (FTN) across the region. Over the past decade, FTDA's have not been identified as quickly as desired, and have not always been aligned with a frequent transit corridor. This has made it hard to measure where growth is going. It also means the regional growth strategy has not provided consistent signals to developers and member jurisdictions about where growth should be directed.

This recommendation is to add a map in *Metro 2050* that identifies the Frequent Transit Corridor Network and potential areas for growth (including housing and job growth), supports transit-oriented development, and increases ridership for transit. It will also improve and simplify regional growth monitoring.

Through the use of FTDA's, member jurisdictions will be asked to identify how much growth will be going to transit-oriented corridors over time and how they will be supporting transit oriented development along the Frequent Transit Corridor Network.



Recommendation #3: Introduce an Urban Centre Reclassification Framework

Metro 2040 has a process for adding or deleting Urban Centres and FTDA's, and a process to adjust the boundaries of Urban Centres and FTDA's, but it lacks a process for reclassifying centre types from one centre type to another. Since Recommendation #2 would add new subtypes to the typology a reclassification framework is needed.

This recommendation introduces a framework to guide the reclassification of one centre type to another. It outlines clear, fair, and standardized criteria by which a centre type reclassification could be evaluated as well as the required amendment process. The framework would only allow existing Urban Centres or FTDA's to be reclassified (although new FTDA's are always encouraged provided they are located along the FTN).

Recommendation #2: Update Urban Centre and FTDA Typology

There are four "centre types" in the *Metro 2040* typology: Metro Centres, Regional City Centres, Municipal Town Centres, and FTDA's. The typology is intended to reflect the different scales of intensity, roles, activity, and land uses in Urban Centres and FTDA's across the region. Over the past decade, the region has matured and Urban Centres and FTDA's have developed in different ways to the point where the typology no longer accurately reflects today's Urban Centres and FTDA's. FTDA's are also being used in different ways depending on the transit service. Member jurisdictions have requested more specific criteria and more explicit growth expectations for each centre type.

This recommendation would divide the Municipal Town Centre "type" into two "subtypes": Municipal Town Centres and High Growth Municipal Town Centres and divide the FTDA "type" into two "subtypes": Corridor FTDA's and Station Area FTDA's. There are also new criteria to define the general expectations, function, and location of each centre type and subtype.

This will incorporate more nuance into the typology to reflect the variety of communities across the region. In addition, the updated typology provides clearer expectations for growth, location, and function of Urban Centres and FTDA's as well as a stronger relationship with transit service planning.

The reclassification framework has been defined using a "climate lens." This means that a member seeking reclassification to a higher order centre type would need to demonstrate that the area has high accessibility to jobs, has high density of jobs and residents, and is not in a known hazard area. This helps to focus new growth in areas where residents can walk, bike, or take transit for most trips and in areas that are resilient to the impacts of climate change.



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

Through *Metro 2040*, member jurisdictions have committed to a target of focusing 40% of housing growth and 50% of job growth between 2006 and 2041 to the region's Urban Centres. In addition, members have committed to a target of 28% of housing growth and 27% of job growth to take place along the Frequent Transit Network across the region.

These targets are not currently broken out by sub-region or by municipality, making it unclear how much growth each community is anticipated to accommodate. Transit-oriented growth is taking place along the Frequent Transit Network but that growth is not being reflected in the growth monitoring framework.

This recommendation would extend the Urban Centre and FTDA growth target timeline to the year 2050 to align with the 2050 growth projections. The proportion targeted for Urban Centres and FTDA's may be revised to ensure that they are achievable and supportive of the regional vision. Furthermore, the targets may be broken out by sub-region and potentially by municipality to clarify growth expectations. The FTDA target will be clarified with growth targets for appropriate areas along the Frequent Transit Network. Finally, additional targets for different metrics may be added, recognizing that growth is not the only determinant of complete communities.

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

Developing compact, complete, walkable, and transit-oriented Urban Centres and FTDA's is a critical strategy essential to achieving the region's goal of reaching carbon neutrality by the year 2050. This strategy also supports the creation of more affordable rental housing, improved access to community amenities, and a healthy built environment. Over the past decade, Metro Vancouver has done extensive policy research to develop best practice guidelines for the development of complete communities.

This recommendation adds new policies to Goal 1 of the regional growth strategy based on recent policy research. These new policies address emerging and critical issues, including climate change, green infrastructure, transit-oriented affordable housing, childcare, and other topics that were not considered in *Metro 2040*.



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Proposed Updates to Metro 2050:

Metro 2050 builds on the success of *Metro 2040*, enhancing and expanding on existing policies, extending the timeframe out to the year 2050, filling policy gaps, and responding to new and emerging policy issues. There are nine sections in *Metro 2050* and the following provides an overview of changes within each:

Metro 2050 Scope and Linkages to Other Plans; Introduction to the Region; Introduction to the Regional Growth Strategy (Sections A-C):

- a) New acknowledgement of traditional Indigenous territory;
- b) New regional commitment to build a resilient region – this replaces *Metro 2040*'s sustainability framework; and
- c) The challenges and opportunities section has been expanded and revised, with the following new sections added:
 - o Ensuring Housing for All;
 - o Advancing Social Equity;
 - o Ensuring Resilience;
 - o Reconciliation with Indigenous People;
 - o Improving Accessibility and Mobility and Reducing Congestion; and
 - o Changing Generational Preferences and Behaviours.

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

Section D describes the RGS' core policy 'tools' and informs the implementation of many policy actions.

Regional Land Use Designations:

- a) **Mixed Employment:** Title changed to Employment;
- b) **Industrial:** Revised to provide a more clear and stronger definition for industrial lands;
- c) **Rural:** Includes additional wording describing the types of rural land uses in this designation outside of the Urban Containment Boundary;
- d) **Agricultural:** Amended with stronger language that identifies these lands for protection to encourage agricultural activity.
- e) **Conservation and Recreation:** Expanded to identify the role that these lands play in relation to climate change (vulnerable to climate change, buffer from climate change, or are natural hazards) and their need for ecosystem protection.

Overlays:

There are three new overlays proposed in this section:

- a) **Major Transit Growth Corridors:** This overlay will create a stronger alignment of planned locations for growth with transit investment. A new map visually displays this information alongside the Major Transit Network (formerly Frequent Transit Network). Lougheed Highway west of the Town Centre is now identified as a Major Transit Growth Corridor, indicating future expansion for rapid transit and increased population growth.
- b) **Trade-Oriented Lands:** This new overlay supports the implementation of the Regional Industrial Lands Strategy recommendations. Members will identify locations for the Trade-Oriented Land Overlay with guidance from Metro Vancouver.
- c) **Natural Resource Areas:** This new regional overlay came from Environmental Policy Review Recommendation #1 to clarify the Conservation and Recreation regional land use designation, including recognition of existing, provincially-approved natural resource extraction. The natural Resource Areas overlay will assist with tracking and reporting ecosystem losses and gains

within the Conservation and Recreation land use designation; and will be updated by Metro Vancouver every six years in alignment with other regional ecological health datasets (e.g: land cover, Sensitive Ecosystem Inventory, canopy cover).

Growth Projections:

The RGS' growth projections describe the approach to preparing population, dwelling, and employment growth projections and highlights important trends that are anticipated in the region over the next 30 years.

- a) **Location in Metro 2050:** Whereas *Metro 2040* included municipal level projections as an appendix, *Metro 2050* introduces the Regional Growth Projections in the front of the document, as the anticipated growth is the principal reason for planning together as a region over the long term.
- b) **Sub-Regional Structure:** Also new to this section is the "sub-regional" approach to growth projections, where the region has been divided into six sub-regions and the 30 year projections for growth are presented at the sub-regional level. This sub-regional approach has the advantage of being less sensitive to the short-term oscillations and corrections that tend to happen within individual member jurisdictions and changes in the housing market and economy. The aim with this new approach is to require fewer amendments to *Metro 2050* to keep the projections current.
- c) **Growth Targets:** It is noted that the Urban Centre and Frequent Transit Development Area Growth Targets are unchanged from *Metro 2040*. These targets will be updated to extend them out to the year 2050 at a later date, following an engagement process involving all member jurisdictions.

Goals, Strategies & Actions (Section E):

Section E is organized in the same format as the current RGS. There are five goals, each with several strategies. Each strategy begins with a new policy rationale, to expand on the strategy purpose. Following the rationale are two or three (when applicable) policy actions sections. The first policy section outlines Metro Vancouver's policies that will be led at the regional level, including advocacy work. Next is the member jurisdictions' policy actions, which outline generally the requirements for members' Regional Context Statements and Housing Action Plans. Where applicable, some strategies have a third policy action section for TransLink. This report will step through each goal, describing changes and additions for the member jurisdiction policy actions. A consolidated table of all *Metro 2050* member jurisdiction policy actions and strategy rationales is included in Appendix B, for reference.

Goal 1: Create a Compact Urban Area

- a) **Relocated and Reworded Strategy:** Strategy 1.3 is formerly Strategy 4.2 in *Metro 2040*: "Develop healthy and complete communities with access to a range of services and amenities", and has been re-written as: "Develop resilient, healthy, connected, and complete communities with a range of services and amenities".
- b) **Revisions to Urban Centres Framework:** Over the past decade, the region has matured and Urban Centres and FTDA's have developed in different ways to the point where the typology no longer accurately reflects today's Urban Centres and FTDA's. FTDA's are also being used in different ways depending on the transit service. These edits provide specific criteria and more explicit growth expectations for each centre type. The existing Municipal Town Centre type is proposed to be divided into two sub-types: Municipal Town Centres and High Growth Municipal Town Centres. The existing FTDA type is proposed to be divided into two sub-categories: Corridor FTDA's and Station Area FTDA's. There are also new criteria to define the general

expectations, function, and location of each centre type and subtype. General expectations for density of jobs and people have been added.

- c) **New Reclassification Framework:** *Metro 2040* has a process for adding or deleting Urban Centres and FTDA's, and a process to adjust the boundaries of Urban Centres and FTDA's, but it lacks a process for reclassifying centre types from one centre to another. With the addition of new centre types, a reclassification framework is needed. The proposed reclassification framework outlines standardized criteria by which a centre type reclassification could be evaluated as well as the required amendment process. The framework only allows existing Urban Centres or FTDA's to be reclassified, although identification of new FTDA's areas will be encouraged provided they are located along the Major Transit Network.
- d) **Target Refinements:** The targets for Urban Centres and FTDA's have been updated and refined to align with 2050 Projections.
- e) **Mapping Improvements:** The *Metro 2040* Urban Centres and FTDA map is updated to show the FTDA's as polygons compared to lines, for improved clarity.
- f) **New Mapping:** Major Transit Growth Corridors map includes Urban Centres and FTDA's, as well as the draft updated Major Transit Network Concept and the draft Major Transit Growth Corridors. This map replaces *Metro 2040*'s Map B.1: Frequent Transit Network Concept and Map B.2: Major Road Network, Highways and Gateways.
- g) **New Terminology:** Frequent Transit Network terminology has been updated to Major Transit Network.
- h) **Policy Revisions:** Complete Community Policy Review recommendations are reflected in policy action revisions and new policies (see Appendix B).

Goal 2: Support a Sustainable Economy

- a) **Edits:** Some wording additions and deletions to Strategy 2.2 and 2.3
- b) **New Trade-Oriented Lands Policy:** Reflecting the new land use overlay, Policy 2.2.9 b) allows member jurisdictions to identify lands that serve an inter-regional, provincial, national or international trade purpose as large, flat sites adjacent to highway, port or rail infrastructure.
- c) **New Industrial Land Use Policies:** Seven new policies reflecting the Metro Vancouver Regional Industrial Strategy have been added. See *Appendix B for additional information*
- d) **New Climate Change and ALC Policies:** Climate change adaptation and ALC compliance policies have been added under Strategy 2.3 – see *Appendix B for additional information*

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

- a) **New Regional Targets:** In addition to the four targets in *Metro 2040*, there are three new regional targets, two of which are found in Goal 3.
 - o Protect 50% of land for nature and
 - o Achieve 40% tree canopy cover within urban areas.

These targets set a vision through aspirational targets for ecosystem protection, enhancement, and restoration. The tree canopy cover target creates a regional policy to support local environmental land use planning efforts.

- b) **Strategy Edits:** New wording has been added to all four strategies.
- c) **Detailed Conservation and Recreation Uses:** The range of uses has been expanded with five new uses including forests, wetlands, and riparian areas.
- d) **Climate Change Edits:** Revised climate action wording, including collective actions towards the new regional GHG emission reduction target and preparing for climate change impacts.
- e) **New Sensitive Ecosystem Inventory (SEI) Map:** The SEI has been developed since 2011, and this dataset maps the region's most ecologically important areas that should be considered for protection. The SEI identified that over 87% of the region's sensitive ecosystems are

located on lands designated Conservation and Recreation, but the remaining 13% are currently found on lands within the other regional land use designations. In 2017, *Metro 2040* was amended to reflect SEI performance measures, but SEI-related policies were not added to the regional growth strategy at that time.

- f) **New Natural Resources Areas Overlay:** see rationale in Section B.
- g) **Expanded Interface and Ecosystem Policies:** Member jurisdictions will need to include policies in their OCP that will protect existing ecosystems, particularly adjacent to other uses, through a range of tools including buffers, consolidation, limiting subdivision, and land acquisition.
- h) **New Considerations for Natural Hazards:** New policies address land use planning that encourages growth and development in more resilient areas.

Goal 4: Provide Diverse and Affordable Housing Choices

- a) **New Goal Title:** Goal 4 has been revised from “Develop Complete Communities” to “Provide Diverse and Affordable Housing Choices”. Goal 4 is formerly *Metro 2040* Strategy 4.1 and has been elevated from a strategy to a goal with the RGS update to create a stand-alone housing goal in *Metro 2050* to emphasize the importance of expanding housing options as a key component of growth management in the region.
- b) **Housing Affordability Definition:** Defining this term is intended to help ensure that member jurisdictions are working from a common understanding of the forms of housing that are needed in the region. For *Metro 2050*, Affordable Housing is being defined as housing that is affordable to households earning up to 120% of the Regional Median Household Income.
- c) **New Policy Requirement:** for member jurisdictions’ housing strategies/action plans has been added. Member jurisdictions are required by the Province to complete Housing Needs Reports, and in keeping with this requirement, *Metro 2050* will now require the preparation of Housing Action Plans in alignment with provincially-required Housing Needs Reports, to assist in greater implementation of housing policies at the regional and local level.
- d) **New Strategy 2.1: Expand the Supply and Diversity of Housing to Meet a Variety of Needs:** The Strategy title has changed, although the content is similar. New title aligns with Goal 1 of the *Regional Affordable Housing Strategy*
- e) **New Strategy 2.2: Increase Rental Housing Supply and Protect Tenants:** This new strategy seeks to increase the supply of transit-oriented affordable housing in the region, in alignment with the recommendations of the Transit-Oriented Affordable Housing Study.
- f) **New Regional Targets:** In addition to the four targets in *Metro 2040*, there are three new regional targets, one of which is found in Goal 4:
 - o 15% of new and redeveloped housing in Urban Centres and FTDA’s will be affordable, rental housing.

Member jurisdictions will need to provide policy to support the regional target of 15% of affordable housing in redevelopment and new housing development within Urban Centres and FTDA’s. This target will be reported to Metro Vancouver staff and tracked over time at the regional level to monitor progress. Generally, affordable and rental housing units are located in the Town Centre and in proximity to transit service.

- g) **New Strategy 2.3: Meet the Housing Needs of Lower Income Households and Homeless Populations** A new strategy is included to address homelessness. This strategy aligns with Goals 3 and 5 of the *Regional Affordable Housing Strategy (2019)*. This strategy contains policy actions relating to supportive housing. All references to homelessness in *Metro 2050* are related to the housing-specific needs of the homeless population (i.e. not related to mental health and addictions, preventing homelessness, etc., which is out of the scope of *Metro 2050*).

Goal 5: Support Sustainable Transportation Choices

- a) **Zero-Emission Vehicle Reference:** A new policy has been added to reflect the future shift to electric vehicles. See *Appendix B*
- b) **New Major Bikeway Network:** A regional cycling network has been added to the Regional Greenway map, with supporting policies on its implementation. See *Appendix B*.
- c) **New Noise and Vibration Mitigation Policy:** Under Strategy 5.2, this new policy addresses public exposure to transportation related nuisances. See *Appendix B*.
- d) **New Goods Movement Policy:** Under Strategy 5.2, this new policy considers the negative impacts of short distance goods movement on roadways. See *Appendix B*.

Implementation (Section F):

The Implementation section describes the procedures for implementing and amending *Metro 2050* and outlines requirements for Regional Context Statements.

- a) **Type 2 Amendment Consultation:** *Metro 2050* will no longer require a regional Public Hearing for a Type 2 amendment in accordance with MVRD Board direction. Instead of a Public Hearing, there are a range of other public engagement opportunities including: written comments, appearing as a delegation, or hosting an in-person or digital public information meeting.

The Type 1 and Type 3 amendment procedures will remain the same.

Performance Monitoring (Section G):

The Performance Monitoring section outlines the performance indicators that will be monitored to help evaluate progress towards the goals, strategies, and targets set out in *Metro 2050*.

- a) **Updated Performance Indicators:** *Metro 2050* now has increase transparency of performance measures by extracting all the performance measures from the Metro 2040 Implementation Guideline and showing the full list in the draft RGS. Some potential performance indicators that were never implemented have been removed. The key performance measures added or updated are :
 - Measure growth in Urban Centres, FTDA's and Major Transit Growth Corridors by assessing the change in people plus jobs per hectares instead of just dwelling units count per hectares.
 - New performance measures to align with the proposed Major Transit Growth Corridors geography.
 - New performance measures on Complete Communities and health
 - New performance measures on land protected for nature and regional total tree canopy cover within Urban Containment Boundary.
 - New performance measure on carbon storage in natural areas.
 - Streamlined housing related (Goal 4) performance measures to focus on affordable rental housing in key geographies and housing and transit cost.

Glossary of Terms (Section H):

The Glossary of Terms is a new section in *Metro 2050*, and defines terms specific to the RGS. The aim is to build a common language across the federation.

Maps (Section I):

All RGS maps will now be contained within Section I, rather than within their respective sections, to help make map referencing easier. The maps in the RGS are small scale depictions of official maps housed on the MV website.

- a) **New Maps:** As noted earlier in the staff report, there are two new maps in *Metro 2050*: Map 5 “Major Transit Growth Corridors” and Map 11 “Sensitive Ecosystem Inventory”.
- b) **Map Displays:** The style, colours, line weights, and contextual information of the maps has been updated to support a better user experience and make the maps easier to read and more useful. Map 4 has been updated to include the exact boundaries of the Urban Centres and Frequent Transit Development Areas.
- c) **First Nation Reserve Mapping Display:** The maps also now include Indigenous reserve lands and the names of each First Nation with lands in the region, with no regional land use designation being applied. It is noted that the way in which Indigenous lands are depicted on the *Metro 2050* maps is to be confirmed, as it is a topic for the ongoing discussions between Metro Vancouver and in-region First Nations.

Metro 2050 Policy		Change Rationale & Work Underway or Completed	CMR Implications and Recommendation
Goal 1: Create a Compact Urban Area			
Strategy 1.1 Contain urban development within the Urban Containment Boundary Containing urban development, including job and housing growth, within the Urban Containment Boundary limits urban sprawl and supports the efficient and cost-effective provision of infrastructure (such as water, sewerage, and transit) and services and amenities (such as schools, hospitals, community centres, and child care). The Urban Containment Boundary helps to protect important lands such as Conservation and Recreation, Agricultural and Rural lands from dispersed development patterns. Containing urban development also supports greenhouse gas emission reductions through trip reduction and trip avoidance, while protecting some of the region's important lands for food production and carbon sequestration and storage.		Strategy Rationales have been added for all strategies to further describe and explain the strategy.	No policy issues identified. - describes existing strategy.
Member Jurisdictions will: 1.1.9 Adopt Regional Context Statements that:	a) Depict the Urban Containment Boundary on a map, generally consistent with the Regional Land Use Designations map (Map 2);	This is currently reflected in Maple Ridge's Regional Context Statement.	No change
	b) Provide member jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of focusing 98% of residential growth inside the Urban Containment Boundary;	Maple Ridge currently provides these statistics.	No change
	c) Include a commitment to liaise regularly with Metro Vancouver Liquid Waste Services to keep them apprised of the scale and timeframe of major development plans as well as specific plans to separate combined sewers;	New	No policy issues identified.

Metro 2050 Policy		Change Rationale & Work Underway or Completed	CMR Implications and Recommendation
	d) Integrate land use planning policies with local and regional economic development strategies, particularly in the vicinity of the port and airports, to minimize potential exposure of residents to environmental noise and other harmful impacts.	New policy – has less relevancy to Maple Ridge context in the absence of ports and airports.	No policy issues identified.
<p>Strategy 1.2 Focus growth in Urban Centres and Frequent Transit Development Areas Focusing growth into a network of centres and corridors reduces greenhouse gas emissions both by supporting sustainable transportation options and by reducing the distances that people have to travel to make essential trips, all while improving the cost-efficiency of infrastructure investments. In addition, a compact built form is, on average, more land and energy efficient than other forms of development. Focusing growth into centres and corridors fosters the development of walkable, vibrant, and mixed-use communities that can support a range of services and amenities. Identifying Frequent Transit Development Areas in appropriate locations within Major Transit Growth Corridors ensures that growth is being directed to locations with high quality and frequent transit service. This provides greater certainty to residents, TransLink, and member jurisdictions, and ensures greater integration of land use and transportation planning.</p>		Strategy Rationales have been added for all strategies to further describe and explain the strategy.	No policy issues identified. - describes existing strategy.
Member Jurisdictions will: 1.2.24 Adopt Regional Context Statements that:			
	a) Provide dwelling unit and employment projections that indicate the member jurisdiction's share of planned growth and contribute to achieving the regional share of growth for Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors as set out in Table 2 (Metro Vancouver Dwelling Unit and Employment Growth Targets for	Maple Ridge currently provides statistics for the Town Centre. New reporting will be required for Frequent Transit Development Area and Major Transit Growth Corridors as they relate to the Lougheed Transit Corridor Area Plan.	No Change

Metro 2050 Policy		Change Rationale & Work Underway or Completed	CMR Implications and Recommendation
	Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors);		
	b) Include policies for Urban Centres and Frequent Transit Development Areas that:	i) identify the location, boundaries, and types of Urban Centres and Frequent Transit Development Areas on a map that is consistent with the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and Map 4;	Maple Ridge currently provides this information in the Regional Context Statement. Additional information is required for the Lougheed Transit Corridor Area Plan.
		ii) focus and manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and demonstrate how that growth will contribute to the Urban Centre and Frequent Transit Development Area targets set out in Table 2 and Action 1.2.13;	Maple Ridge's Town Centre Area Plan focuses growth in the Urban Centre.
		iii) encourage office development to Urban Centres through policies, economic development	The Town Centre Incentive Program addressed this policy. Additional measures could be used in the future.

Metro 2050 Policy		Change Rationale & Work Underway or Completed	CMR Implications and Recommendation
		programs, or other financial incentives;	
		iv) reduce residential and commercial parking requirements in Urban Centres and Frequent Transit Development Areas and consider the use of parking maximums;	The Off-Street Parking Bylaw review is an identified staff work plan item. Suggest edit to 'consider reducing'
		v) consider the identification of appropriate measures and neighbourhood plans to accommodate urban densification and infill development in Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors in a resilient and equitable way (e.g. community vulnerability assessments, emergency services planning, tenant protection policies, and strategies to enhance community social connectedness and adaptive capacity);	No policy issues identified. Use of 'consider' provides Council with flexibility.
		vi) consider the support for provision of child care spaces in Urban Centres and Frequent Transit Development Areas;	No policy issues identified.

Metro 2050 Policy		Change Rationale & Work Underway or Completed	CMR Implications and Recommendation	
		vii) consider the implementation of green infrastructure;	Work is underway on Green Infrastructure policies.	No policy issues identified.
		viii) focus infrastructure and amenity investments (such as public works and civic and recreation facilities) in Urban Centres and Frequent Transit Development Areas, and at appropriate locations within Major Transit Growth Corridors;	New	Suggest adding 'and other key neighbourhood locations' at the end.
		ix) support the provision of community services and spaces for non-profit organizations; and		No policy issues identified.
		x) consider, where Urban Centres and Frequent Transit Development Areas overlap with Employment lands, higher density forms of commercial, light industrial; and only within 200 metres of rapid transit stations, consider residential uses (with an emphasis on affordable, rental units) on upper floors.	Maple Ridge does not currently have an overlap of FTDA and Employment land.	No policy issues identified.
	c) Include policies for General Urban lands that:			
		i) identify General Urban lands and their boundaries on a map generally consistent within Map 2;	This is currently reflected in Maple Ridge's Regional Context Statement.	No Change

Metro 2050 Policy		Change Rationale & Work Underway or Completed	CMR Implications and Recommendation
	ii) exclude new non-residential Major Trip-Generating uses, as defined in the Regional Context Statement, from those portions of General Urban lands outside of Urban Centres and Frequent Transit Development Areas and direct new non-residential Major Trip-Generating uses to Urban Centres and Frequent Transit Development Areas;		No Change
	iii) encourage infill and intensification (e.g. row houses, townhouses, mid-rise apartments, laneway houses) within walking distance of the Frequent Transit Network, as appropriate; and	The endorsed Lougheed Transit Corridor Concept Plan reflects this policy.	No Change
	iv) encourage neighbourhood-serving commercial uses.	This is currently reflected in Maple Ridge's Regional Context Statement.	No Change
	d) with regards to Actions 1.2.16 and 1.2.24 c) ii), include a definition of "non-residential Major Trip-Generating uses" that includes, but is not limited to, the following uses: office or business parks, outlet shopping malls, post-secondary institutions, and large-format entertainment venues;	New	No policy issues identified.
	e) consider the identification of new Frequent Transit Development Areas in appropriate locations for	The Lougheed Transit Corridor can be considered as a new FTDA location.	RGS Amendment following Metro 2050 adoption.

Metro 2050 Policy		Change Rationale & Work Underway or Completed	CMR Implications and Recommendation
	areas within Major Transit Growth Corridors, as part of the development of new or amended area or neighbourhood plans, or other community planning initiatives; and		
	f) consider long-term growth and transportation planning coordination with adjacent municipalities, First Nations, TransLink, and Metro Vancouver for transit corridors that run through or along two or more adjacent jurisdictions.	This is currently reflected in Maple Ridge's Regional Context Statement.	No Change
<p>Strategy 1.3 Develop resilient, healthy, connected and complete communities with a range of services and amenities.</p> <p>Creating complete communities, especially in the region's Urban Centres, with a mix of uses and affordable services and amenities, allows residents to meet most of their daily needs by walking, rolling, or transit without leaving their neighbourhood. This supports trip reduction, walking, healthier living, climate action, more equitable access to the key amenities that support a high quality of life, and creates resilient places with inclusion and connection.</p>		Strategy Rationales have been added for all strategies to further describe and explain the strategy.	No policy issues identified. - describes existing strategy.
Member Jurisdictions will: 1.3.7 Adopt Regional Context Statements that:	a) support compact, mixed use, transit, walking, cycling and rolling-oriented communities;	These are now required, previously optional in the Regional Context Statements. Maple Ridge's current Regional Context Statement already addresses these policies.	No policy issues identified.
	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;	This is currently reflected in Maple Ridge's Regional Context Statement.	No Change

Metro 2050 Policy		Change Rationale & Work Underway or Completed	CMR Implications and Recommendation	
	c) provide and encourage public spaces and other place-making amenities and facilities (e.g. community gardens, playgrounds, gathering places, etc.) in new and established neighbourhoods, for all ages, abilities, and seasons, to support social connections and engagement.		Maple Ridge currently provides and encourages amenities such as playgrounds, community gardens and gathering places through area planning and individual site development	No Change
	d) respond to health and climate change-related risks by providing equitable access to:	i) recreation facilities;	Some revised language to reflect health and climate change lens.	No policy issues identified.
		ii) green spaces and public spaces (e.g. parks, trails, urban forests, public squares, etc.); and		No policy issues identified.
		iii) safe and inviting walking, cycling, and rolling environments, including resting spaces with tree canopy coverage, for all ages and abilities;		No policy issues identified.
	e) support the inclusion of community gardens (at grade, rooftop, or on balconies), grocery stores and farmers' markets to support food security, and local production, distribution and consumption of healthy food, in particular where they are easily accessible to housing and transit services;		Wording edits but intent is maintained.	No policy issues identified.
	f) consider, when preparing new neighbourhood and area plans, the mitigation of significant negative social and health impacts, such as through the use of formal health		New – Recommendation # 4 in Complete Communities Policy Review	No policy issues identified.

Metro 2050 Policy		Change Rationale & Work Underway or Completed	CMR Implications and Recommendation
	and social impact methods in neighbourhood design and major infrastructure investments; and		
	g) provide design guidance for existing and new neighbourhoods to promote social connections, universal accessibility, crime prevention through environmental design, and inclusivity while considering the impacts of these strategies on identified marginalized members of the community.	New – Recommendation #5 in Complete Communities Policy Review Universal Design and Crime Prevention Through Design are two approaches currently reflected in development permit guidelines.	Suggest edit to ‘consider providing’ to create policy flexibility.
Strategy 1.4 Protect Rural Lands from urban development Rural designated lands are located outside the Urban Containment Boundary and are not intended for urban forms of development. Containing growth within the Urban Containment Boundary ensures the protection of natural, rural, and agricultural areas, and the efficient and cost-effective provision of sewerage, transit, and other community services. The inherent benefits of urban containment also support reduced greenhouse gas emissions and increases opportunities for natural carbon sinks.		Strategy Rationales have been added for all strategies to further describe and explain the strategy.	No policy issues identified. - describes existing strategy.
Member Jurisdictions will: 1.4.3 Adopt Regional Context Statements that:			
	a) identify the Rural lands and their boundaries on a map generally consistent with Map 2;	This is currently reflected in Maple Ridge’s Regional Context Statement.	No Change
	b) limit development to a scale, form, and density consistent with the intent for the Rural land use designation, and that is compatible with on-site sewer servicing;	Maple Ridge currently takes this approach for rural lands.	No Change
	c) specify the allowable density and form, consistent with Action 1.4.1, for land uses within the Rural regional land use designation;	Maple Ridge currently takes this approach for rural lands, through the Zoning Bylaw.	No Change

<i>Metro 2050 Policy</i>		Change Rationale & Work Underway or Completed	CMR Implications and Recommendation
	d) support agricultural uses within the Agricultural Land Reserve, and where appropriate, outside of the Agricultural Land Reserve; and	Maple Ridge currently takes this approach for ALR lands.	No Change
	e) support the protection, enhancement, restoration, and expansion of ecosystems identified on Map 11 to maintain ecological integrity, enable ecosystem connectivity, increase natural carbon sinks and enable adaptation to the impacts of climate change.	Maple Ridge currently takes this approach with its Conservation land use designation, through the land development process.	No policy issues identified.

Metro 2050 Policy		Change Rationale & Work Already Underway or Completed	CMR Implications and Recommendation
Goal 2: Support a Sustainable Economy			
<p><u>Strategy 2.1 Promote land development patterns that support a diverse regional economy and employment opportunities close to where people live.</u> Economic and employment activities, such as post-secondary and medical institutions, shopping streets, retail centres, business parks, transportation terminals and associated infrastructure, complement employment activities in Urban Centres (Strategy 1.2) and industrial uses on Industrial lands (Strategy 2.2), which have different location requirements and attributes. These businesses support the region's economy and population, and rely on and have implications for the transportation network and the design of neighbourhoods. Locating jobs close to where people live and near the transit network supports the creation of complete communities (Strategy 1.3), reduces social inequities in the region, and helps to reduce energy consumption and greenhouse gas emissions through reduced vehicle travel and increased active transportation.</p>		Strategy Rationales have been added for all strategies to further describe and explain the strategy.	No policy issues identified. -describes existing strategy.
Member Jurisdictions will: 2.1.10 Adopt Regional Context Statements that:	a) include policies to support appropriate economic activities, as well as context-appropriate built form for Urban Centres, Frequent Transit Development Areas, Industrial lands, and Employment lands;	Maple Ridge currently takes this approach with its Town Centre Area Plan, Development Permit Guidelines and Zoning Bylaw.	No Change
	b) support the development and expansion of largescale office and retail uses in Urban Centres, and lower-scale uses in Frequent Transit Development Areas through policies such as: zoning that reserves land for office uses, density bonus provisions to encourage office development, variable development cost charges, and/or other incentives; and	Reference FTDA's as locations for local scale development relative to Urban Centres with larger scale development.	No Change
	c) include policies that discourage the development	This is reflected in the Town Centre Area Plan.	Suggest changing to 'consider including'.

Metro 2050 Policy		Change Rationale & Work Already Underway or Completed	CMR Implications and Recommendation
	and expansion of major commercial and institutional land uses outside of Urban Centres and Frequent Transit Development Areas.		Suggest adding 'and other key neighbourhood locations' at the end.
<p>Strategy 2.2 Protect the supply, and enhance the efficient utilization, of industrial land Industrial lands are critical to supporting a diverse, resilient economy – one that supports businesses and residents by securing land for economic development and jobs within the region, and reducing costs for commuting and the transportation of goods. In response to the vulnerability of industrial land, policies are included to protect and appropriately use the region’s limited supply of Industrial and Employment lands, while also considering the future of industrial activities and work, greenhouse gas emissions, and the impacts of climate change.</p>		Strategy Rationales have been added for all strategies to further describe and explain the strategy.	No policy issues identified. -describes existing strategy.
Member jurisdictions will: 2.2.9 Adopt Regional Context Statements that:	a) identify the Industrial and Employment lands and their boundaries on a map generally consistent with Map 7.	This is currently reflected in Maple Ridge’s Regional Context Statement.	No Change
	b) identify Trade-Oriented lands, if applicable, with a defined set of permitted uses that support inter-regional, provincial, national, and international trade (e.g. logistics, warehouses, distribution centres, transportation and intermodal terminals) and location needs (e.g. large and flat sites, proximity to highway, port, or rail infrastructure) on a map consistent with the goals in the regional growth strategy. Strata and/or small lot subdivisions on these lands should not be permitted.	Maple Ridge may choose to identify such lands moving forward in conjunction with the implementation of the Commercial and Industrial Strategy.	Not applicable at this time, but can be included later if Trade-Oriented lands are identified.

Metro 2050 Policy		Change Rationale & Work Already Underway or Completed	CMR Implications and Recommendation	
	c) include policies for Industrial lands that:	i) consistently define, support, and protect industrial uses in municipal plans and bylaws, and ensure that non-industrial uses are not permitted;	Maple Ridge's updated Zoning Bylaw addresses this.	Suggest changing 'ensure' to 'discourage non-industrial uses'
		ii) support appropriate and related accessory uses, such as limited-scale ancillary commercial spaces, and caretaker units;	Maple Ridge's updated Zoning Bylaw addresses this.	No Change
		iii) exclude uses that are not consistent with the intent of Industrial lands and not supportive of industrial activities, such as medium and large format retail uses, residential uses, and standalone office uses, other than ancillary uses, where deemed necessary;	Maple Ridge's updated Zoning Bylaw addresses this.	Suggest adding 'consider' at the beginning to provide greater flexibility.
		iv) encourage improved utilization and increased intensification/densification of Industrial lands for industrial activities, including the removing of any outdated municipal policies or regulatory barriers related to development form and density;		No Change
		v) review and update parking and loading requirements to reflect changes in industrial forms and activities, ensure better integration with the surrounding character, and reflect improvements to transit service, in an effort to avoid the oversupply of parking;	New Incorporate industrial parking standards in Off-Street Parking Bylaw Review.	No policy issues identified.

Metro 2050 Policy		Change Rationale & Work Already Underway or Completed	CMR Implications and Recommendation
		vi) explore municipal industrial strategies or initiatives that support economic growth objectives with linkages to land use planning;	New Request Maple Ridge staff participation in the preparation of the Industrial Implementation Guidelines.
		vii) provide infrastructure and services in support of existing and expanding industrial activities;	Maple Ridge is working towards this in the extension of Abernethy Way, Yennadon Employment Lands, and Albion Flats planning Request Maple Ridge staff participation in the preparation of the Industrial Implementation Guidelines.
		viii) introduce land use policies through area plans for rail-oriented, waterfront, and trade-oriented areas that may contain unique industrial uses;	New No policy issues identified.
		ix) consider the preparation of urban design guidelines for Industrial land edge planning, such as interface designs, buffering standards, or tree planting, to minimize potential land use conflicts between industrial and sensitive land uses, and to improve resilience to the impacts of climate change; and	New No policy issues identified.
		x) do not permit strata and/or small lot subdivisions on identified Trade-Oriented lands.	New – This would be applied in the case where Maple Ridge identifies Trade-Oriented lands. Not applicable at this time.
	d) include policies for Employment lands that:		

Metro 2050 Policy		Change Rationale & Work Already Underway or Completed	CMR Implications and Recommendation	
		i) support a mix of industrial, small scale commercial and office, and other related employment uses, while maintaining support for the light industrial capacity of the area, including opportunities for the potential densification/intensification of industrial activities, where appropriate;	Maple Ridge aligns with this policy through the planning processes for the Yennadon Lands, Albion Flats, Lougheed Transit Corridor, and Zoning Bylaw revisions.	No Change
		ii) allow large and medium format retail, where appropriate, provided that such development will not undermine the broad objectives of the regional growth strategy;		No Change
		iii) support the objective of concentrating larger scale commercial, higher density forms of employment, and other Major Trip-Generating uses in Urban Centres, and local-scale uses in Frequent Transit Development Areas;	Maple Ridge aligns with this policy through the Town Centre Area Plan and Lougheed Transit Corridor Concept Plan	No Change
		iv) support higher density forms of commercial and light industrial development where Employment lands are located within Urban Centres or Frequent Transit Development Areas, and permit employment and service activities consistent with the intent of Urban Centres or Frequent Transit Development Areas, while low	Maple Ridge does not have the overlap of these land uses, although the Lougheed Transit Corridor Area Plan may have some opportunities.	No Change

Metro 2050 Policy		Change Rationale & Work Already Underway or Completed	CMR Implications and Recommendation
		employment density and low transit generating uses, possibly with goods movement needs and impacts, are located elsewhere;	
		v) do not permit residential uses, except for an accessory caretaker unit;	Maple Ridge has addressed this through its review of the Zoning Bylaw.
		vi) notwithstanding 2.2.9 (d)(v), consider limited residential uses (with an emphasis on affordable, rental units) on lands within 200 metres of a rapid transit station, and located within Urban Centres or Frequent Transit Development Areas, where appropriate. Residential uses are to be located only on the upper floors of new office and light industrial developments, and to be subject to consideration of municipal objectives, local context, and other regional growth strategy objectives.	No policy issues identified.
	e) include policies to assist existing and new businesses in reducing their greenhouse gas emissions, maximizing energy efficiency, and mitigating impacts on ecosystems.		New – could be reflected in the Economic Development Plan and Corporate Sustainability work.
	f) include policies that assist existing and new businesses to adapt to the impacts of climate change		New – could be reflected in the Economic Development Plan and

Metro 2050 Policy		Change Rationale & Work Already Underway or Completed	CMR Implications and Recommendation
	and reduce their exposure to natural hazards risks, such as those identified within the regional growth strategy (Table 5).	Corporate Sustainability work.	
<p><u>Strategy 2.3 Protect the supply of agricultural land and strengthen agricultural viability.</u> Protecting land for agricultural production is essential for the viability of the agricultural industry and a resilient region. Collaboration with the Agricultural Land Commission is necessary to address the ongoing challenges from competing residential, industrial, and commercial land use demands. Improved multi-jurisdictional collaboration that recognizes the priority to protect farm land for food production, and the importance of climate change adaptation while restricting other land uses in agricultural lands is critical. Equally important is the need to strengthen the economic viability of agriculture operations by encouraging new markets and expanding the distribution of local foods.</p>		Strategy Rationales have been added for all strategies to further describe and explain the strategy.	No policy issues identified. -describes existing strategy.
Member Jurisdictions will: 2.3.12 Adopt Regional Context Statements that:			
	a) specify the Agricultural lands and their boundaries within their jurisdiction on a map consistent with Map 8;	This is currently reflected in Maple Ridge's Regional Context Statement.	No Change
	b) consider policies and programs that increase markets and the distribution of local food in urban areas to strengthen the viability of agriculture and increase availability of local food for all residents;	New policy to incorporate actions not directly connected to the Agricultural designation and may involve all member jurisdictions. Could be directed to the Agricultural Advisory Commission.	No policy issues identified.
	c) include policies that protect the supply of agricultural land and strengthen agriculture viability including those that:		

Metro 2050 Policy		Change Rationale & Work Already Underway or Completed	CMR Implications and Recommendation
		i) assign appropriate land use designations to protect agricultural land for future generations and discourage land uses on Agricultural lands that do not directly support and strengthen agricultural viability;	No Change
		ii) encourage the consolidation of small parcels and discourage the subdivision and fragmentation of agricultural land;	No Change
		iii) support climate change adaptation including: <ul style="list-style-type: none"> • monitor storm water, flooding, and sea level rise impacts on agricultural land, • implement flood construction requirements for residential uses, • and maintain and improve drainage and irrigation infrastructure that supports agricultural production, where appropriate and in collaboration with other governments and agencies; 	No policy issues identified.
		iv) protect the integrity of agricultural land by requiring edge planning along the Urban Containment Boundary and adjacent to agricultural operations through activities such as screening, physical buffers, roads, or Development Permit area requirements;	No Change
		v) demonstrate support for economic development	No Change

Metro 2050 Policy		Change Rationale & Work Already Underway or Completed	CMR Implications and Recommendation
		opportunities for agricultural operations that are farm related uses, benefit from close proximity to farms, and enhance primary agricultural production as defined by the <i>Agricultural Land Commission Act</i> ;	
		vi) align Official Community Plan policies and zoning regulations with the Minister's Bylaw Standards and Agricultural Land Commission legislation and regulations;	No policy issues identified.
2.3.13 In partnership with other agencies and organizations, support agricultural awareness and promote the importance of the agricultural industry, the importance of protecting agricultural land, and the value of local agricultural products and experiences.			No Change

Metro 2050 Policy		Change Rationale & Work Already Underway or Completed	CMR Implications and Recommendation
Goal 3: Protect the Environment and Respond to Climate Change and Natural Hazards			
Strategy 3.1 Protect and Enhance Conservation and Recreation lands. The Conservation and Recreation regional land use designation is intended to help protect significant ecological and recreation assets throughout the region. Protection and management of these assets will ensure they remain productive, resilient, and adaptable, providing vital ecosystem services that support both humans and wildlife, while also safeguarding communities from climate change and natural hazard impacts.		Strategy Rationales have been added for all strategies to further describe and explain the strategy.	No policy issues identified. -describes existing strategy.
Member jurisdictions will: 3.1.9 Adopt Regional Context Statements that:	a) identify Conservation and Recreation lands and their boundaries on a map generally consistent with Map 2;	This is currently reflected in Maple Ridge's Regional Context Statement.	No Change
	b) include policies that support the protection and enhancement of lands with a Conservation and Recreation land use designation, which may include the following uses: i) drinking water supply areas; ii) environmental conservation areas; iii) wildlife management areas and ecological reserves; iv) forests; v) wetlands (e.g. freshwater lakes, ponds, bogs, fens, estuarine, marine, freshwater, and intertidal ecosystems); vi) riparian areas (i.e. the areas and vegetation surrounding wetlands, lakes, streams, and rivers);	Revised - Environment Policy Review Recommendation #1 called for the clarification of the definition of appropriate uses and activities within the Conservation/Recreation definition.	Suggest edit to 'consider including policies'

Metro 2050 Policy		Change Rationale & Work Already Underway or Completed	CMR Implications and Recommendation
	<p>vii) ecosystems not covered above that may be vulnerable to climate change and natural hazard impacts, or that provide buffers to climate change impacts or natural hazard impacts for communities; and</p> <p>viii) uses within those lands that are appropriately located, scaled, and consistent with the intent of the designation, including:</p> <ul style="list-style-type: none"> • major parks and outdoor recreation areas; • education, research and training facilities, and associated uses that serve conservation and/or recreation users; • commercial uses, tourism activities, and public, cultural, or community amenities; • limited agricultural use, primarily soil-based; and • land management activities needed to minimize vulnerability/risk to climate-related impacts. 		
	<p>c) include policies that:</p>	<p>i) protect the integrity of lands with a Conservation and Recreation regional land use designation from activities in adjacent areas by requiring wildland interface planning, and introducing measures such as</p>	<p>New – can be addressed through development applications.</p> <p>Suggest edit to ‘consider including’ to provide more policy flexibility.</p>

Metro 2050 Policy		Change Rationale & Work Already Underway or Completed	CMR Implications and Recommendation
		physical buffers or development permit requirements; and ii) encourage the consolidation of small parcels, and discourage subdivision and fragmentation of lands within a Conservation and Recreation regional land use designation.	
<p>Strategy 3.2 protect, enhance, restore, and connect ecosystems. This Strategy establishes a collective vision for ecosystems across the region, recognizing the scientific evidence that 'nature needs half' of the land base to continue functioning for the benefit of all life and support human well-being. The vision can be realized in this region by working together to protect, enhance, and restore ecosystems, strategically linking green spaces into a region-wide network that sustains ecosystem services and movement of wildlife across the landscape. Actions to enhance tree canopy cover in urban areas will also improve community resilience by intercepting rainwater, moderating the urban heat island effect, and improving health outcomes.</p>		Strategy Rationales have been added for all strategies to further describe and explain the strategy.	No policy issues identified. -describes existing strategy.
Member jurisdictions will: 3.2.7 Adopt Regional Context Statements that:			
	a) identify local ecosystem protection and tree canopy cover targets, and demonstrate how these targets will contribute to the regional targets in Action 3.2.1;	New – Recommendation #5 from Environment Policy Review	Suggest edit to 'consider identifying existing local ecosystem protection and tree canopy baseline, and create policy to increase baseline' Request clarification on amount of protected

Metro 2050 Policy			Change Rationale & Work Already Underway or Completed	CMR Implications and Recommendation
				natural lands in Maple Ridge, and where additional lands are anticipated to come from to determine impact on local growth. Request clarification on existing tree canopy cover in Maple Ridge, and strategies for increasing tree canopy cover.
	b) refer to Map 11 or more detailed local ecological and cultural datasets and include policies that:	i) support the protection, enhancement, and restoration of ecosystems through measures such as land acquisition, density bonusing, development permit requirements, subdivision design, conservation covenants, land trusts, and tax exemptions;	New – Environment Policy Review Recommendation #4 This is addressed through the redevelopment process.	No policy issues identified.
		ii) seek to acquire, restore, enhance, and protect lands, in collaboration with adjacent member jurisdictions and other partners, that will enable	New – Environment Policy Review #3 Maple Ridge currently works collaboratively with Metro Vancouver to acquire and protect the Kanaka Creek	No policy issues identified.

Metro 2050 Policy		Change Rationale & Work Already Underway or Completed	CMR Implications and Recommendation
		ecosystem connectivity in a regional green infrastructure network;	
		iii) discourage or minimize the fragmentation of ecosystems through low impact development practices that enable ecosystem connectivity; and	New - Environment Policy Review #3 No policy issues identified.
		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.	New This is addressed through the redevelopment process. No policy issues identified.
	c) include policies that:	i) support the consideration of ecosystem services in land use decision-making and land management practices;	New – Environment Policy Review #5 Suggest edit to ‘consider including policies’ to provide policy flexibility’
		ii) enable the retention and	New – Environment Policy Review #5 No policy issues identified.

Metro 2050 Policy		Change Rationale & Work Already Underway or Completed	CMR Implications and Recommendation
		expansion of urban forests using various tools, such as local tree canopy cover targets, urban forest management strategies, tree regulations, development permit requirements, land acquisition, street tree planting, and reforestation or restoration policies, with consideration of climate resiliency;	Maple Ridge has used tools such as density bonusing to retain forested areas.
		iii) reduce the spread of invasive species by employing best practices, such as the implementation of soil removal and deposit bylaws, development permit requirements, and invasive species management plans;	New – Environment Policy Review #5 This is currently addressed through environmental permits and bylaw enforcement
		v) increase green infrastructure along the Regional Greenway Network, the Major Transit Network, community greenways, and	New Maple Ridge is currently working on a Green Infrastructure Plan.

Metro 2050 Policy			Change Rationale & Work Already Underway or Completed	CMR Implications and Recommendation
		other locations, where appropriate, and in collaboration with Metro Vancouver, TransLink, and other partners; and		
		iv) support watershed and ecosystem planning, the development and implementation of Integrated Stormwater Management Plans, and water conservation objectives.	The City of Maple Ridge is preparing ISMP documents	No Change
<p><u>Strategy 3.3 Encourage land use, infrastructure, and human settlement patterns that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality.</u></p> <p>The tenets of the regional growth strategy are crucial for meeting the region's commitment to reduce greenhouse gas emissions and to reach carbon neutrality by the year 2050. As described in other strategies in the regional growth strategy, this can be achieved in three key ways: by supporting growth and development patterns that enable sustainable transportation options; by encouraging higher-density built forms and multi-unit developments which are typically more energy efficient than lower-density alternatives; and by reducing development pressures in areas that naturally store and sequester carbon (such as conservation and agricultural lands). To supplement these important policy actions from other goal areas in the regional growth strategy, Strategy 3.3 contains the region's greenhouse gas emissions reduction targets and associated policies.</p>			Strategy Rationales have been added for all strategies to further describe and explain the strategy.	No policy issues identified. -describes existing strategy.
Member jurisdictions will:				
3.3.7 Adopt Regional Context Statements that:				

Metro 2050 Policy		Change Rationale & Work Already Underway or Completed	CMR Implications and Recommendation	
	a) identify how local land use and transportation policies will contribute to meeting the regional greenhouse gas reduction target of 45% below 2010 levels by the year 2030 and achieving a carbon neutral region by the year 2050;		Text amendment based on recommendations from the Air Quality and Climate Change division, as well as Recommendation 2 Climate Change and Natural Hazards Policy Review.	No policy issues identified.
	b) identify policies, actions and/or strategies that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality from land use, infrastructure, and settlement patterns, such as:	i) existing building retrofits and construction of new buildings to meet energy and greenhouse gas performance guidelines or standards (e.g. BC Energy Step Code, passive design), the electrification of building heating systems, green demolition requirements, embodied emissions policies, zero-carbon district energy systems, and energy recovery and renewable energy generation technologies, such as solar panels and geoexchange systems, and zero	Maple Ridge has identified opportunities for municipal policies to reduce GHG emissions, and is in the process of implementation.	No Change

Metro 2050 Policy		Change Rationale & Work Already Underway or Completed	CMR Implications and Recommendation
		emission vehicle charging infrastructure;	
		ii) community design, infrastructure, and programs that encourage transit, cycling, rolling and walking; and	Maple Ridge addresses this through the area planning process and Strategic Transportation Plan.
	c) focus infrastructure and amenity investments in Urban Centres and Frequent Transit Development Areas, and at appropriate locations along Major Transit Growth Corridors.		Maple Ridge currently takes this approach with the Town Centre Area Plan.
<p><u>Strategy 3.4 Encourage land use, infrastructure, and human settlement patterns that improve resilience to climate change impacts and natural hazards.</u></p> <p>Climate change is expected to impact Metro Vancouver through warmer temperatures, decreased snowpack, sea level rise, longer summer drought periods, and increased precipitation in the fall, winter, and spring. The region is also exposed to multiple natural hazards, many of which are worsened by climate change. Where and how the region accommodates growth determines the degree to which communities and infrastructure are exposed to these risks. While efforts need to be made to ensure that all populations are well-equipped to address these challenges, proactive and collaborative planning can minimize risks by encouraging growth and development in more resilient areas, where feasible, and taking measures to ensure existing communities and infrastructure are resilient to current and future risks.</p>		Strategy Rationales have been added for all strategies to further describe and explain the strategy.	No policy issues identified. -describes existing strategy.
Member jurisdictions will: 3.4.5 Adopt Regional Context Statements that include policies that:	a) minimize risks associated with climate change and natural hazards in existing communities through tools such as heat and air quality response plans, seismic retrofit policies, and flood-proofing policies; and		No Change
	b) discourage new development in current and future hazardous areas to the extent possible through tools such as land use plans, hazard-specific		New - Recommendation 5 from the Climate Change and Natural Hazards Policy Review
			No policy issues identified.

Metro 2050 Policy		Change Rationale & Work Already Underway or Completed	CMR Implications and Recommendation
	Development Permit Areas, and managed retreat policies, and where development in hazardous areas is unavoidable, mitigate risks.		
3.4.6 Incorporate climate change and natural hazard risk assessments into planning and location decisions for new municipal utilities, assets, operations, and community services.			No Change
3.4.7 Integrate emergency management, utility planning, and climate change adaptation principles when preparing land use plans, transportation plans, and growth management policies.		New- Recommendation 6 from the Climate Change and Natural Hazards Policy Review	No policy issues identified.
3.4.8 Adopt appropriate planning standards, guidelines, and best practices related to climate change and natural hazards, such as flood hazard management guidelines and wildland urban interface fire risk reduction principles.		New – added to align local action with the updated Provincial roles identified in 3.4.3 a) and d), as well as the new Metro Vancouver action in 3.4.2 d) Maple Ridge currently uses development permit areas to appropriately plan in hazard areas.	No policy issues identified.

Metro 2050 Policy		Change Rationale & Work Already Underway or Completed	CMR Implications and Recommendation
Goal 4: Provide Diverse and Affordable Housing Choices			
<p><u>Strategy 4.1 Expand the supply and diversity of housing to meet a variety of needs.</u> Housing diversity refers to the range of housing types and tenures required to meet the needs of households of all sizes, incomes, ages, and abilities. Expanding the supply and diversity of housing that meets a variety of needs across the housing continuum increases affordability, social equity, and resilience in the region.</p>		<p>Strategy Rationales have been added for all strategies to further describe and explain the strategy.</p> <p>Continued implementation of the City of Maple Ridge Housing Action Plan, CSSI, as well as outcomes of the 2020 Housing Needs Report.</p>	<p>No policy issues identified. -describes existing strategy.</p>
Member jurisdictions will: 4.1.8 Adopt Regional Context Statements that:	a) indicate how they will work towards meeting estimated future housing needs and demand, as determined in their housing needs report or assessment;	Maple Ridge is addressing this policy through the Housing Action Plan and the 2020 Housing Needs Report.	No Change
	b) articulate how local plans and policies will meet the	Maple Ridge is addressing this policy through the	No Change

Metro 2050 Policy		Change Rationale & Work Already Underway or Completed	CMR Implications and Recommendation
	need for diverse (in tenure, size, and type) and affordable housing options;		Housing Action Plan and the 2020 Housing Needs Report.
	c) identify policies and actions that contribute to the following outcomes:	i) increased supply of adequate, suitable, and affordable housing to meet a variety of needs along the housing continuum;	Revised – This policy has been revised to add clarity to the housing policy outcomes that should be identified in a RCS versus the measures and tools that can be used to achieve such outcomes. The benefit of identifying broader outcomes is that it is less directive in terms of setting local housing policy and will account for changing best practices and the introduction of new tools over time.
		ii) increased supply of family-friendly, age-friendly, and accessible housing;	New No policy issues identified.
		iii) increased diversity of housing tenure options, such as attainable homeownership, rental, co-op housing, rent-to-own models, and cohousing;	New No policy issues identified.
		iv) increased density and supply of diverse ground oriented and infill housing forms in low-density neighbourhoods, such as duplex, four-plex, townhouse, laneway/coach houses, and	New Maple Ridge is currently addressing this policy with the implementation of the Housing Action Plan. No policy issues identified.

Metro 2050 Policy			Change Rationale & Work Already Underway or Completed	CMR Implications and Recommendation
		apartments, particularly in proximity to transit;		
		v) integration of land use and transportation planning such that households can reduce their combined housing and transportation costs;	New Maple Ridge is currently addressing this policy through the area planning process.	No policy issues identified.
		vi) increased social connectedness in multi-unit housing;	New	No policy issues identified.
		vii) integrated housing within neighbourhood contexts and high quality urban design; and	New	Request clarification on the definition of integrated housing.
		viii) existing and future housing stock that is low carbon and resilient to climate change impacts and natural hazards.	New	No policy issues identified.
4.1.9 Prepare and implement housing strategies or action plans that:	a) are aligned with housing needs reports or assessments, and reviewed or updated every 5-10 years to ensure that housing strategies or action plans are based on recent evidence and responsive to current and future housing needs;		Maple Ridge has a Housing Action Plan and has completed the 2020 Housing Needs Report.	No policy issues identified.
	b) are based on an assessment of local housing market conditions, by tenure, including assessing housing supply, demand, and affordability;		Maple Ridge has a Housing Action Plan and has completed the 2020 Housing Needs Report.	No Change

Metro 2050 Policy		Change Rationale & Work Already Underway or Completed	CMR Implications and Recommendation
	c) identify housing priorities, based on the assessment of local housing market conditions, household incomes, changing population and household demographics, and key categories of local housing need, including specific statements about special needs housing and the housing needs of equity-seeking groups; and	Revised – responds to Housing Policy Review Recommendation #7 Maple Ridge has completed this work with the Housing Needs Assessment.	No policy issues identified.
	d) identify implementation measures within their jurisdiction and financial capabilities, including actions set out in Action 4.1.8.	Maple Ridge has a Housing Action Plan and has completed the 2020 Housing Needs Report.	No Change
<p>Strategy 4.2 Expand, retain, and renew rental housing supply and protect tenants. Purpose-built rental housing is a critical component of the housing continuum, offering security of tenure to the many residents who cannot or choose not to purchase a home. The private rental market also forms a large part of the region's overall rental housing stock, and provides additional rental housing options such as secondary suites, laneway/coach houses, and rented condominiums. Increasing the rental housing supply, retaining existing rental housing, and renewing aging rental housing while minimizing the impacts of redevelopment and renovation on existing tenants preserves affordability and increases opportunities for everyone in the region to access an energy efficient home they can afford.</p>		<p>Strategy Rationales have been added for all strategies to further describe and explain the strategy.</p> <p>The City of Maple Ridge continues to offer a number of incentives to expand the rental housing supply. Tenant Relocation Policies to protect tenants have also been enacted.</p>	No policy issues identified. -describes existing strategy.
Member jurisdictions will: 4.2.7 Adopt Regional Context Statements that:			

Metro 2050 Policy		Change Rationale & Work Already Underway or Completed	CMR Implications and Recommendation	
	a) indicate how they will, within their local context, work towards the regional target of 15% affordable rental housing in redeveloped and new housing development within Urban Centres and Frequent Transit Development Areas;	New – note this is a regional target that all member jurisdictions would support. Currently, this type of housing is located in the Town Centre and in proximity to transit. Maple Ridge will track this metric and report out to Metro Vancouver.	Request a final definition of affordable rental housing prior to endorsing.	
	b) articulate how local plans and policies will mitigate impacts on renter households, particularly during redevelopment or densification of Urban Centres and Frequent Transit Development Areas;	Tenant Relocation Policies to protect tenants have been enacted.	No policy issues identified.	
	c) identify the use of regulatory tools that protect and preserve rental housing;	New	Suggest edit to 'encourage the use'	
	d) identify policies and actions that contribute to the following outcomes:			
		i) increased supply of affordable rental housing in proximity to transit and on publicly-owned land;	New	Suggest edit to 'encourage policies' and 'encourage increased supply'
		ii) increased supply of market and below-market rental housing through the renewal of aging purpose-built rental housing and prevention of net rental unit loss;	New	Suggest edit to 'encourage increased supply'
		iii) protection and renewal of existing non-market rental housing;	New	Suggest edit to 'encourage protection'

Metro 2050 Policy			Change Rationale & Work Already Underway or Completed	CMR Implications and Recommendation
		iv) mitigated impacts on renter households due to renovation or redevelopment, and strengthened protections for tenants; and	New Tenant Relocation Policies to protect tenants have been enacted.	Suggest edit to 'encourage protection'
		v) reduced energy use and greenhouse gas emissions from existing and future rental housing stock, while considering impacts on tenants and affordability.		No policy issues identified.
4.2.8 Prepare and implement housing strategies or action plans that:	a) encourage the supply of new rental housing and mitigate or limit the loss of existing rental housing stock;		The City of Maple Ridge is working to implement the Housing Action Plan and Implementation Framework as well as the Social Housing Plan.	No Change
	b) encourage tenant protections and assistance for renter households impacted by renovation or redevelopment of existing purpose-built rental housing; and		New Tenant Relocation Policies to protect tenants have been enacted.	No policy issues identified.
	c) cooperate with and facilitate the activities of Metro Vancouver Housing under Action 4.2.2.		This work is ongoing.	No Change
Strategy 4.3 Meet the housing needs of lower income households and populations experiencing or at risk of homelessness. Lower income households and populations experiencing or at risk of homelessness have the most acute housing needs in the region. Through collaboration with the Federal Government and the Province, efforts to support the provision of non-market housing can ensure equitable access to housing for all. Meeting the housing needs of the most vulnerable in our communities also provides a number of co-benefits including positive health outcomes and improved social cohesion.			Strategy Rationales have been added for all strategies to further describe and explain the strategy. The City of Maple Ridge is implementing the Social	No policy issues identified. -describes existing strategy.

Metro 2050 Policy		Change Rationale & Work Already Underway or Completed	CMR Implications and Recommendation
		Housing Plan, which focuses on supportive housing and shelter beds, affordable rental housing options as well as temporary supportive housing.	
Member jurisdictions will: 4.3.7 Adopt Regional Context Statements that:	a) indicate how they will collaborate with the Federal Government, the Province, and other partners, to assist in increasing the supply of permanent, affordable, and supportive housing units; and	Maple Ridge addresses this in its Housing Action Plan.	No Change
	b) identify policies and actions that partner with other levels of government and non-profit organizations to create pathways out of homelessness and contribute to meeting the housing and support needs of populations experiencing or at risk of homelessness.	New- responds to Housing Policy Review Recommendation #7. Strengthens Metro 2050's focus on the specific housing needs of lower income households and people experiencing homelessness.	No policy issues identified.
4.3.8 Prepare and implement housing strategies or action plans that:	a) identify opportunities to participate in programs with other levels of government to secure additional housing units to meet the housing needs of lower income households;	Maple Ridge addresses this in its Housing Action Plan	No Change
	b) identify strategies to increase community acceptance and communicate the benefits of	New	No policy issues identified.

Metro 2050 Policy		Change Rationale & Work Already Underway or Completed	CMR Implications and Recommendation
	affordable and supportive housing development; and		
	c) are aligned with or integrate plans to address homelessness, and identify strategies to reduce the total number of households that are in core housing need and populations experiencing or at risk of homelessness.	New- responds to Housing Policy Review Recommendation #7	No policy issues identified.

Metro 2050 Policy		Change Rationale & Work Already Underway or Completed	CMR Implications and Recommendation
Goal 5: Support Sustainable Transportation Choices		Revisions/Edits/ Work Underway or Completed	
<p><u>Strategy 5.1 Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking.</u></p> <p>The coordination of land use and transportation supports positive region building by ensuring communities are connected to sustainable transportation networks while investing in transportation improvements for existing neighbourhoods. Over time, this creates a regional growth pattern where destinations are closer together and more accessible for all, with less need to drive. The benefits of this transit-oriented growth pattern include: reduced greenhouse gas emissions; formation of complete, compact communities; more physical activity and</p>		Strategy Rationales have been added for all strategies to further describe and explain the strategy.	No policy issues identified. -describes existing strategy.

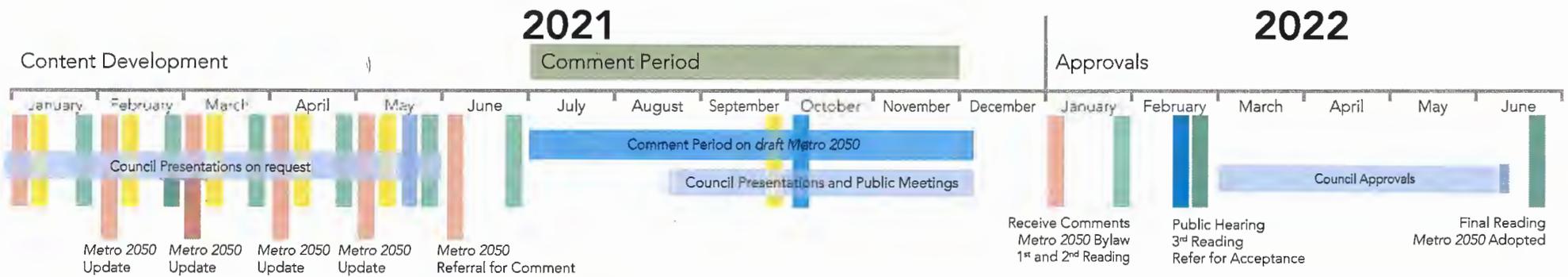
Metro 2050 Policy		Change Rationale & Work Already Underway or Completed	CMR Implications and Recommendation
improved health; lower transportation costs; and a more resilient economy with better access to job opportunities, diverse and affordable housing, and community amenities.			
Member jurisdictions will: 5.1.14 Adopt Regional Context Statements that identify land use and transportation policies and actions that:	a) coordinate to encourage a greater share of trips made by transit, shared mobility options, cycling, and walking;	Revised wording This is addressed in Maple Ridge's OCP.	No Change
	b) support the development and implementation of transportation demand management strategies, such as: parking pricing and supply measures, transit priority measures, end-of-trip facilities for active transportation, and shared mobility services;	Maple Ridge addresses this through the Lougheed Transit Corridor Area Plan	No Change
	c) manage and enhance municipal infrastructure in support of transit, multiple-occupancy vehicles, cycling, and walking;	Maple Ridge currently addresses this in the Strategic Transportation Plan.	No Change
	d) support the transition to zero-emission vehicles;	New Maple Ridge has updated its Parking Bylaw to reflect Electric Vehicles.	No policy issues identified.
	e) support implementation of the Regional Greenway Network and Major Bikeway Network, as identified in Map 10; and	New Maple Ridge's updated Strategic Transportation Plan will reflect this new network.	No policy issues identified.
	f) support implementation of local active transportation facilities that connect to the Regional Greenway Network or Major Bikeway Network.	Maple Ridge currently addresses this in the Strategic Transportation Plan.	No Change

Metro 2050 Policy		Change Rationale & Work Already Underway or Completed	CMR Implications and Recommendation
<p>Strategy 5.2 Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods and services. Roadways, truck routes, provincial and federal highways, port terminals, rail corridors, navigable waterways, airports, transit routes and active transportation facilities play a vital role in supporting the regional economy, shaping regional growth, and connecting Metro Vancouver to other regions. Making the most of the goods movement system requires protecting industrial lands and transportation rights-of-way, minimizing community impacts, reducing greenhouse gas emissions, and seeking demand-management alternatives to infrastructure expansion, particularly for roadway expansion.</p>		Strategy Rationales have been added for all strategies to further describe and explain the strategy.	No policy issues identified. -describes existing strategy.
Member jurisdictions will: 5.2.6 Adopt Regional Context Statements that:	a) identify routes on a map for the safe and efficient movement of goods and service vehicles to, from, and within Urban Centres, Frequent Transit Development Areas, Major Transit Growth Corridors, Industrial, Employment and Agricultural lands, ports, airports, and international border crossings;	Revised wording Maple Ridge currently addresses this in the Strategic Transportation Plan.	Accept edits
	b) identify land use and related policies and actions that support the optimization and safety of goods movement via roads, highways, railways, aviation, and short sea shipping;	Maple Ridge currently addresses this in the Strategic Transportation Plan.	No Change
	c) support the development of local and regional transportation system management strategies, such as the provision of information to operators of goods and service vehicles for efficient travel decisions, management of traffic flow using transit priority measures, coordinated traffic signalization, and lane management;	Maple Ridge currently addresses this in the Strategic Transportation Plan.	No Change
	d) identify policies and actions that support the protection of rail rights-	Maple Ridge currently addresses this in the	No Change

Metro 2050 Policy		Change Rationale & Work Already Underway or Completed	CMR Implications and Recommendation
	of-way, truck routes, and access points to navigable waterways in order to reserve the potential for goods movement;		Strategic Transportation Plan.
	e) identify policies and actions to mitigate public exposure to unhealthy levels of noise, vibration, and air pollution associated with the Major Road Network, Major Transit Network, railways, truck routes, and Federal / Provincial Highways; and		New Maple Ridge will address this in its Strategic Transportation Plan.
	f) identify policies and actions that anticipate the land and infrastructure requirements for goods movement and drayage, such as truck parking, zero-emission vehicle charging infrastructure, and e-commerce distribution centres, and mitigate any negative impacts of these uses on neighbourhoods.		New Maple Ridge will address this in its Strategic Transportation Plan.
			No policy issues identified.
			No policy issues identified.

Metro 2050 Phase 2 & 3 Timeline

January 2021 – June 2022



- Metro 2050 Intergovernmental Advisory Committee
- Regional Planning Committee
- Metro Vancouver Board
- Member Councils
- Public

*Member jurisdictions, TransLink, FVRD, SLRD, and in-region First Nations are all members of the IAC and may request a meeting with staff at any time

APPENDIX E:
Draft Metro 2050 Regional Growth Strategy: Executive Summary

APPENDIX F:
Draft Metro 2050 Regional Growth Strategy:

TO: His Worship Mayor Michael Morden
and Members of Council
FROM: Chief Administrative Officer
MEETING DATE: September 27, 2021
FILE NO: 11-5255-40-233
MEETING: Workshop
SUBJECT: Strategic Transportation Plan Project - Preliminary Input for Phase 3

EXECUTIVE SUMMARY:

The City's current Strategic Transportation Plan (STP) was endorsed by Council in 2014. In response to continued growth and development of neighbourhood area plans, Council prioritized updating the STP. The STP includes a review of the City's current transportation conditions and will provide updated transportation goals and strategies to guide the long-term vision for the enhancement of the City's transportation system. Further, the STP will provide direction for policy and infrastructure projects for both development activities and capital expenditures over the next 10 years.

The STP update commenced in April 2021 and Council endorsed the workplan that consists of five phases that will take approximately 18 months to complete. At the September 7, 2021 Workshop, Council received the first of three Interim Report Papers, providing an overview of existing conditions for transportation in Maple Ridge. Upon Council's receipt of STP Interim Report #1, the project proceeded to Phase 3 to establish an updated direction for transportation planning through the development of a vision statement, goals, principles and targets.

Council has an opportunity to provide valuable input and direction on an early draft vision statement, goals and important themes that will then be used to inform principles and create targets. Public consultation will then be conducted to refine these parameters and inform Interim Report #2, which will summarize all feedback received and recommend updated transportation planning direction. Upon review and receipt of Interim Report #2, a comprehensive long-range multi-modal plan will be developed through Phase 4, to be finalized for adoption by Council at the end of Phase 5.

RECOMMENDATION:

This report is submitted for information.

DISCUSSION:

a) Background Context:

The City's current Strategic Transportation Plan (STP) was endorsed by Council in 2014. In response to continued growth and development of neighbourhood area plans, Council prioritized updating the STP.

The Strategic Transportation Plan (STP) establishes the vision, goals, principles and targets for the City's transportation network. It considers current conditions and establishes strategies, policy, projects and priorities to achieve the vision.

The STP update commenced in April 2021 and Council endorsed the workplan that included an engagement plan for updating the STP.

At the September 7, 2021 Workshop, Council received and reviewed Interim Report #1 that discussed existing transportation conditions. Receipt of Interim Report #1 completed the Phase 2 of the STP development.

Figure 1: STP Development Phases



The STP is currently at the early stage of Phase 3, the purpose of which is to establish a vision with supporting goals and principles to guide transportation decision making in Maple Ridge. These parameters will help shape the overall direction for the STP and serve as the basis from which improvement opportunities and investments are identified and prioritized. Definitions of these terms are outlined below.

Vision statements describe the broad aspirations for the future of transportation in the City. The vision should strive to be an inspirational statement that acts as the framework to guide the direction of transportation into the future.

Goals help guide the community towards fulfilling its vision. Goals are overarching, simple, succinct statements that are easily remembered and referenced.

Principles are more specific statements nested under each goal that define how those goals will be achieved and can be measured either qualitatively or quantitatively in the future.

Targets are an optional item included in many STPs that provide a way to measure progress towards achieving the goals and can help to ensure that the plan is implemented as intended.

This report and accompanying presentation will give Council an opportunity to provide valuable input and direction on a draft vision statement, goals and important themes. Information at this workshop will then be used to inform principles and create targets that will be prepared for public consultation. Phase 3 works will culminate with Interim Report #2 that will summarize how Council, stakeholder and public input helped establish an updated direction for transportation planning.

Next Steps:

Based on Council's feedback at the September 27 Workshop, the draft vision, goals, principles and targets will be presented to the public for feedback. This feedback will be summarized in Interim Report #2 planned for Council Workshop later this fall.

CONCLUSION:

As identified in the STP workplan, engagement with Council and the public is a key measure of success to meet the overall needs of the community. Discussion with Council early in Phase 3 is intended to provide preliminary input that will be reviewed and refined based on stakeholder and public feedback. Phase 3 will culminate with Interim Report #2 that will be reviewed by Council in late fall 2021.



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