



**metrovancouver** | **METRO 2050**

# Regional Growth Strategy Update

## *METRO 2050 OVERVIEW*

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Lions Bay Council Meeting | December 15, 2020

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# Today

- *Metro 2040* → *Metro 2050*
- Lions Bay Projections for 2050
- General Urban vs. Rural Land Use Designation
- Urban Containment Boundary
- Amendment Process and Considerations



# Metro Vancouver Member Jurisdictions

21 Municipalities,  
1 Electoral Area, and  
1 Treaty  
First Nation

WORKING TOGETHER FOR A  
LIVABLE REGION



# Metro Vancouver Services

REGIONAL SEWER &  
DRAINAGE SERVICES

REGIONAL  
WATER SERVICES

SOLID  
WASTE

HOUSING  
CORPORATION



## REGIONAL SERVICES

- AFFORDABLE HOUSING
- AIR QUALITY & CLIMATE CHANGE
- E911 SERVICE
- GENERAL GOVERNMENT
- REGIONAL EMPLOYERS SERVICES
- REGIONAL EMERGENCY MANAGEMENT
- REGIONAL GPS
- REGIONAL PARKS
- REGIONAL PLANNING
- REGIONAL PROSPERITY

## SUB-REGIONAL SERVICE

- SASAMAT FIRE PROTECTION

## LOCAL GOVERNMENT

- ELECTORAL AREA A SERVICES

# A Growing Region



# *Metro 2040*

- Regional federation's strong and effective long-term vision for collaboratively managing anticipated growth to the region
- Accepted in 2011 by member jurisdictions, FVRD, SLRD, TransLink and adopted by the MVRD Board



# Legislative Mandate

## *Local Government Act Part 13 – Regional Growth Strategies*

*“The legislation provides a framework for interactive planning that relies on a cooperative process, rather than hierarchy. It ensures that municipalities and regional districts work to prepare a regional growth strategy as equal partners.”*



# Regional Planning Principles

- Put growth in the right places (centres and corridors)
- Protect important lands (agricultural, conservation, industrial)
- Support complete communities
- Create diverse and affordable housing, better mobility, prosperous economy
- Enable efficient urban infrastructure (utilities, transit)

# Regional Context Statements



# Regional Growth Strategy Update

- Update = Building on Success
- Update Growth Projections to 2050
- Align with *Transport 2050*
- Integrate learning from 9 years of implementation
- Consider Critical Issues: Climate Change and Social Equity



# Intergovernmental Advisory Committee Role

**Purpose:** Advise staff on the development and implementation of the update to the regional growth strategy, facilitate coordination of provincial and local government work as they relate to the regional growth strategy

**Jan – May 2021 Focus:** Reviewing policy language for *Metro 2050* by goal area using track changes version of *Metro 2040*

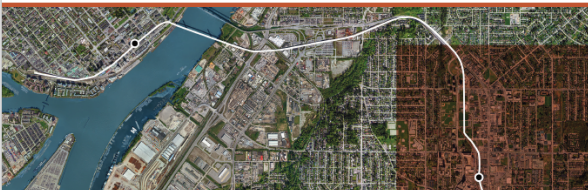
# Metro 2050 Process Timeline Overview

Phase 1 (Apr 2019-Dec 2020)	Phase 2 (Jan 2021-Dec 2021)	Phase 3 (Jan 2022-Jul 2022)
Policy Reviews	Drafting	Approvals
<ul style="list-style-type: none"> <li>Complete Policy Reviews</li> <li>Circulate Policy Review Summaries</li> </ul>	<ul style="list-style-type: none"> <li>Council presentations on request</li> <li>Draft Metro 2050 IAC review (Jan-May 2020)</li> <li>Presentation to Council of Councils (May 2021)</li> <li>Board Refers draft M2050 for Comment (July 2021)</li> <li>Formal Comment Period (July-Dec 2021)</li> <li>Council Engagement on Draft</li> </ul>	<ul style="list-style-type: none"> <li>Board gives 1<sup>st</sup> &amp; 2<sup>nd</sup> reading (Jan 2021)</li> <li>Public Hearing (Feb 2021)</li> <li>Board refers for acceptance</li> <li>Council Acceptance Period (March-May 2022)</li> <li>Board 3<sup>rd</sup>, final reading of bylaw (June 2022)</li> </ul>

ORANGE =  
Council  
Engagement

# Policy Review Summaries

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POLICY REVIEW SUMMARY

## Urban Centres and Frequent Transit Development Areas

### 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. Through these efforts, the region is better prepared for the impacts of climate change, and supports the provision of affordable housing, a diverse economy, and mobility for all.

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, 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. On completion of each of the 11 Policy Reviews, Metro Vancouver will produce a Policy Review Summary to support a broad understanding by decision makers and interested stakeholders of the issues and updates proposed by each topic that will guide the drafting of amended and new policy directions for Metro 2050.

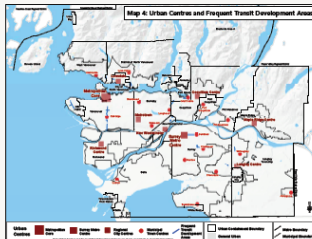
## Urban Centres and Frequent Transit Development Areas

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, FTDAs 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 hasn't 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 FTDAs, 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 FTDAs, and a process to adjust the boundaries of Urban Centres and FTDAs, 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 amendment process required. The framework would only allow existing Urban Centres or FTDAs to be reclassified (although new FTDAs 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 FTDAs. The typology is intended to reflect the different scales of intensity, roles, activity, and land uses in Urban Centres and FTDAs across the region. Over the past decade, the region has matured and Urban Centres and FTDAs have developed in different ways to the point where the typology no longer accurately reflects today's Urban Centres and FTDAs. FTDAs 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 FTDAs and Station Area FTDAs. There are also new criteria to define the general expectations, function, and locations 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 FTDAs as well as a stronger relationship with transit service planning.

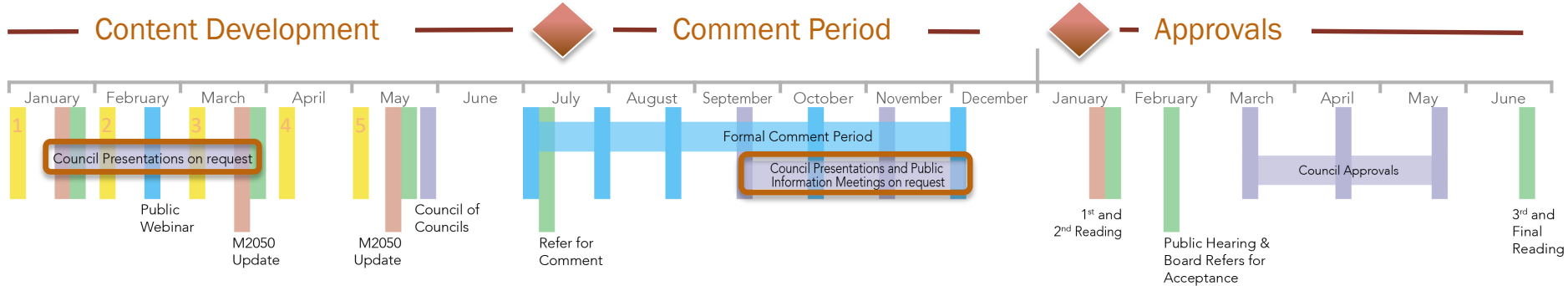


# Metro 2050 Phase 2 & 3 Timeline

## January 2021 – June 2022

2021

2022



- Intergovernmental Advisory Committee\* (IAC) Meeting
- Regional Planning Committee (RPC) Meeting
- Public Engagement
- MVRD Board
- Member Councils

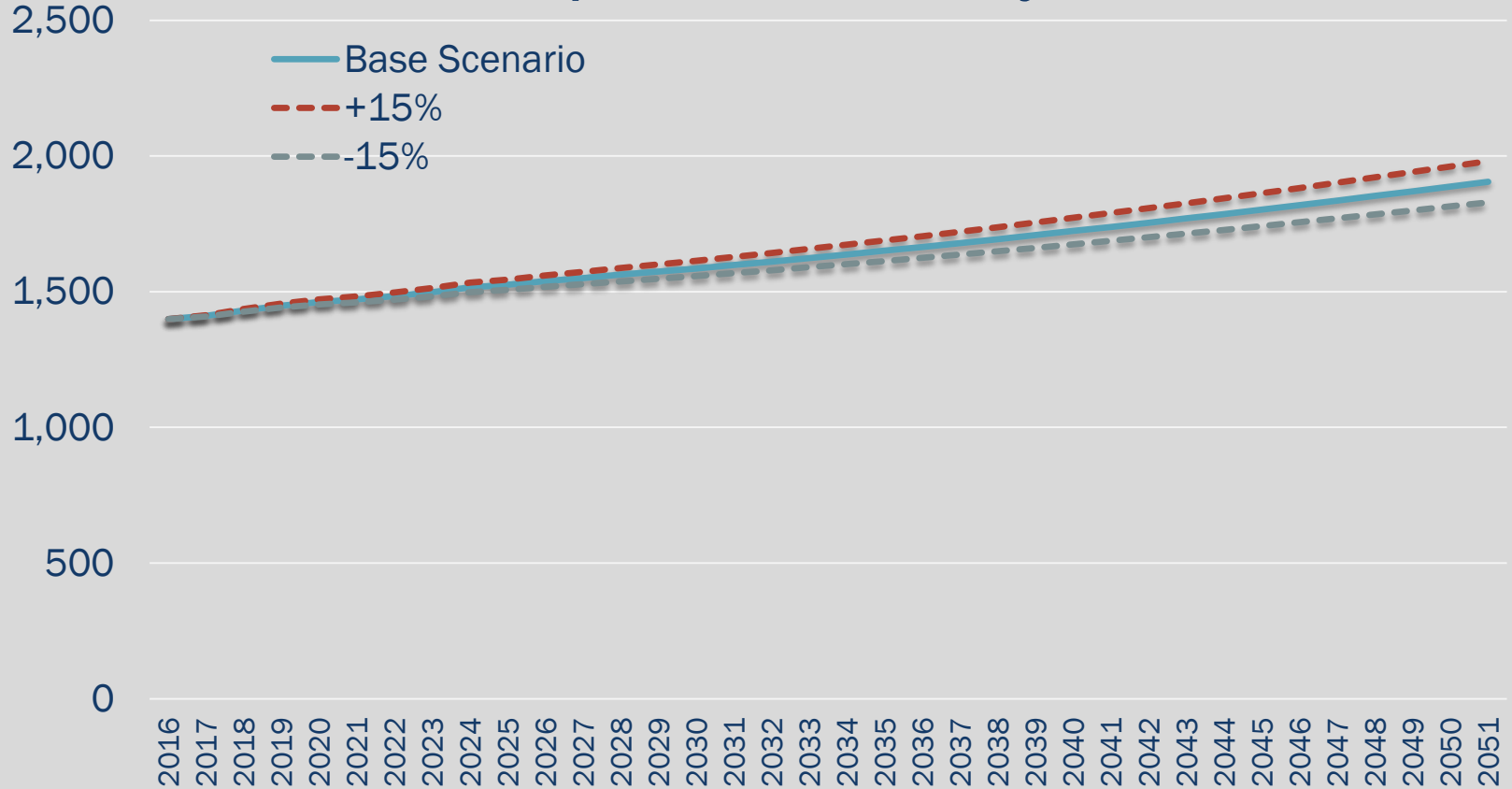
\*Member jurisdictions, TransLink, FVRD, SLRD, and in-region First Nations are all members of the IAC and may request a meeting with staff at any time

# Growth Projections for the Village of Lions Bay

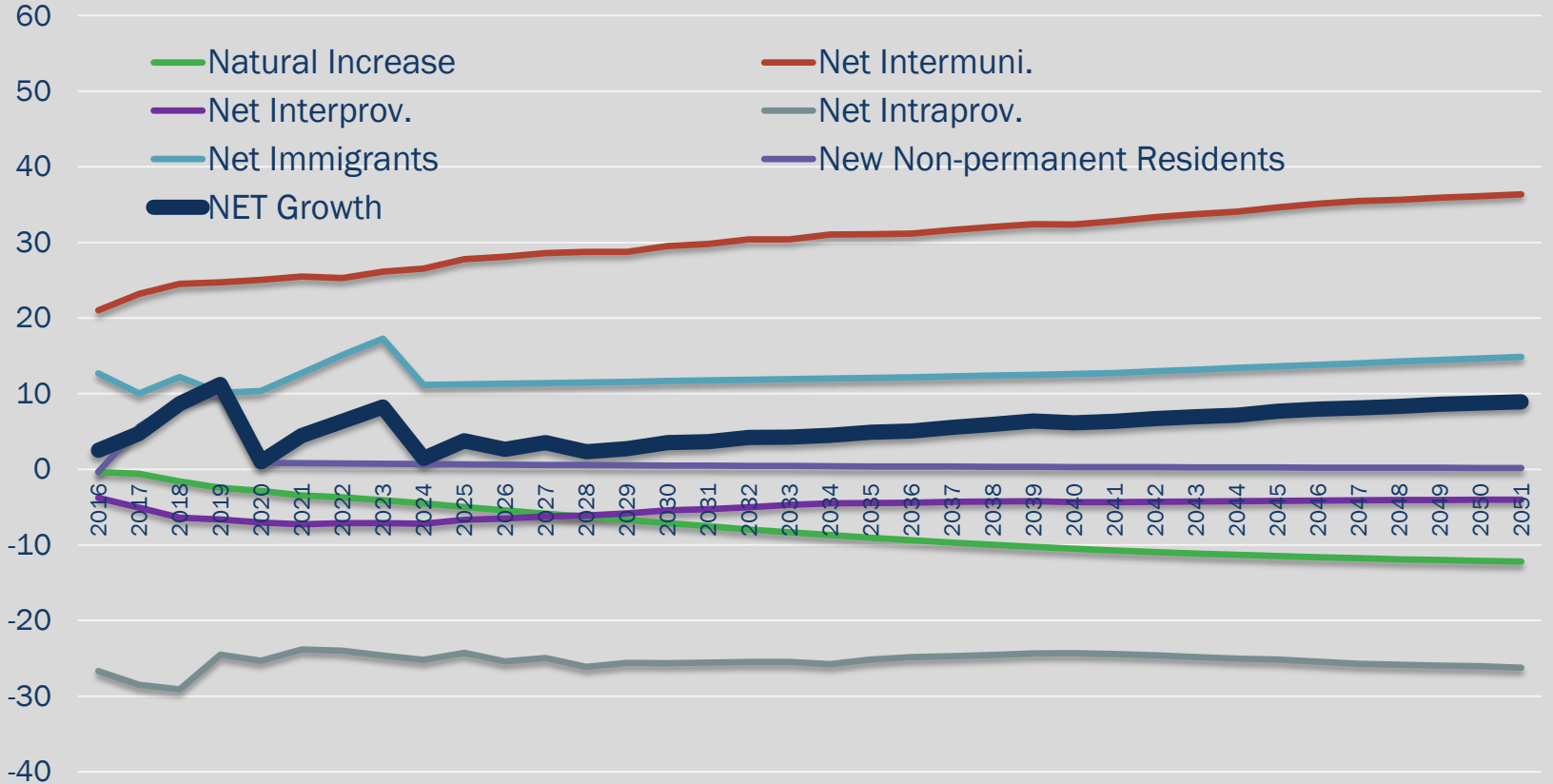
- Population Projections
- Dwelling Unit Projections
- Employment Projections



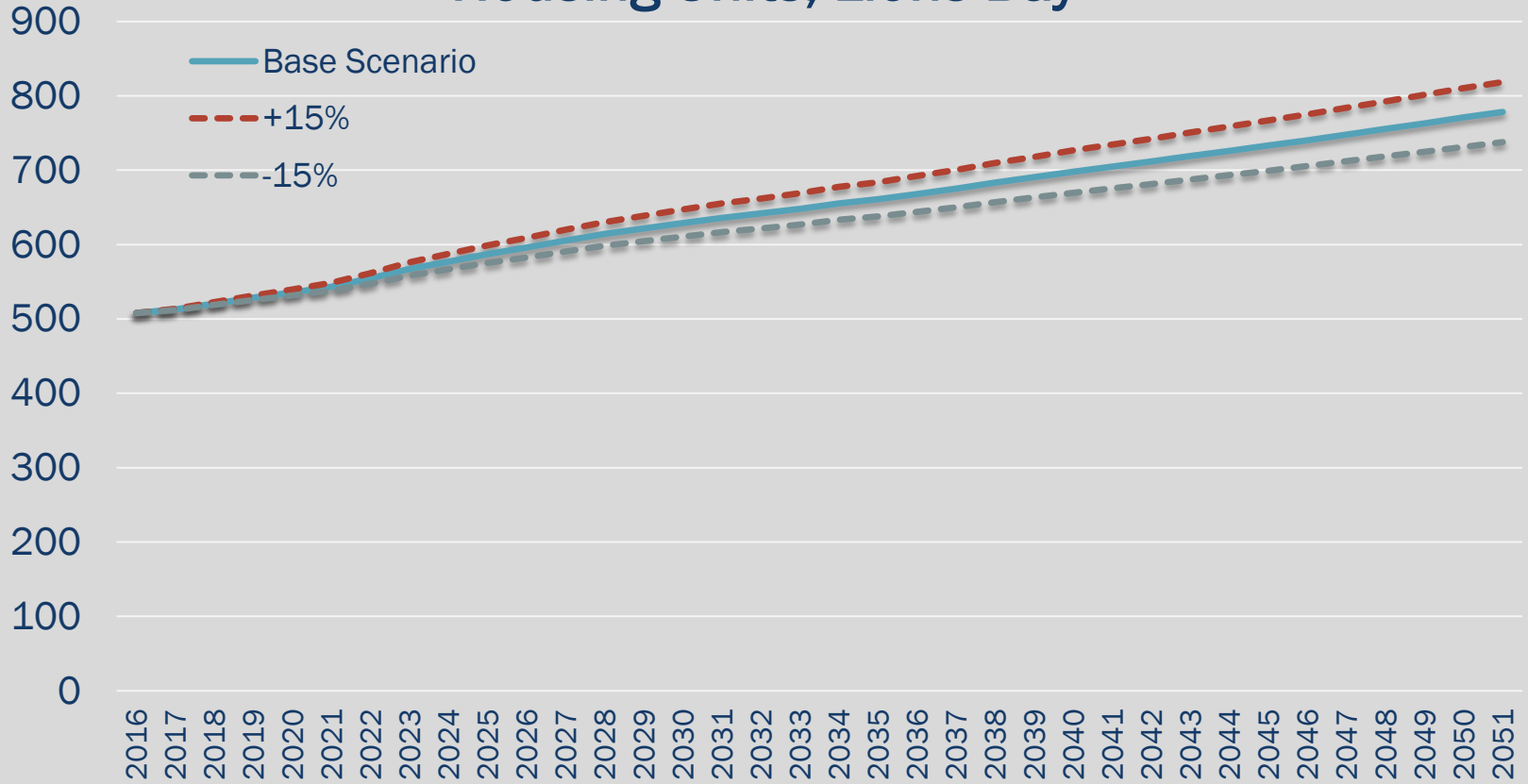
# Population, Lions Bay



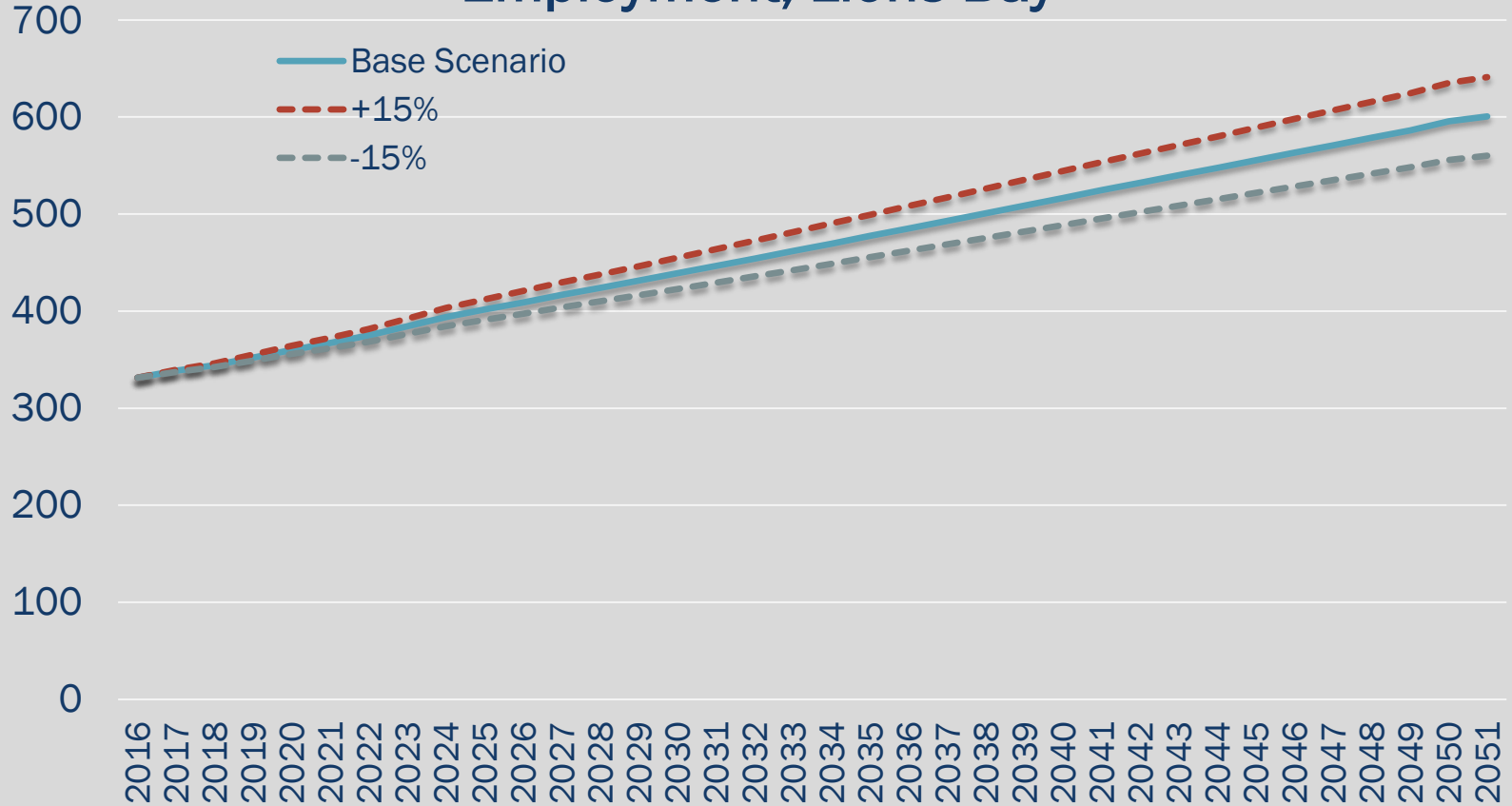
# Components of Population Growth



# Housing Units, Lions Bay

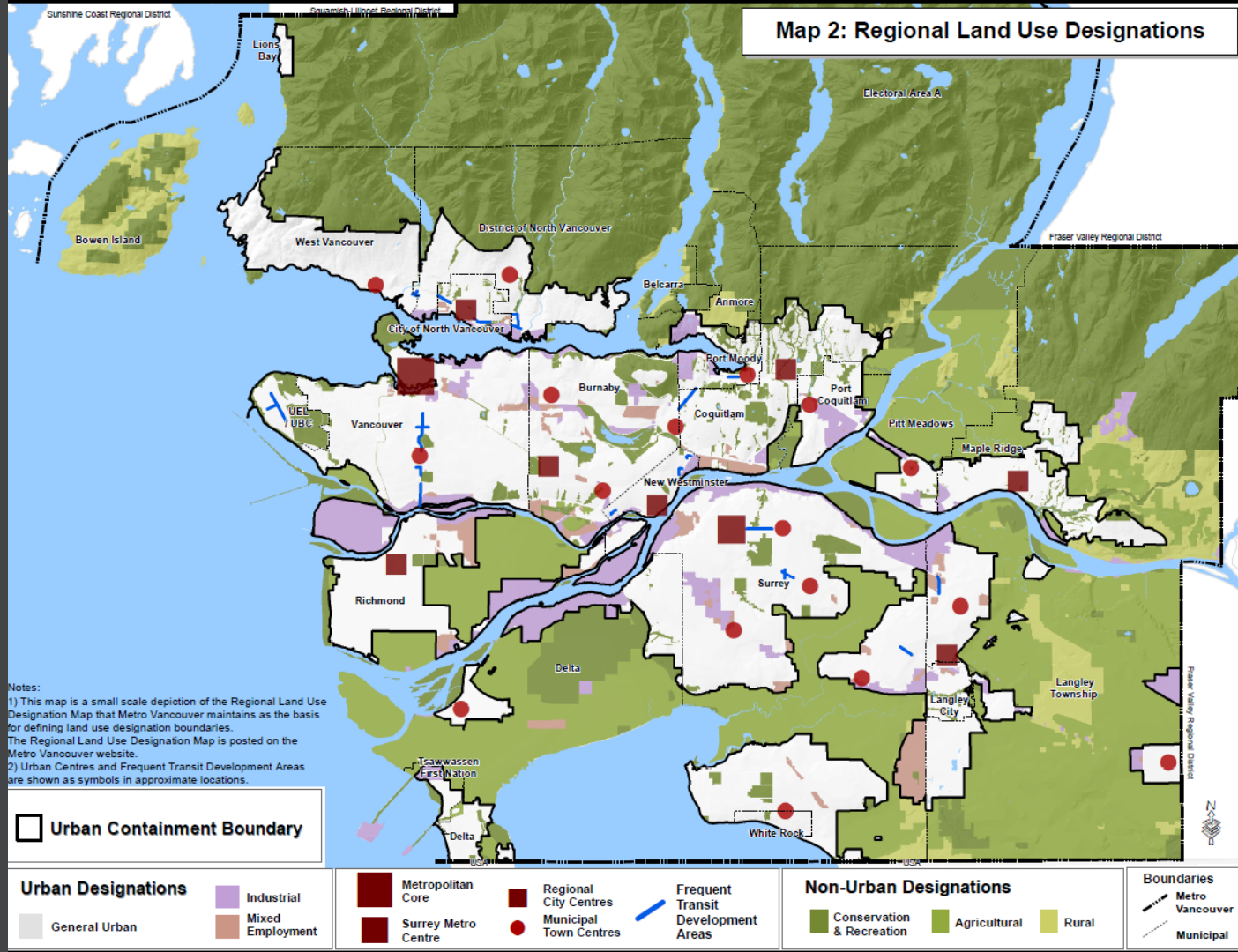


# Employment, Lions Bay



# Urban Containment Boundary & Regional Land Use Designations

Map 2: Regional Land Use Designations



# Comparing Land Use Designations

## General Urban

- Residential neighbourhoods, shopping, services, institutions, recreation, parks;
- Place-making, enriched public realm, transit-oriented communities;
- Transit, multiple-occupancy vehicles, cycling, and walking are the preferred modes of transportation.

## Rural

- Protect character of rural communities, landscapes, and environmental qualities;
- Uses: low density residential; small scale commercial, industrial, and institutional uses; agriculture;
- Does not require urban services (sewer or transit);
- Not intended for future urban development;
- Generally no access to regional sewer

# Contain Growth – Urban Containment Boundary

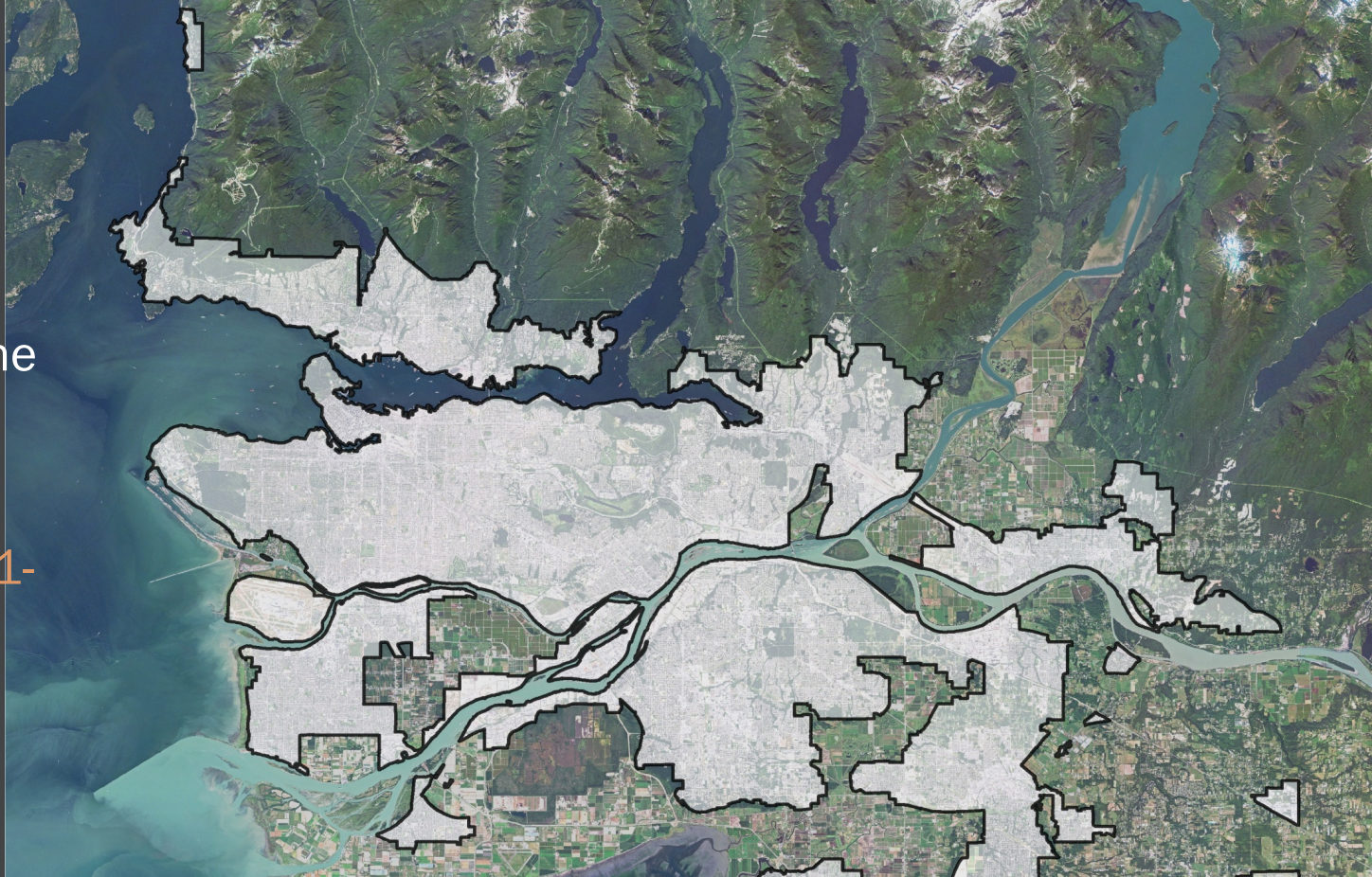
Target to 2041

98%

of growth within the  
UCB

Performance 2011-  
2016

98%



# Amendment Process

## Amendment from General Urban to Rural Land Use Designation

- Type 3 Minor Amendment
- 50%+1 weighted vote at Board
- No Regional Public Hearing

## Suggestion

- OCP amendment underway
- Complete local public hearing

*This amendment process would take place after Metro 2050 is adopted in 2022.*

# Implications

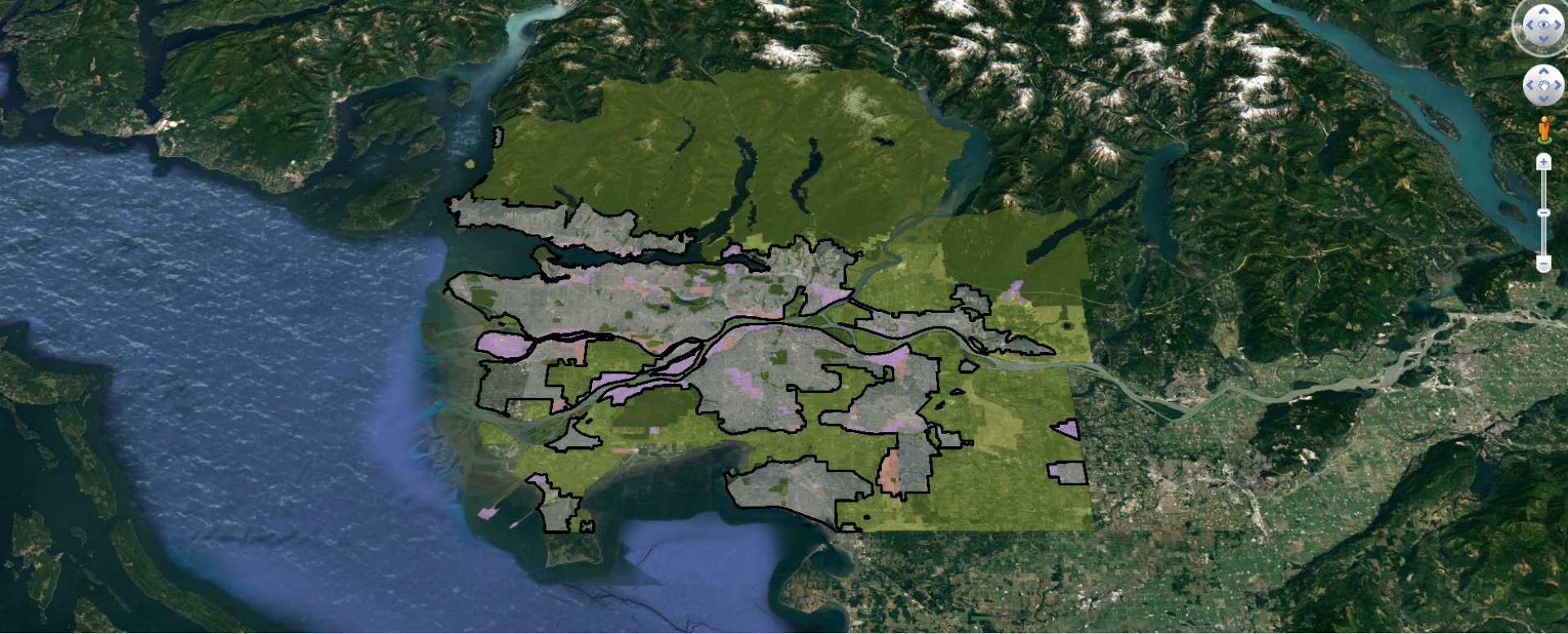
- A process that requires Board support
- No opportunity to connect to regional sewerage
- Signal to TransLink, may impact transit service extension
- Signals intention for very minimal growth
- Signals no intention for urban development forms / uses
- Signals intention to protect rural character, landscapes, and environmental qualities
- More difficult to re-designate back to General Urban

An aerial photograph of the Greater Vancouver region, showing the city grid, surrounding green hills, and the Fraser River. A dark blue banner is overlaid across the center of the image.

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**PLANNING NOW FOR FUTURE GENERATIONS**

[metrovancouver.org/metro2050](https://metrovancouver.org/metro2050)



# Resource slides



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# Classification of Dwelling Structure Type, housing projection

Reclassified groups	Census Data	
	Population in private households	Primary household maintainers
Single-detached	Single-detached house	Single-detached house
	Movable dwelling	Mobile home
		Other movable dwelling
multi-attached	Semi-detached house	Semi-detached house
	Apartment or flat in a duplex	Apartment or flat in a duplex
	Other single-attached house	Other single-attached house
row	Row house	Row house
apartment	Apartment in a building that has five or more storeys	Apartment in a building that has five or more storeys
	Apartment in a building that has fewer than five storeys	Apartment in a building that has fewer than five storeys

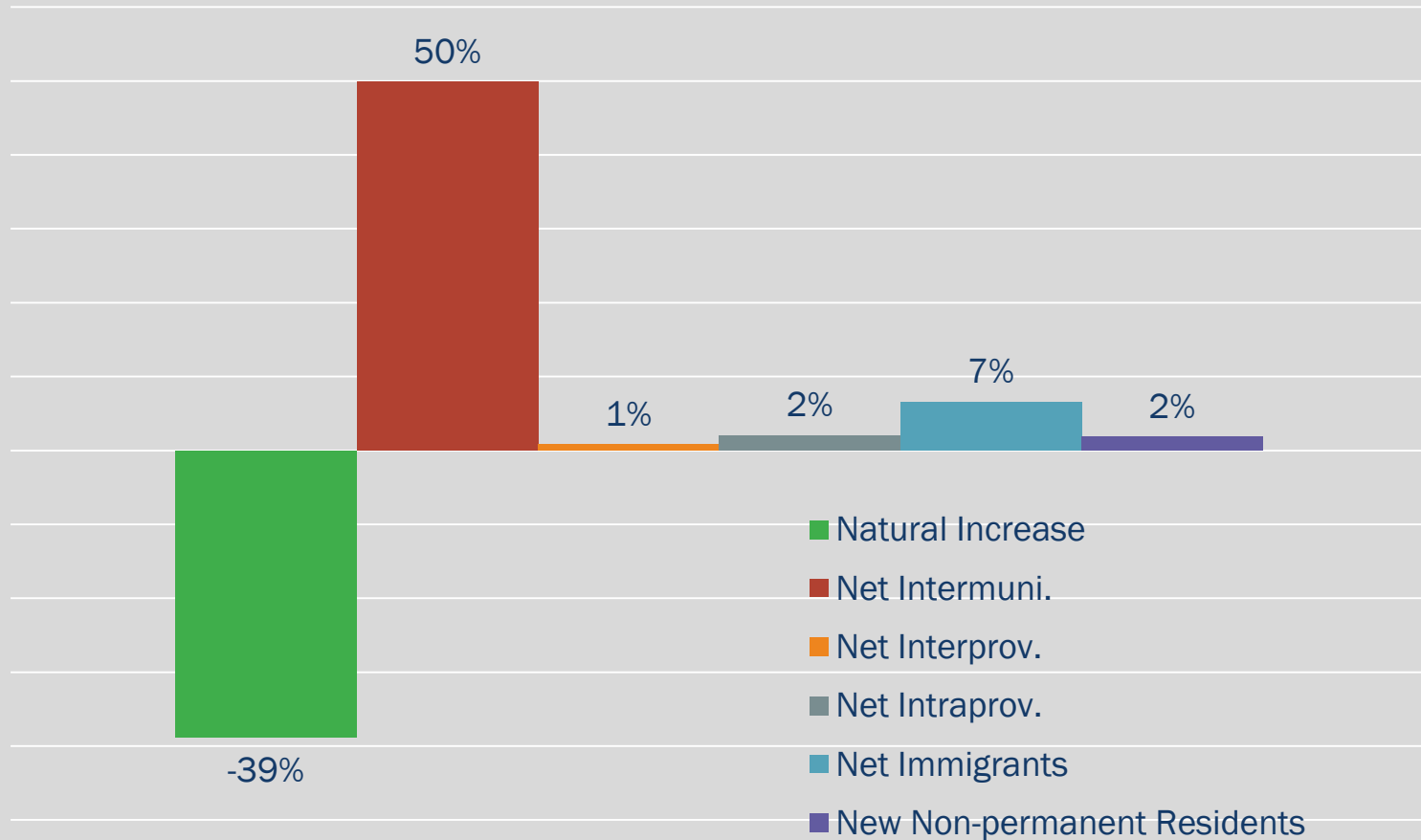
# Age Groups, housing projection

Data	Age groups
Population of resident	12 groups: 0 to 14, 15 to 19, 20 to 24, 25 to 29, ..., 55 to 59, 60 to 64, 65+
Population in private households	12 groups: 0 to 14, 15 to 19, 20 to 24, 25 to 29, ..., 55 to 59, 60 to 64, 65+
Primary household maintainers	11 groups: 15 to 19, 20 to 24, 25 to 29, ..., 55 to 59, 60 to 64, 65+
Projected population	12 groups: 0 to 14, 15 to 19, 20 to 24, 25 to 29, ..., 55 to 59, 60 to 64, 65+

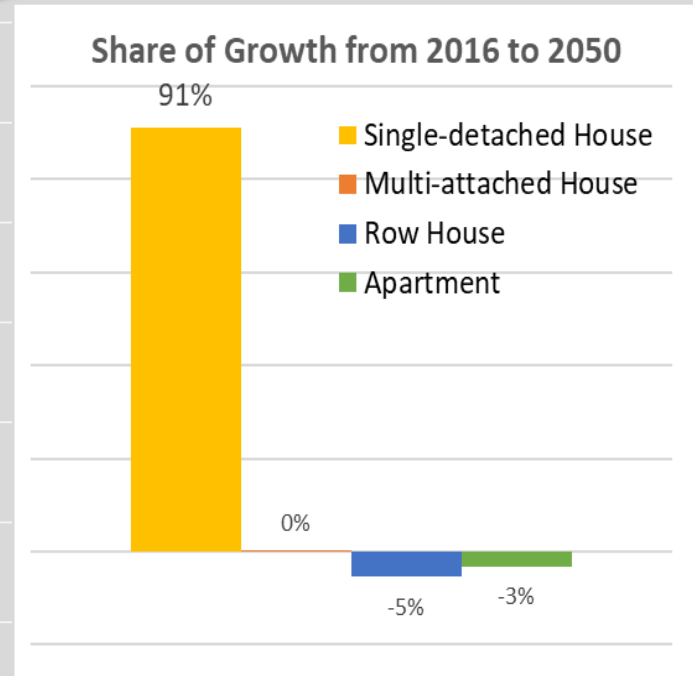
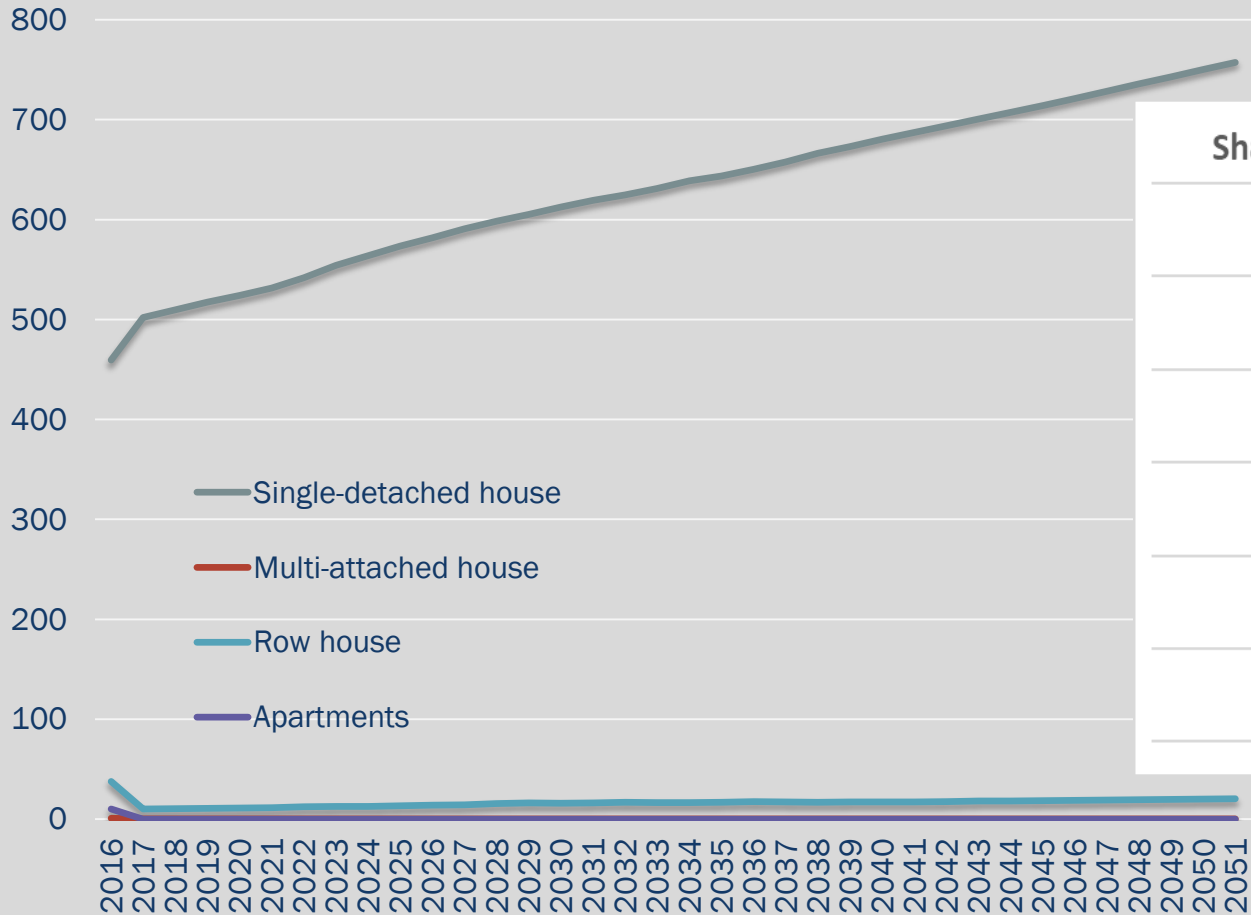
# Classification of Industry Sector, employment

Industry - North American Industry Classification System (NAICS) 2012		
Projection model		Census (#20)
(#4)	(#14)	
Primary	Primary	11 Agriculture, forestry, fishing and hunting
		21 Mining, quarrying, and oil and gas extraction
Industry	Transportation Warehousing & Utilities	48-49 Transportation and warehousing
	Construction	23 Construction
	Manufacturing	31-33 Manufacturing
	Wholesale	41 Wholesale trade
Commercial Service	Retail	44-45 Retail trade
	FIRE	52 Finance and insurance
		53 Real estate and rental and leasing
	Mgmt Admin Other Services OR Business Commercial Services	55 Management of companies and enterprises
		56 Administrative and support, waste management and remediation services
	Information and Cultural Industries	81 Other services (except public administration)
		51 Information and cultural industries
	Professional Technical	71 Arts, entertainment and recreation
Accommodation Food	54 Professional, scientific and technical services	
Public Admin or Social Institutional	Education	72 Accommodation and food services
	Health and Welfare	61 Educational services
	Public Admin	62 Health care and social assistance
		22 Utilities
		91 Public administration

## Share of Growth from 2016 to 2050



# Households by Structure Type, Lions Bay



# Employment by Industry Sector, Lions Bay

