

# Staff Report to Council

Planning and Development

FILE: 6480-20-2021

**REPORT DATE:** October 29, 2021      **MEETING DATE:** November 09, 2021  
**TO:** Mayor and Council  
**FROM:** Anne Berry, Director of Planning and Development  
**SUBJECT:** City of Pitt Meadows Comments on the Metro Vancouver 2050 – Draft Regional Growth Strategy

**CHIEF ADMINISTRATIVE OFFICER REVIEW/APPROVAL:**



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**RECOMMENDATION(S):**

THAT Council:

- A. Authorize staff to forward comments to Metro Vancouver Regional District on the Draft Metro Vancouver 2050, in substantially the form and substance of Attachment B to the October 29, 2021 staff report titled 'City of Pitt Meadows Comments on the Metro Vancouver 2050 – Draft Regional Growth Strategy'; OR
- B. Other.

**PURPOSE**

The purpose of this report is to provide Council with background information regarding the draft of the updated regional growth strategy, *Metro 2050* and seeks Council authorization to forward comments to Metro Vancouver.

Information Report       Decision Report       Direction Report

**DISCUSSION**

**Background:**

A draft of the updated regional growth strategy, Metro 2050, was released in June 2021. Over the past two years, the draft Metro 2050 results from comprehensive policy reviews, stakeholder engagement, and collaboration with member jurisdictions, including the City of Pitt Meadows.

The draft Metro 2050 is open for comment until November 26, 2021, and can be accessed on Metro Vancouver's website.

*Metro Vancouver 2040: Shaping our Future* ("Metro 2040") is the current regional growth strategy for the Metro Vancouver region. It provides a collective vision for how growth will be managed to support the creation of complete, connected, and resilient communities while protecting important lands and providing urban infrastructure. *Metro 2040* was unanimously adopted in 2011 by 21 municipalities, Translink, and adjacent regional districts.

In 2019, Metro Vancouver began the process of updating Metro 2040. The purpose of the update is to extend the regional growth strategy to the year 2050, consider significant drivers of change, improve policies, and integrate with Translink's forthcoming regional transportation strategy, Transport 2050. Metro Vancouver engaged with member jurisdictions between April 2019 and June 2021, including the City of Pitt Meadows, Translink, provincial ministries, First Nations, other regional organizations and agencies, adjacent regional districts, subject matter experts, and the general public.

This process identified issues, gaps, and opportunities that informed the development of proposed updates to the regional growth strategy. Proposed updates were subsequently reviewed by the Intergovernmental Advisory Committee (IAC), a committee established by Metro Vancouver per the *Local Government Act*. The role of the IAC was to include affected local governments in the development and implementation of Metro 2050 and facilitate the coordination of Provincial and local government actions, policies, and programs.

Between January and May 2021, the IAC reviewed draft policy changes proposed for Metro 2050 and provided comments for consideration. City staff contributed to this process. Comments received through the IAC were used to inform the development of the draft Metro 2050, and City staff's comments were generally addressed. The draft was released and referred by the Metro Vancouver Regional District Board of Directors to member jurisdictions in June 2021 and remains open for comment until November 26, 2021.

**Relevant Policy, Bylaw or Legislation:**

The procedures for consultation and adoption of a regional growth strategy are regulated by Section 432 of the *Local Government Act*.

**Analysis:**

Overview of Draft Metro 2050 Content:

Much of the content in Metro 2050 remains valid and is unchanged from Metro 2040. Draft Metro 2050 does not propose any significant changes to the definitions of the Urban

Containment Boundary, Urban Centres overlay, or Frequent Transit Development. Much of the mapping also remains the same. Some of the most significant updates include:

- Introduction of 'Major Transit Growth Corridors' as areas along with Translink's Major Transit Network where member jurisdictions may identify new Frequent Transit Development Areas to accommodate concentrated growth;
- New housing policies to encourage transit-oriented affordable housing, increase stock, and protect existing non-market rental units;
- Collective actions toward reducing greenhouse gas emissions and preparing for climate change impacts;
- Greater emphasis on improving relationships with First Nations, including maps and new policies supporting better coordination, collaboration, data, and information sharing, as well as supportive planning research with in-region First Nations; Integration of social equity as an objective of the strategy; and,
- New regional targets, including the protection of 50% of land for nature, 40% tree canopy cover within urban areas, and 15% of new housing in Urban Centres and Frequent Transit Development Areas to be affordable rental housing.

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

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

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

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

Metro Vancouver proposes adding a Major Transit Growth Corridor along the south side of Lougheed Highway between Harris Road and the Maple Ridge municipal boundary. This overlay indicates support at the regional level for transit-supportive development in an area of the Lougheed Highway served by the RapidBus and outside of the Agricultural Land Reserve.

Comments (Attachment B) to Metro Vancouver in response to the proposed Major Transit Growth corridor note that the area shown as a Major Transit Growth Corridor encompasses a single-family neighbourhood and Meadowtown Shopping Centre. The Official Community Plan and the draft Official Community Plan do not contemplate the redevelopment of these areas,

designated as Low-Density Residential and Highway Commercial, respectively. The housing stock there is relatively new and in good shape and is anticipated to have a life of another thirty years, which is beyond the timeframe of the OCP. Meadowtown Shopping Centre is also relatively new, but rapid changes in retail, including the steep rise in popularity of online shopping, may cause the City to revisit the Highway Commercial land use designation in the future.

It should be noted that the current Official Community Plan and the draft Official Community Plan do not indicate a Frequent Transit Development Area anywhere in Pitt Meadows. Instead, the OCP contemplates that the Urban Centre, which is roughly the Harris Road corridor from the Lougheed Highway to Hammond Road, as the only area to have transit-supportive (higher-density) development.

Section D also presents the population, dwelling unit, and employment growth projections. Draft Metro 2050 forecasts indicate that the region will grow by an additional one million residents for a total population of 3.8 million over the next thirty years by the year 2050. This growth is estimated to require an additional 500,000 housing units, resulting in nearly 500,000 jobs being created across the region. In response to this forecasted growth, Metro 2050 contains strategies and actions to guide Metro Vancouver's work and inform and support member jurisdictions and Translink over the next thirty years.

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

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

<b>Metro 2040</b>	<b>Draft Metro 2050</b>
<p><b>Goal 1: Create a Compact Urban Area</b></p> <ul style="list-style-type: none"> <li>• Strategy 1.1: Contain urban development within the Urban Containment Boundary</li> <li>• Strategy 1.2: Focus growth in Urban Centres and Frequent Transit Development Areas</li> <li>• Strategy 1.3: Protect Rural areas from urban development</li> </ul>	<p><b>Goal 1: Create a Compact Urban Area</b></p> <ul style="list-style-type: none"> <li>• Strategy 1.1: Contain urban development within the Urban Containment Boundary</li> <li>• Strategy 1.2: Focus growth in Urban Centres and Frequent Transit Development Areas</li> <li>• Strategy 1.3: Develop resilient, healthy, connected, and complete communities with a range of services and amenities</li> <li>• Strategy 1.4: Protect Rural Lands from urban development</li> </ul>
<p><b>Goal 2: Support a Sustainable Economy</b></p> <ul style="list-style-type: none"> <li>• Strategy 2.1: Promote land development patterns that support a diverse regional economy and employment close to where people live</li> <li>• Strategy 2.2: Protect the supply of industrial land.</li> </ul>	<p><b>Goal 2: Support a Sustainable Economy</b></p> <ul style="list-style-type: none"> <li>• Strategy 2.1: Promote land development patterns that support a diverse regional economy and employment opportunities close to where people live</li> </ul>

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

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

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

Proposed policy action updates in draft Metro 2050 include:

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

## Section F: Implementation

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

As part of the IAC review process, City staff requested that the draft regional growth strategy be revised to allow the Metro Vancouver Board to consider land that have been conditionally removed from the Agricultural Land Reserve for changes to regional land use designation. This request came about because of the issues that the City had with Metro Vancouver and their reluctance to reconsider of the land use designations for the North Lougheed Area Plan given this policy in the current regional growth strategy:

2.3.4 Work with the Agricultural Land Commission to protect the region's agricultural land base and not amend the Agricultural or Rural land use designation of a site if it is still part of the Agricultural Land Reserve, except to change it to an Agricultural land use designation.

Metro Vancouver has revised the draft Regional Context Statement to permit the Metro Vancouver Board's consideration of lands that have been conditionally removed from the Agricultural Land Reserve for changes to their regional land use designations. The policy was revised as follows:

2.3.4 Work with the Agricultural Land Commission to protect the region's agricultural land base and not consider amending the Agricultural or Rural regional land use designation of a site if it is still part of the Agricultural Land Reserve except if the Agricultural Land Commission has:

- a) provided written confirmation that the site is not subject to the *Agricultural Land Commission Act*; or
- b) confirmed the site is subject to conditions prior to exclusion, and notifies Metro Vancouver that Metro Vancouver can consider such a proposed

### Section I: Maps

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

Staff has identified two places where the maps can be updated to reflect existing or future uses. The first is McLean Park at the end of McMyn Road which is shown as "Industrial" and the newly acquired land along Airport Way that will become park / recreational use and is shown as "Industrial" in the Regional Growth Strategy.

### Comments on Draft Metro 2050:

For Council's consideration, staff have prepared comments on draft Metro 2050 (Attachment B). These comments are based on staff's focused review of draft Metro 2050 content with implications for member jurisdictions, including the City of Pitt Meadows. Overall, draft Metro 2050 is generally consistent with City land use goals, objectives, and policies related to sustainable growth and land use management as articulated in the OCP.

### Next Steps

The formal acceptance and adoption period for Metro 2050 is anticipated to begin in early 2022, with expected timelines and process as follows:

- January 2022: Regional growth strategy bylaw considered for a first and second reading by the Regional Planning Committee and Metro Vancouver Regional District (MVRD) Board
- February 2022: Regional public hearing and third reading
- March to May 2022: Member jurisdiction Councils, the Boards of the Fraser Valley and Squamish-Lillooet Regional Districts and Translink, consider acceptance of Metro 2050 by resolution
- June 2022: Metro 2050 bylaw presented to the MVRD Board for consideration of adoption.

The City is reviewing the Official Community Plan, which contains an updated regional context statement that responds to the current regional growth strategy. The City must submit the regional context statement for Metro Vancouver Board acceptance after the OCP bylaw has received third reading and public hearing and before Council can adopt the OCP bylaw. It is anticipated that the Official Community Plan will have received third reading early in 2022, and will therefore be adopted before Metro Vancouver adopts the new regional growth strategy. The draft Official Community Plan is in substantial compliance with both the current and the draft regional growth strategy; therefore, Staff does not anticipate any issues should the draft Official Community Plan be adopted by Council after the adoption of the new regional growth strategy, Following the adoption of Metro 2050, the City will have two years to prepare and submit a new regional context statement that demonstrates how the Official Community Plan is generally consistent or will work towards consistency with Metro 2050.



**COUNCIL STRATEGIC PLAN ALIGNMENT**

- Principled Governance     Balanced Economic Prosperity     Corporate Excellence  
 Community Spirit & Wellbeing     Transportation & Infrastructure Initiatives
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**FINANCIAL IMPLICATIONS**

- None     Budget Previously Approved     Referral to Business Planning

There are no financial implications associated with this report.

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**PUBLIC PARTICIPATION**

- Inform     Consult     Involve     Collaborate     Empower

Comments: Metro Vancouver has engaged the public as part of its consultation process. The public will be made aware of the City's response to the Regional Growth Strategy review through this report.

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**KATZIE FIRST NATION CONSIDERATIONS**

- Referral     Yes     No

Metro Vancouver is consulting with First Nations in the Metro Vancouver region on the update of the Regional Growth Strategy.

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**SIGN-OFFS**

**Written by:**

Dana Parr,  
Planner II

**Reviewed by:**

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Manager of Community Development

**Approved by:**

Anne Berry,  
Director of Planning and Development

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**ATTACHMENT(S):**

- A. Draft Metro 2050 Regional Growth Strategy
- B. City of Pitt Meadows comments on draft Metro 2050