

PLANNING AND DEVELOPMENT COMMITTEE

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

SUBJECT: METRO 2050: REGIONAL GROWTH STRATEGY UPDATE

RECOMMENDATION:

1. THAT Council forward this report including its attachments to the Metro Vancouver Regional District Board of Directors for consideration, as the city's formal response to the draft Metro 2050.

REPORT

The Planning and Development Committee, at its meeting held on 2021 November 23, received and adopted the attached report providing comments on the draft vision of Metro 2050, Metro Vancouver's update of its regional growth strategy.

Respectfully submitted,

Councillor P. Calendino
Chair

Councillor S. Dhaliwal
Vice Chair

Copied to: Chief Administrative Officer Deputy Chief Administrative Officer / CFO Director Corporate Services Director Engineering Director Parks, Recreation and Cultural Services Director Planning and Building City Solicitor

TO: CHAIR AND MEMBERS
PLANNING AND DEVELOPMENT
COMMITTEE

DATE: 2021 November 18

FROM: DIRECTOR PLANNING AND BUILDING

FILE: 71000 01

SUBJECT: **METRO 2050: REGIONAL GROWTH STRATEGY UPDATE**

PURPOSE: To provide comments on the draft version of *Metro 2050*, Metro Vancouver's update of its regional growth strategy.

RECOMMENDATION:

1. **THAT** the Committee request that Council forward this report including its attachments to the Metro Vancouver Regional District (MVRD) Board of Directors for consideration, as the city's formal response to the draft *Metro 2050*.

REPORT**1.0 INTRODUCTION**

Metro Vancouver's regional growth strategy, *Metro 2040*, is being updated with a new document, *Metro 2050*. Metro Vancouver staff released the latest draft of *Metro 2050* for comment in July 2021. The purpose of this report is to provide comments from the City of Burnaby on the draft *Metro 2050*.

2.0 POLICY CONTEXT

The work to support the regional growth strategy update aligns with the following Council adopted plans and policies: *Corporate Strategic Plan* (2017), the *Official Community Plan* (1998) and the *Regional Context Statement* (2013).

3.0 ABOUT THE REGIONAL GROWTH STRATEGY

A regional growth strategy is a strategic long range plan that provides high-level guidance on land use planning for its member jurisdictions. The purpose and content of a regional growth strategy is set out in part 13 of the *Local Government Act*. A regional growth strategy must:

- have a minimum time frame of 20 years;
- include a statement on the future of the region;
- include regional population and job projections;
- include regional greenhouse gas (GHG) targets; and
- include actions to provide housing, transportation, regional district services, parks and natural areas, and economic development for the projected population.

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Within two years of adoption of a new regional growth strategy, member jurisdictions must submit a regional context statement (RCS) to the MVRD Board. This is a report that specifies how each member's Official Community Plan aligns with the goals, strategies and actions in the regional growth strategy.

Metro Vancouver's current regional growth strategy is called *Metro 2040*. It guides planning for 23 member jurisdictions, including 21 municipalities, Electoral Area A and Tsawwassen First Nation. A map showing Metro Vancouver's member jurisdictions is shown in *Metro 2050*, page 104 (see Attachment #1).

4.0 PURPOSE OF THE UPDATE

Metro 2040 was adopted in 2011, so is now 10 years old. It is being updated to respond to new and emerging priorities such as climate change, First Nations engagement, social equity, resilience and housing affordability. The update will align the growth strategy with other regional plans such as *Transport 2050*, TransLink's long range plan that sets out future transit investments, and *Climate 2050*, a climate strategy for the Metro Vancouver region. In addition, regional projections will be updated to 2050. The updated regional growth strategy, currently in draft form, is called *Metro 2050* (see Attachment #1).

5.0 THE UPDATE PROCESS

Metro Vancouver began the update process in April 2019. The first draft of *Metro 2050* was released in installments based on the five major goals in *Metro 2050* between January and April 2021. During this time, staff attended meetings to discuss the proposed changes and submitted detailed comments to Metro Vancouver.

The second draft of *Metro 2050* was released for comment in July 2021. An overview of this draft was presented to Burnaby Council on 2021 October 25 by Metro Vancouver staff. Staff have reviewed this version and prepared comments for Metro Vancouver. A summary of these comments is given in Attachment #2 of this report. Metro Vancouver have requested that comments from member jurisdictions be submitted by 2021 November 26.

Comments will be considered by Metro Vancouver in their preparation of a final draft. It is anticipated that a final draft will be brought to the MVRD Board for first and second reading in January 2022. If advanced, *Metro 2050* will be referred to a regional public hearing in February. This will then be followed by a formal acceptance period during which member jurisdictions, including the City of Burnaby, will decide whether to accept the update. If *Metro 2050* is accepted by all signatories, it will be brought to the MVRD Board for final adoption in June 2022.

If *Metro 2050* is adopted in June 2022, Burnaby's regional context statement (RCS) will be due for submission to the MVRD Board by June 2024. Work to update the RCS will coincide with the forthcoming update to the Official Community Plan (OCP).

Key dates in the update process are shown below.

Date	Metro Vancouver Action	City Action
April 2019	<i>Metro 2050</i> process formally initiated	n/a
January – May 2021	First comment period	City staff submitted comments in April 2021
July 2021 – November 2021	Second comment period	City to submit Council endorsed comments to Metro Vancouver by November 26
Anticipated Dates	Metro Vancouver Action	City Action
January 2022	Final draft of <i>Metro 2050</i> to the MVRD Board for first and second readings	n/a
February 2022	Regional public hearing on <i>Metro 2050</i>	n/a
March – May 2022	Formal acceptance period	City to accept/reject <i>Metro 2050</i> by Council resolution
June 2022	<i>Metro 2050</i> to the MVRD Board for final adoption	n/a
June 2022 – June 2024	Receive regional context statements	City to submit a new regional context statement within 2 years of final adoption of <i>Metro 2050</i>

6.0 KEY CHANGES TO DRAFT *METRO 2050*

Metro 2050 is a comprehensive update to *Metro 2040* rather than a complete replacement. Metro Vancouver staff have worked with member jurisdictions to explain all of the changes that have been made as part of the update and the rationale behind them. Key changes include:

- 1) The regional growth framework has been updated to add new types of growth centres and to better align with TransLink's plans for future transit investments.
- 2) There is a greater focus on housing, with emphasis on affordable, rental housing.
- 3) Stronger actions have been added to protect the region's industrial and employment lands.
- 4) Stronger actions have been added to address climate change and protect the environment.
- 5) There is an increased emphasis on working together with First Nations to address their long range planning needs.
- 6) There is an increased emphasis on social equity outcomes.
- 7) The regional projections for population, dwelling units, and employment have been updated, and now extend to 2050.

7.0 BURNABY'S COMMENTS ON *METRO 2050*

In April 2021, staff provided detailed comments to Metro Vancouver on the first draft of *Metro 2050*. Many of those comments have been addressed in the July draft.

The table in *Attachment #2* provides a summary of staff's comments on key changes that have been made as part of the update.

Overall, the updates that have been made to the regional growth strategy, such as the increased emphasis on affordable housing, climate change and resilience, and better integration with First Nations planning, are improvements. Staff support the work that has been undertaken to better integrate *Metro 2050* with *Transport 2050* and other regional plans. The commitment to address social and economic inequities by working toward equal access to housing, employment, green space and transit, is also supported. Structural changes to the document, such as the addition of strategy rationales, clearer definition of roles and responsibilities, and the addition of a glossary and dedicated map section, all help to make it easier to navigate and understand.

There are a number of policy areas that are generally supported with suggested changes, and one requested change. These are:

Suggested Changes:

1. Growth Framework

Simplify the growth framework by reviewing the need for additional subtypes and using simpler names where possible, to make it easier to understand and monitor (see *Attachment #2: Comment #1*).

2. Major Transit Growth Corridors

Remove the Major Transit Growth Corridors (MTGCs) to further simplify the growth framework and reduce the potential for speculation along these corridors (see *Attachment #2: Comment #2*).

3. First Nations Integration

Acknowledge legislation on the rights of Indigenous Peoples, and consider how to address growth while working with First Nations to protect Cultural and Historical Heritage (see *Attachment #2: Comment #3*).

4. Liquid Waste

Extend the new actions around the provision of liquid waste services, such as undertaking natural hazard risk assessments, to water services (see *Attachment #2: Comment #4*).

5. Trade Lands

Soften the language on Trade Lands by requesting that members only 'consider' identifying trade lands at this time. Staff would like to review the implications of identifying these lands after the new regional guidelines have been developed (see *Attachment #2: Comment #6*).

6. Industrial Lands Protection

Amend the language in this policy to provide more flexibility for members in undertaking these new actions (see *Attachment #2: Comment #7*).

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7. The Amendment Process

Set a time limit on the proposed regional public engagement process for Type 2 amendments, to provide more certainty to members on the timing of this process (see *Attachment #2: Comment #21*).

Requested Change:

1. Re-designating Land Uses

Keep the provision, included in *Metro 2040*, for members to re-designate small parcels of Employment Lands (1-3 hectares in size) to General Urban, when they are located within 150 metres of rapid transit stations (see *Attachment #2: Comment #20*).

8.0 SUMMARY AND NEXT STEPS

The latest draft of *Metro 2050* is generally supported. Staff will continue to work collaboratively with Metro Vancouver staff to resolve any outstanding issues. This will include following up on these comments, as well as any additional comments provided by Council.

After responding to this round of comments, Metro Vancouver anticipates bringing the final draft of *Metro 2050* to the MVRD Board for the first and second bylaw readings in January 2022. This will be followed by a regional public hearing in February 2022.

The City will then need to decide whether to formally accept *Metro 2050*, by Council resolution, in spring 2022. If *Metro 2050* is formally accepted by all member jurisdictions, it will be brought to the MVRD Board for final adoption in June 2022.

9.0 RECOMMENDATION

It is recommended that a copy of this report including its attachments be forwarded to the Metro Vancouver Regional District (MVRD) Board of Directors as the City's formal response to the draft *Metro 2050*.

for: E.W. Kozak, Director
PLANNING AND BUILDING

SC:sa

Attachments

Copied to:	Chief Administrative Officer	City Solicitor
	Deputy Chief Administrative Officer and Chief Financial Officer	Director Engineering
	Director Corporate Services	City Clerk
	Director Parks, Recreation and Cultural Services	

This attachment provides a summary of staff comments or key changes that have been made as part of the regional growth strategy update.

Comments on Goal 1: A Compact Urban Area

Description of Change	Staff Comments	Metro 2050
<p>1. Growth Framework</p> <p>The regional growth framework includes an “Urban Containment Boundary” to prevent sprawl. Within this area, it establishes the strategic locations for growth.</p> <p>The growth framework has been updated to include new subtypes of Urban Centres and Frequent Transit Development Areas (FTDAs). These include Station Area FTDAs, Corridor FTDAs and High Growth Municipal Town Centres (HG-MTCs).</p> <p>These changes were made to more accurately reflect the functions and expectations for each type of growth centre.</p>	<p>Supported with Suggested Changes</p> <p>The City of Burnaby falls entirely within the Urban Containment Boundary. Burnaby’s four existing town centre types will not change as a result of these new subtypes. The City currently has no FTDAs.</p> <p>In comments submitted to Metro Vancouver in April 2021, staff noted that this the growth framework is becoming increasingly complex, making it harder to explain and track. It is believed that this may unnecessarily detract from achieving the overall purpose of the growth framework.</p> <p>Staff suggest simplifying the framework by reviewing the need for additional subtypes, and using shorter names to reduce the need for acronyms, if possible.</p>	<p><i>Goal 1:</i> p.25 Table 3 Table 4</p>

Description of Change	Staff Comments	Metro 2050
<p>2. Major Transit Growth Corridors</p> <p>In the draft growth framework, new Urban Centres or Frequent Transit Development Areas may only be established within Major Transit Growth Corridors (MTGCs). MTGCs are select corridors on the Major Transit Network which are considered priority locations for growth. TransLink's Major Transit Network is a network that has been identified for higher order transit improvements. It includes current and planned rapid bus and SkyTrain routes, and is a subset of the Frequent Transit Network, a network with a 15 minute transit service.</p> <p>The principles used to select the MTGCs were as follows:</p> <ul style="list-style-type: none"> • Anchored by Urban Centres or Frequent Transit Development Areas • Connected by the Major Transit Network • Generally resilient to natural hazards • Accessible to jobs and services • Walkable <p>MTGCs will also be used for tracking performance on transit-oriented development objectives.</p> <p>Any amendment to the MTGCs will be considered a <i>Type 3</i> amendment to <i>Metro 2050</i>, requiring an affirmative 50% + 1 weighted vote of the MVRD Board.</p>	<p>Supported with Suggested Changes</p> <p>In Burnaby, the draft MTGCs include:</p> <ul style="list-style-type: none"> • Hastings Street (from Boundary Road to Cliff Avenue); • Willingdon Avenue (from Hastings Street to Kingsway); and • the Expo and Millennium SkyTrain corridors. <p>Under the updated framework, the City would be able to designate new Urban Centres or Frequent Transit Development Areas within 1 kilometre of these corridors.</p> <p>Staff suggest removing the MTGC layer from the growth framework. Priority locations for growth could continue to be tied to the Major Transit Network and subject to the MTGC principles.</p> <p>This would have the following benefits:</p> <ul style="list-style-type: none"> • It would simplify the growth framework • It would alleviate potential development pressures associated with displaying growth corridors on a map. • MTGCs will be maintained by Metro Vancouver as part of Metro 2050, while the MTN will be maintained by TransLink. By removing MTGCs the growth framework would update automatically if TransLink make changes to the Major Transit Network, without having to make an amendment to Metro 2050. • Burnaby would be able to define future Frequent Transit Development Areas, in locations on the Major Transit Network that meet all of the MTGC principles, without potentially requiring an amendment to the MTGCs. 	<p><i>Goal 1:</i> Action 1.2.24 Table 3 Table 4</p> <p>See also:</p> <p><i>Part F:</i> Section 6.3.4 6.12.1</p> <p><i>Part I:</i> Map 5</p>

Description of Change	Staff Comments	Metro 2050
3. First Nations Integration <p>The updated growth strategy emphasizes the importance of involving, engaging and collaborating with First Nations on regional planning matters.</p> <p>New actions under Goal 1 include advocating for equitable provision of amenities and services, incorporating First Nations development plans into the regional growth strategy, and working together to direct new development and infrastructure to areas that are transit-oriented and resilient to climate change impacts.</p> <p>Other notable new actions, under other goals, include:</p> <ul style="list-style-type: none"> • working together to advance shared economic prosperity and resilience; • advocating for the Federal and Provincial governments to consult on planning for conservation and recreation lands, including during the review of future natural resource projects; • working together to increase understanding of Indigenous ecological knowledge and find joint stewardship and restoration opportunities; • advocating for provincial funding to support First Nations in developing housing needs reports; and <p>Identifying opportunities to improve transportation to and within First Nations communities.</p>	Supported with Suggested Changes <p>Burnaby Indigenous Relations (IR) staff encourage more actions to involve, engage and collaborate with First Nations under Goal 2.2 and 2.3, as activities taking place on Industrial and Agricultural lands can directly and indirectly impact First Nations lands and activities.</p> <p>IR staff also note that <i>Metro 2050</i> does not reflect any acknowledgement of the United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP) or any understanding of how implementation of the Declaration on the Rights of Indigenous Peoples Act (DRIPA) will impact the Regional Growth Strategy.</p> <p><i>Metro 2050</i> would benefit from acknowledging that all levels of government have responsibilities to address and implement the Truth and Reconciliation Calls to Action, and give due consideration to those Calls which may impact key stakeholders noted in <i>Metro 2050</i>, such as Call 92¹ and its role in economic development.</p> <p><i>Metro 2050</i> also lacks any acknowledgement of how it will address growth while working with First Nations to protect and preserve Cultural and Historical Heritage.</p>	<p><i>Goal 1:</i> Actions 1.1.6 1.2.7 1.2.15 1.2.24f 1.3.1</p> <p>See also:</p> <p><i>Goal 2:</i> Action 2.1.2</p> <p><i>Goal 3:</i> Actions 3.1.8b 3.2.3 3.2.4 3.3.2</p> <p><i>Goal 4:</i> Action 4.1.7</p> <p><i>Goal 5:</i> Actions 5.1.12 5.1.15j</p>

¹ Call 92 is one of 94 recommendations in the 2015 Truth and Reconciliation Commission report. It calls for the corporate sector to commit to meaningful consultation on economic development projects, to ensure equitable access to employment and sustainable benefits from economic development projects, and to provide education for employees on the history of Aboriginal peoples. For the full report see www.trc.ca.

Description of Changes	Staff Comments	Metro 2050
<p>4. Liquid Waste</p> <p>There are a number of new actions around the provision of regional liquid waste services.</p> <p>Member jurisdictions are being asked to keep Metro Vancouver informed of development plans that may impact regional sewers and of any plans to separate combined sewers. A natural hazard risk assessment must be in place before Metro Vancouver will approve any regional sewer applications. Metro Vancouver will develop guidelines on their specific requirements.</p>	<p>Supported with Suggested Changes</p> <p>Staff currently meet bi-monthly with Metro Vancouver and other municipalities under the Liquid Waste Services Committee to discuss these topics.</p> <p>Staff suggest extending these actions water services.</p>	<p><i>Goal 1:</i> Actions 1.1.3 1.1.5 1.1.9c</p>

Description of Changes	Staff Comments	Metro 2050
<p>5. Major Trip-Generating Uses</p> <p>Members are being asked to direct any new major trip-generating uses on General Urban lands to Urban Centres and Frequent Transit Development Areas (FTDAs).</p> <p>“Major trip-generating uses” may be defined by municipalities, but should include: office or business parks, outlet shopping malls, post-secondary institutions and large-format entertainment venues.</p>	<p>Supported</p> <p>This policy has been amended in response to staff feedback. It now only applies to <i>new</i> uses. This means expansion of trip-generating institutions located outside of Urban Centres, such as BCIT, SFU and Burnaby Hospital, could now be supported under this policy.</p> <p>In future, any <i>new</i> ‘major trip generating uses’ would only be supported in Urban Centres or FTDAs.</p>	<p><i>Goal 1:</i> Actions 1.2.24c (ii) 1.2.24d</p>

Comments on Goal 2: Support a Sustainable Economy

Description of Changes	Staff Comments	Metro 2050
<p>6. Trade-Oriented Lands</p> <p>Member jurisdictions are being asked to identify <i>trade-oriented lands</i> for a new regional map overlay. These are industrial lands that support regional, provincial, national or international goods movement.</p> <p>Additional protections would be applied to these lands, such as policies to prevent stratification and small lot subdivision. Removal of lands from the trade-oriented lands overlay will require a Type 3 amendment (50%+1 weighted vote of the MVRD Board).</p> <p>Metro Vancouver will provide guidance on setting criteria to identify these lands.</p>	<p>Supported with Suggested Changes</p> <p>The implications of adding lands to this new overlay can only be fully determined after further guidance has been prepared and distributed by Metro Vancouver.</p> <p>Staff would like to see a softening of the language in this policy to state that the City only needs to <u>consider</u> identifying these lands at this time.</p>	<p><i>Goal 2:</i> Actions 2.2.9b 2.2.9c(viii) 2.2.9c(x)</p> <p>See also:</p> <p><i>Part D:</i> Trade-Oriented Lands Overlay, p.16</p> <p><i>Part F</i> 6.3.4h</p>

Description of Changes	Staff Comments	Metro 2050
<p>7. Industrial Lands Protection</p> <p>Member jurisdictions are being asked to include additional OCP policies to manage and protect industrial lands.</p> <p>These include policies such as updating plans and bylaws for industrial lands, excluding some specific uses on industrial lands, updating municipal parking and loading requirements to avoid oversupply, preparing urban design guidelines to reduce conflicts, and preventing subdivision of trade lands.</p> <p>These changes stem from the Regional Industrial Lands Strategy², approved by the MVRD Board in July 2020.</p>	<p>Supported with Suggested Changes</p> <p>Staff support the protection of industrial lands.</p> <p>In comments submitted to Metro Vancouver in April 2021, staff noted that although these activities are generally supported, the level of detail included in these requirements may be beyond the scope of a regional strategy.</p> <p>Staff suggest that the language in this section could be amended to provide more flexibility for member jurisdictions in determining how and when to undertake these tasks.</p>	<p><i>Goal 2:</i> <i>Action</i> <i>2.2.9c</i></p>

² The Regional Industrial Lands Strategy includes recommendations for the future of industrial lands across Metro Vancouver to the year 2050. For the full report see: www.metrovancouver.org

Description of Changes	Staff Comments	Metro 2050
<p>8. Adding Residential to Employment Lands</p> <p>Member jurisdictions may now, optionally, add a policy to their OCP to allow housing on some employment lands.</p> <p>The employment lands should be located:</p> <ul style="list-style-type: none"> • Within 200m of an approved rapid transit station; and • Within an Urban Centre or Frequent Transit Development Area (FTDA). <p>Housing units should be located:</p> <ul style="list-style-type: none"> • On the upper floors, above new office and light industrial uses. <p>There is an emphasis on affordable rental units. Municipal policies should also consider municipal objectives, local context and other regional growth strategy objectives.</p>	<p>Supported</p> <p>There are no employment lands in Burnaby that meet the current criteria for adding residential uses. There are employment lands located close to SkyTrain stations but they are not within areas currently defined as Urban Centers or FTDA's.</p> <p>Future transit investments along Canada Way and Willingdon Avenue, or the establishment of new Urban Centres or FTDA's, may open up opportunities for adding affordable housing under this provision. This will depend on the City's long range plans for growth which will be reviewed as part of the OCP Update.</p>	<p><i>Goal 2:</i> Action 2.2.9d (vi)</p> <p>See also:</p> <p><i>Part D:</i> Employment p.13</p> <p><i>Goal 1:</i> Action 1.2.24b(x)</p>

Description of Changes	Staff Comments	Metro 2050
<p>9. Agricultural Lands Protection</p> <p>Metro Vancouver will increase its activities to protect agricultural lands by raising awareness of the importance of the agricultural sector and advocating for more provincial support in adapting agricultural practices to make them more resilient to climate change.</p> <p>New actions have been added to help protect the supply of agricultural land and strengthen agricultural viability.</p> <p>Member jurisdictions are being asked to consider introducing policies and programs that will increase markets and distribution of local food. They will also be required to support climate change adaptation for agricultural lands by monitoring flood impacts, implementing flood construction requirements and improving irrigation infrastructure to support agricultural production.</p> <p>Member jurisdictions are also being asked to ensure that their policies and zoning regulations align with the Agricultural Land Commission regulations.</p>	<p>Supported</p> <p>Burnaby has 142 hectares of land that has been regionally designated for agricultural use. These lands are all located in Big Bend, close to the Fraser River, and would benefit from additional support to make them more resilient to climate change impacts, such as flooding.</p> <p>Burnaby is currently exploring ways to protect agricultural land and developing a food systems strategy that will focus on increasing local access to food, bringing more land into active production, and expanding urban opportunities for growing food.</p> <p>The food systems strategy will examine the levers held by the City and community partners to support food production and distribution in an environmentally sustainable and equitable manner.</p> <p>The Burnaby Zoning Bylaw, specifically its Agricultural (A) Zoning Districts, will be reviewed to ensure consistency on uses in agricultural areas.</p>	<p><i>Goal 2 : Actions 2.3.12b 2.3.12c(iii)</i></p>

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

Description of Changes	Staff Comments	Metro 2050
<p>10. Protection of Provincial Natural Resources</p> <p>A new <i>natural resource areas</i> overlay has been added to the Conservation and Recreation Areas map.</p> <p>This will be used to identify provincial natural resources such as quarries, landfills and drinking water treatment facilities. This will assist with tracking and reporting ecosystems gains and losses.</p>	<p>Supported</p> <p>This does not directly impact Burnaby as there are no lands within the City that are included in this overlay. It is included here to highlight that it is a new addition to the growth strategy.</p>	<p><i>Goal 3:</i> Action 3.1.4</p> <p>See also: <i>Part D:</i> p.16</p> <p><i>Part I:</i> Map 9, p.112</p>

Description of Changes	Staff Comments	Metro 2050
<p>11. Nature Needs Half</p> <p>A new regional target has been set for the amount of land that should be protected from development. This has been increased from 40% to 50% of the region's land base by 2050.</p> <p>This new target is inspired by the international "<i>nature needs half</i>" movement, which is striving to preserve 50% of the world as natural environments.</p>	<p>Supported</p> <p>Burnaby intends to undertake ecological assessments of sensitive ecosystem inventory lands that are currently designated for development in community plans. It is probable that development may be advanced on some portions of these lands to meet other community objectives (affordable housing, for example). This may impact the feasibility of protecting 50% of Burnaby's land base.</p> <p>It is noted that this target is aspirational and will be measured as an average across the region, with each jurisdiction contributing as much as is feasible within their own local planning framework.</p>	<p><i>Goal 3:</i> Action 3.1.4</p> <p>See also: <i>Part D:</i> p.16</p> <p><i>Part I:</i> Map 9</p>

Description of Changes	Staff Comments	Metro 2050
<p>12. Tree Canopy Target</p> <p>A new regional target has been set to increase tree canopy cover from 32% to 40% within the Urban Containment Boundary (UCB) by 2050.</p> <p>This new policy stems from Metro Vancouver's Environment Policy Review recommendations. Achieving a regional target of 40% would increase community resiliency by reducing urban temperatures and associated heat-related morbidity and mortality; improving mental health; and intercepting rainwater.</p>	<p>Supported</p> <p>Forested canopy cover in Burnaby is currently at 34%. This includes forested parcels, public and private lands, parkland, as well as parcels of land that are designated for development in the OCP and Community plans. The City will need to develop new strategies to support strategic protection and planting of trees on both private and public lands to increase this percentage.</p> <p>This target is aspirational and will be measured as an average across the region. Metro staff have indicated that a <i>Metro 2050 Implementation Guideline</i> could be developed to assist with implementation toward this target. Staff support development of this guide.</p>	<p><i>Goal 3:</i> 3.2.1 b)</p>

Description of Changes	Staff Comments	Metro 2050
<p>13. Climate Change and GHG Targets</p> <p>Goal 3 has been expanded to highlight the benefits of ecosystem protection and emphasize the connections between human settlement patterns, climate change and natural hazards. <i>Metro 2050</i> includes actions to support the <i>Clean Air Plan</i>, a draft regional plan for managing air quality, and <i>Climate 2050</i>, the regional climate strategy.</p> <p>Greenhouse gas emissions targets have not changed since <i>Metro 2040</i>. The targets are: to reduce emissions by 45% below 2010 levels by 2030, and to achieve a carbon neutral region by 2050.</p>	<p>Supported</p> <p>Burnaby's Climate Action Plan aligns with these goals and targets.</p> <p>Council declared a Climate Emergency in 2019 and a Climate Action Framework was adopted in 2020 which targets a 45% reduction in carbon emissions by 2030; 75% by 2040; and carbon neutrality by 2050.</p>	<p><i>Goal 3:</i> <i>Actions:</i> 3.3.1 3.4.7 3.4.8</p>

Description of Changes	Staff Comments	Metro 2050
<p>14. Housing Goal</p> <p>Goal 4 has been dedicated to housing to emphasize its importance across the region. The <i>Metro 2040</i> strategy on creating complete communities, which previously addressed housing, has been moved to Goal 1. Two new housing strategies have been added to Goal 4. These strategies focus on protecting tenants, increasing rental housing and meeting the housing needs of low-income households and those who are currently experiencing or at-risk of homelessness.</p>	<p>Supported</p> <p>The City's goals and strategies for housing, set out in the draft HOME Strategy, align closely with the new regional housing goal and strategies.</p> <p>The City's Tenant Assistance Policy, adopted in 2019, provides protections for tenants facing displacement. The HOME Strategy includes actions that will work towards increasing housing supply and addressing local housing needs.</p>	<p><i>Goal 4: p.85</i></p>

Description of Changes	Staff Comments	Metro 2050
<p>15. Affordable Housing Target</p> <p>A new aspirational regional target has been set for affordable rental housing. This states that 15% of new units in Urban Centres will be affordable rental housing.</p> <p>Member jurisdictions are being asked to indicate how they will work towards this target.</p> <p>In <i>Metro 2050</i>, ‘affordable housing’ is defined as spending no more than 30% of gross income on housing, for households earning up to 120% of the regional median household income. In 2015, 120% of the regional median income was \$87,200³. For a household with this income, the maximum to spend on housing (including utilities) would be \$2,180 per month.</p>	<p>Supported</p> <p>The City’s Rental Use Zoning Policy, adopted in May 2019, specifies that 20% of new multi-family units in Community Plan Areas should be rental, with rents set to 20% below the CMHC median rent for Burnaby.</p> <p>In 2020, rents set to 20% below the CMHC median rent for Burnaby ranged from \$700-\$1,560 per month depending on the unit size and location.</p> <p>Levels of affordability will vary by household income but, in many cases, the units created through this policy will have rents that meet the <i>Metro 2050</i> definition of “affordable”. As such, the City will be able to contribute to this target.</p>	<p><i>Goal 4:</i> <i>Actions:</i> 4.2.3 4.2.7</p> <p>See also: <i>Part H:</i> p.101</p>

³ Metro Vancouver Housing Data Book, Table 1.1, 2019, based on Statistics Canada, 2016 Census.

Comments on Goal 5: Support Sustainable Transportation Choices

Description of Changes	Staff Comments	Metro 2050
<p>16. Integration with Transport 2050</p> <p>Goal 5 now has a stronger emphasis on collaboration with TransLink and reflects the work that has taken place to coordinate the <i>Metro 2050</i> growth framework with <i>Transport 2050</i>.</p> <p>Priorities for expansion of transit services between Urban Centres have been re-established as follows:</p> <p>Priority 1: Major Transit Network Priority 2: Frequent Transit Network Priority 3: Local Transit Network</p>	<p>Supported</p> <p>Staff support the commitment to coordinating and collaborating with TransLink in developing the land use framework for <i>Metro 2050</i>.</p> <p>Staff support the revised priority locations for expansion of transit services.</p>	<p><i>Goal 5:</i> Action 5.1.3</p> <p><i>Part I:</i> Map 5, p.108</p>

Description of Changes	Staff Comments	Metro 2050
<p>17. Regional Parking Strategy</p> <p>Metro Vancouver is committing to collaborating with TransLink and member jurisdictions to jointly develop a new Regional Parking Strategy. This will provide guidance to inform municipal parking requirements.</p>	<p>Supported</p> <p>This action arose from Metro Vancouver's Transport Policy review and is supported.</p> <p>Burnaby has included a priority action in the draft Burnaby Transportation Plan to prepare a City-wide parking strategy. Staff view the regional strategy as complementary to the City's strategy.</p>	<p><i>Goal 5:</i> Action 5.1.6</p>

Description of Changes	Staff Comments	Metro 2050
<p>18. Regional Greenways 2050</p> <p>New actions have been added for members to support implementation of, and local connections to, the Regional Greenway Network and the Major Bikeway Network (MBN). A new map illustrating these networks has been added.</p> <p>These actions support the <i>Regional Greenways 2050</i> plan that was approved in November 2020. This plan sets out a long term strategy for a network of multi-use paths connecting regionally-important natural areas, parks and communities.</p>	<p>Supported</p> <p>In Burnaby, the regional greenways network includes the Trans Canada Trail, the Burnaby Mountain Urban Trail, the Central Valley Greenway, the BC Parkway and the Fraser Foreshore Park trail.</p> <p>TransLink's Major Bikeway Network includes Lougheed Highway, the BC Parkway, the Francis-Union bikeway west of Carleton Avenue, and the Sea to River bikeway between Francis Street and Kingsway.</p> <p>Planned connections identified for Burnaby include a missing link east of Burnaby Lake and parts of the Fraser Foreshore Park trail.</p>	<p><i>Goal 5:</i> <i>Actions:</i> 5.1.5 5.1.14e 5.1.14f</p> <p><i>Part I:</i> Map 10, p.113</p>

Comments on Other Parts of *Metro 2050*

This section provides comments on changes made to other parts of *Metro 2050*. This includes changes to the regional projections, given in Part D, and changes to the implementation framework, given in Part F. The implementation framework is based on provisions set out in the *Local Government Act* and sets out the decision making process for making amendments to the Regional Growth Strategy.

Description of Changes	Staff Comments	Metro 2050															
<p>19. Regional Projections</p> <p>The regional projections for population, households and employment have been updated to 2050.</p> <p>The updated projections will be monitored through an annual review of growth activity, migration flows and births, deaths, and fertility rates. They will undergo a major review with the release of the 2021 census data in 2022.</p> <p>Projections will now be reported on a sub-regional level. Burnaby will be part of the “Burrard Peninsula” sub-region along with UEL/UBC, the City of Vancouver and the City of New Westminster.</p> <p>Below is a snapshot of the new projections:</p> <table> <tr> <th></th><th>Total Projected Change</th><th>Annual Change</th></tr> <tr> <th>Burrard Peninsula</th><th>2020-2050</th><th>2020-2050</th></tr> <tr> <td>Population</td><td>+322,900</td><td>+10,763</td></tr> <tr> <td>Dwelling Units</td><td>+160,500</td><td>+5,350</td></tr> <tr> <td>Jobs</td><td>+148,300</td><td>+4,943</td></tr> </table>		Total Projected Change	Annual Change	Burrard Peninsula	2020-2050	2020-2050	Population	+322,900	+10,763	Dwelling Units	+160,500	+5,350	Jobs	+148,300	+4,943	<p>Supported</p> <p>Staff have reviewed the draft projections and accepted them in principle, on the basis that Burnaby’s projections will be re-evaluated when the City undertakes more detailed projection work for the OCP.</p> <p>Staff support the statement that the regional projections are provided for guidance only and should not be considered to represent growth targets.</p> <p>Staff support grouping municipal projections into regional sub-areas. This reduces the local errors that may be associated with allocating regional growth to individual municipalities and provides flexibility for adjustments to local projections.</p>	<p><i>Part D:</i> p.17</p> <p>Figure 3: p.19</p> <p>Table 1 p.20</p>
	Total Projected Change	Annual Change															
Burrard Peninsula	2020-2050	2020-2050															
Population	+322,900	+10,763															
Dwelling Units	+160,500	+5,350															
Jobs	+148,300	+4,943															

Description of Changes	Staff Comments	Metro 2050
<p>20. Re-designating Land Uses</p> <p>Previously, in <i>Metro 2040</i>, local governments could re-designate Employment Lands to General Urban, provided they were between 1 and 3 hectares and within 150 metres of a rapid transit station. These re-designations could be made without requiring a new regional context statement or consideration by the MVRD Board. This provision was included in <i>Metro 2040</i> to allow for appropriate municipal flexibility in managing local land use changes. In the draft <i>Metro 2050</i>, this flexibility has been removed.</p> <p>A new provision has been added in the draft <i>Metro 2050</i> to allow some residential on Employment Lands, if they are 200 metres from a rapid transit station <i>and</i> within an Urban Centre or FTDA. (See Comment #8 for more details).</p>	<p>Requested change</p> <p>Staff support protecting Employment Lands.</p> <p>However, the new provision to permit residential uses on some Employment Lands is no substitute for the previous ability to re-designate Employment Lands to General Urban.</p> <p>Firstly, Burnaby's Employment Lands that are close to rapid transit stations are all outside current Urban Centres and FTDAs so the new provision would not apply to them. (e.g. lands located around Gilmore, Holdom, Lake City Way and Production Way SkyTrain stations).</p> <p>Secondly, adding residential to Employment Lands does not address the many other types of uses, such as commercial and institutional uses, that are permitted under the General Urban designation.</p> <p>Staff request that <i>Metro 2050</i> retains the provision, included in <i>Metro 2040</i>, for members to re-designate Employment Lands to General Urban if they are within 150 metres of a rapid transit station. As before, this should apply to any existing or approved rapid transit station (i.e. not be limited to <i>rail</i> stations).</p>	<p><i>Part F:</i> Action 6.2.7b</p>

Description of Changes	Staff Comments	Metro 2050
<p>21. The Amendment Process</p> <p>Key changes to the process to amend the regional growth strategy include:</p> <ol style="list-style-type: none"> 1. The length of time for affected local governments and agencies to comment on a proposed amendment has been extended from 30 days to 45 days. 2. Type 2 amendments no longer require that the MVRD Board hold a public hearing. Type 2 amendments are minor amendments such as modifying the Urban Containment Boundary, adding Urban Centres or changing land use designation descriptions. <p>In place of a public hearing, MVRD will provide public engagement opportunities such as providing comment forms on the Metro Vancouver website, providing opportunities for the public to appear as a delegation to the MVRD Board, or hosting a public information meeting.</p>	<p>Supported with Suggested changes</p> <p>Staff support these changes, but have suggested adding a time limit to the public engagement opportunities so there is more certainty for members on the total length of time the amendment process will take.</p> <p>A timeline of 45 days is suggested to make this consistent with the local government commenting period.</p>	<p><i>Part F:</i> 6.4.4c, p.92</p>