METRO VANCOUVER REGIONAL DISTRICT
REGIONAL PLANNING COMMITTEE

REGULAR MEETING
Friday, October 9, 2020
9:00 A.M.
28th Floor Boardroom, 4730 Kingsway, Burnaby, British Columbia

AGENDA¹

1. ADOPTION OF THE AGENDA

1.1 October 9, 2020 Regular Meeting Agenda
That the Regional Planning Committee adopt the agenda for its regular meeting scheduled for October 9, 2020 as circulated.

2. ADOPTION OF THE MINUTES

2.1 Regional Planning Committee Regular Meeting Minutes
That the Regional Planning Committee adopt the minutes of its regular meeting held September 11, 2020 as circulated.

3. DELEGATIONS

4. INVITED PRESENTATIONS

5. REPORTS FROM COMMITTEE OR STAFF

5.1 2021 - 2025 Financial Plan Overview
Verbal Update
Designated Speakers:
Jerry W. Dobrovolny, Chief Administrative Officer and Dean Rear, General Manager of Financial Services/Chief Financial Officer

5.2 2021 – 2025 Financial Plan – Regional Planning
That the Regional Planning Committee endorse the 2021 - 2025 Financial Plan for Regional Planning as presented in the report dated September 30, 2020, titled “2021 - 2025 Financial Plan – Regional Planning”, and forward it to the Metro Vancouver Board Budget Workshop on October 21, 2020 for consideration.

¹ Note: Recommendation is shown under each item, where applicable.
5.3 **Amending Metro Vancouver 2040: Shaping our Future to Re-designate Regional Parks Lands to Conservation and Recreation**

That the MVRD Board:

a) initiate the *Metro Vancouver 2040: Shaping our Future* amendment process for a Type 3 Minor Amendment to the regional growth strategy to incorporate 71 individual regional land use designation changes to Conservation and Recreation to reflect the acquisition of these property interests by Metro Vancouver Regional Parks;

b) give first, second and third readings to “*Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1310, 2020*”; and

c) direct staff to notify affected local governments and appropriate agencies as per Section 6.4.2 of *Metro Vancouver 2040: Shaping our Future*.

5.4 **2020 Declaration for Resilience in Metro Vancouver Communities**

That the Regional Planning Committee:

a) endorse the 2020 Declaration for Resilience in Metro Vancouver Communities as presented in the report dated September 18, 2020, titled “2020 Declaration for Resilience in Metro Vancouver Communities”; and

b) forward the 2020 Declaration for Resilience in Metro Vancouver Communities to the Metro Vancouver COVID-19 Response Task Force requesting they endorse the Declaration and forward it to member jurisdiction Councils and the TransLink Mayors’ Council for consideration and endorsement.

5.5 **Responding to Funding Request for Fraser River Waterfront Revitalization Initiative**

That the MVRD Board support staff participation on the Fraser River Waterfront Revitalization Initiative, but decline the request to financially contribute to the Initiative at this time, for the reasons outlined in the report dated September 22, 2020, titled “Responding to Funding Request for Fraser River Waterfront Revitalization Initiative”.

5.6 **Metro 2040 Industrial and Mixed Employment Policy Review Recommendations**


5.7 **Metro 2040 Agriculture Policy Review Recommendations**

That the MVRD Board endorse the Agriculture Policy Review recommendations as presented in the report dated September 17, 2020, titled “Metro 2040 Agriculture Policy Review - Recommendations” as the basis for updating Strategy 2.3 of the regional growth strategy.
5.8 Manager’s Report
That the Regional Planning Committee receive the report dated September 25, 2020 titled “Manager’s Report” as information.

6. INFORMATION ITEMS

7. OTHER BUSINESS

8. BUSINESS ARISING FROM DELEGATIONS

9. RESOLUTION TO CLOSE MEETING
Note: The Committee must state by resolution the basis under section 90 of the Community Charter on which the meeting is being closed. If a member wishes to add an item, the basis must be included below.

10. ADJOURNMENT/CONCLUSION
That the Regional Planning Committee adjourn/conclude its regular meeting of October 9, 2020.

Membership:
Coté, Jonathan (C) - New Westminster  Guerra, Laurie - Surrey  Steves, Harold - Richmond
Froese, Jack (VC) - Langley Township  Hurley, Mike - Burnaby  Stewart, Richard - Coquitlam
Copeland, Dan - Delta  Kirby-Yung, Sarah - Vancouver  Vagramov, Rob - Port Moody
Dueck, Judy - Maple Ridge  McEwen, John - Anmore  van den Broek, Val - Langley City
Gambioli, Nora - West Vancouver  Muri, Lisa - North Vancouver District  West, Brad - Port Coquitlam

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1. ADOPTION OF THE AGENDA

1.1 September 11, 2020 Regular Meeting Agenda

Members considered amending the agenda to hear a delegation.

It was MOVED and SECONDED That the Regional Planning Committee:

a) amend the agenda for its regular meeting scheduled for September 11, 2020 by adding Item 3.1 Anita Huberman, Surrey Board of Trade; and

b) adopt the agenda as amended.

CARRIED

*denotes electronic meeting participation as authorized by Section 3.6.2 of the Procedure Bylaw
2. **ADOPTION OF THE MINUTES**

2.1 **June 12, 2020 Regular Meeting Minutes**

**It was MOVED and SECONDED**
That the Regional Planning Committee adopt the minutes of its regular meeting held June 12, 2020 as circulated.

**CARRIED**

3. **DELEGATIONS**

3.1 **Anita Huberman, Chief Executive Officer, Surrey Board of Trade**
Anita Huberman, Chief Executive Officer, Surrey Board of Trade and Carla Guerrera, Founder/Chief Executive Officer, Purpose Driven Planning spoke to members regarding Item 5.1 *Metro 2050* Update, highlighting the need for large-scale revitalization of the Fraser River waterfront to support social equity and inclusion, environmental and climate protection, and economic development and recovery, and requested Metro Vancouver representation on the working group and funding of the Fraser River Waterfront Revitalization Strategy and Roadmap.

Presentation material titled “Fraser River Waterfront Revitalization Initiative: A Regional Economic Recovery Strategy” and on-table executive summary is retained with the September 11, 2020 Regional Planning Committee agenda.

Members considered directing staff to report back with information on Metro Vancouver’s participation in the Fraser River Waterfront Revitalization Initiative.

**It was MOVED and SECONDED**
That the Regional Planning Committee direct staff to report back to a future meeting with information on the advisability and feasibility of Metro Vancouver’s involvement in the Fraser River Waterfront Revitalization Initiative.

**CARRIED**

4. **INVITED PRESENTATIONS**

No items presented.

5. **REPORTS FROM COMMITTEE OR STAFF**

5.1 **Metro 2050 Update**
Heather McNell, General Manager, and Sean Galloway, Director Regional Planning and Electoral Area Services, Regional Planning and Housing Services, provided members with an update on *Metro 2050*, highlighting project timeline, *Transport 2050* integration, and engagement next steps.
Presentation material titled “Metro 2050 – Project Update” is retained with the September 11, 2020 Regional Planning Committee agenda.

5.2 **2020 Declaration for Resilience in Metro Vancouver Communities**

Report dated July 27, 2020 from Erin Rennie, Senior Planner and Alex Taylor, Senior Planner, Regional Planning and Housing Services, seeking endorsement of the 2020 Declaration for Resilience in Metro Vancouver Communities.

Members were provided with a presentation on the 2020 Declaration for Resilience in Metro Vancouver Communities, highlighting the thirty recommendations for Metro Vancouver communities, five transformational actions, and next steps.

Members commented on the applicability and language of some of the actions in the 2020 Declaration for Resilience in Metro Vancouver Communities.

Presentation material titled “2020 Declaration for Resilience in Metro Vancouver Communities is retained with the September 11, 2020 Regional Planning Committee agenda.

Members considered referring the 2020 Declaration for Resilience in Metro Vancouver to staff to incorporate comments and feedback.

*It was MOVED and SECONDED*

That the Regional Planning Committee refer the 2020 Declaration for Resilience in Metro Vancouver Communities to staff to incorporate comments and feedback from the Regional Planning Committee at its September 11, 2020 meeting and bring forward for consideration at a future meeting.

**CARRIED**

5.3 **Metro 2040 Urban Centre and FTDA Policy Review Recommendations**

Report dated August 24, 2020 from Erin Rennie, Senior Planner, Regional Planning and Housing Services, seeking MVRD Board endorsement of recommendations to improve the Urban Centres and Frequent Transit Development Area policies in Metro 2050.

Members were provided with a presentation on the recommendations to improve the Urban Centres and Frequent Transit Development Area policies in Metro 2050, highlighting key challenges, recommendations, outcomes and benefits.

Presentation material titled “Metro 2040 Urban Centre and FTDAs – Policy Review Recommendations” is retained with the September 11, 2020 Regional Planning Committee agenda.
It was MOVED and SECONDED
That the MVRD Board endorse the Urban Centres and Frequent Transit Development Area policy recommendations as presented in the report dated August 24, 2020, titled “Metro 2040 Urban Centre and FTDA Policy Review Recommendations” as the basis for Metro 2050 growth framework updates and associated policies.

CARRIED

5.4 Metro 2040 Environment Policy Review Recommendations
Report dated August 21, 2020 from Laurie Bate-Frymel, Senior Planner, Regional Planning and Housing Services, seeking MVRD Board endorsement of the Metro 2040 Environment Policy Review recommendations.

Presentation material titled “Metro 2040 Environment Policy Review - Recommendations” is retained with the September 11, 2020 Regional Planning Committee agenda.

It was MOVED and SECONDED

CARRIED

5.5 Engaging and Recognizing First Nations in Metro 2050
Report dated August 20, 2020 From Erin Rennie, Senior Planner, Regional Planning and Housing Services and Lucy Duso, Senior Policy Coordinator, External Relations, providing members with an overview of Metro Vancouver’s approach to engaging First Nations and improving visibility of First Nations in Metro 2050.

It was MOVED and SECONDED
That the Regional Planning Committee receive for information the report dated August 20, 2020, titled “Engaging and Recognizing First Nations in Metro 2050.”

CARRIED

5.6 Manager’s Report
Report dated August 24, 2020 from Heather McNeil, General Manager, Regional Planning and Housing Services, providing members with an update on the Regional Planning Committee 2020 Work Plan.

It was MOVED and SECONDED
That the Regional Planning Committee receive for information the report dated August 24, 2020, titled “Manager’s Report”.

CARRIED
6. INFORMATION ITEMS
   It was MOVED and SECONDED
   That the Regional Planning Committee receive for information the following Information Item:
   6.1 Correspondence re 2020 Agriculture Grant Awareness from Kwantlen Polytechnic University Foundation, dated August 20, 2020
   CARRIED

7. OTHER BUSINESS
   No items presented.

8. BUSINESS ARISING FROM DELEGATIONS
   No items presented.

9. RESOLUTION TO CLOSE MEETING
   No items presented.

10. ADJOURNMENT/CONCLUSION
   It was MOVED and SECONDED
   That the Regional Planning Committee conclude its regular meeting of September 11, 2020.
   CARRIED
   (Time: 11:15 a.m.)

____________________________   ____________________________
Genevieve Lanz,      Jonathan Coté, Chair
Legislative Services Coordinator
To: Regional Planning Committee

From: Heather McNell, General Manager, Regional Planning and Housing Services

Date: September 30, 2020

Meeting Date: October 9, 2020

Subject: 2021 - 2025 Financial Plan – Regional Planning

RECOMMENDATION
That the Regional Planning Committee endorse the 2021 - 2025 Financial Plan for Regional Planning as presented in the report dated September 30, 2020, titled “2021 - 2025 Financial Plan – Regional Planning”, and forward it to the Metro Vancouver Board Budget Workshop on October 21, 2020 for consideration.

EXECUTIVE SUMMARY
The 2021 - 2025 Metro Vancouver Financial Plan has been prepared following direction received at the June 5, 2020 Metro Vancouver Board Budget Workshop. This has resulted in a three-year action plan that maintains the goals and objectives of Metro Vancouver while using key financial tools to minimize the impact on the ratepayers of the region.

Regional Planning supports planning throughout the region including for utilities, member jurisdictions, TransLink and other regional agencies through the provision of projections and data, policy research, convening stakeholders on issues of regional interest, providing a planning resource and leadership and innovation. The group provides a long range, cross-boundary, interdisciplinary perspective and the main function is developing, administering, monitoring and stewarding Metro 2040, the regional federation’s regional growth strategy.

The 2021 - 2025 Financial Plan for Regional Planning reflects a reduction in project/study and training costs over the previous year, while continuing to reduce long-term reliance on reserve funds to smooth the tax requisition rate. Over the next five years, operating programs are to increase by $408,703, or an average of 2.1% per year.

PURPOSE
To present the 2021 - 2025 Financial Plan for Regional Planning for consideration by the Committee.

BACKGROUND
Metro Vancouver’s annual budget process includes the development of detailed annual budgets and the updating of five-year financial plans for each of the four Metro Vancouver legal entities (Metro Vancouver Regional District, Metro Vancouver Housing Corporation, Greater Vancouver Water District and Greater Vancouver Sewerage and Drainage District).

On June 5, 2020 a Metro Vancouver Board Budget Workshop was held with the objective to seek direction for the preparation of the 2021 - 2025 Financial Plan. The workshop outlined the principles that guide the work of Metro Vancouver as an organization, the current 2020 - 2024 Financial Plan,
the implications of the COVID-19 pandemic, the tools that can be used to make budget adjustments, and a proposed approach for the 2021 - 2025 Financial Plan.

Staff proposed leveraging the supported tools to create a short-term action plan that would lessen the upward pressure on household impact for 1-3 years. A short-term action plan would enable strategic goals and objectives to be maintained. If larger or more long-term adjustments are desired, a re-evaluation of long-term plans such as the Metro Vancouver Housing Plan, Climate 2050, or the Liquid Waste Management Plan would be required. Since an annual budget is approved, this approach will allow for adjustments to be made each year as conditions change based on market changes and other factors. The use of the tools will aim to avoid making severe changes that cannot be easily corrected in the short-term. Overall, the short-term action plan approach was supported.

This report focuses on the Regional Planning function and presents the 2021 annual budget and the updated five-year plan for the years 2021 to 2025 for committee consideration.

REGIONAL PLANNING SERVICE
Regional Planning services within the Metro Vancouver Regional District (MVRD) represent functions that include 22 members and provides policy research, development, implementation and monitoring in support of a prosperous, resilient and livable region. The primary responsibility is to develop, administer, implement and monitor Metro Vancouver 2040: Shaping our Future (Metro 2040), the regional growth strategy. There are three programs within the Regional Planning Division: Growth Management and Transportation, Planning Analytics and Environment.

The Regional Planning initiatives planned over the next five years are guided by direction provided in the Board Strategic Plan, specifically:

- Undertake a comprehensive update to Metro 2040 to prioritize climate action, align with the update to the Regional Transportation Strategy and extend the timeframe to 2050.
- Continue to develop and implement effective and adaptive tools and processes for achieving the goals in Metro 2040, the regional growth strategy;
- Continue to support the efforts of members in developing complete, livable and healthy communities;
- Guide the development of policies, plans, tools and creative solutions for managing competing demands on land in the region; and
- Strengthen awareness and engagement with the public, members, other orders of government, and key stakeholders on a range of initiatives regarding the role and value of land use planning at the regional scale and the objectives of the regional growth strategy.

WORK PLAN PERFORMANCE INDICATORS
High level performance indicators have been developed across the organization to evaluate trends, determine key actions for the coming year, and to assist in long-term planning. The 2021 Work Plan for Regional Planning is presented in this report. Within the Regional Planning Work Plan, five performance indicators have been developed and are being tracked. These include:

- Percentage of residential growth occurring within the Urban Containment Boundary (UCB);
- Percentage of new dwelling units located within Urban Centres;
• Number of hectares of land with a *Metro 2040* Agricultural Designation;
• Number of hectares of land with a *Metro 2040* Industrial Designation; and
• Number of hectares of land with a *Metro 2040* Mixed Employment Designation.

The trend in these performance measures suggests that the region is on target with regards to meeting the goals laid out in the regional growth strategy. *Metro 2040* sets a target to contain 98% of growth within the Urban Containment Boundary. Since the strategy’s adoption in 2011, this target has been met. *Metro 2040* also strives to direct 40% of dwelling unit growth and 50% of employment growth to a network of 26 Urban Centres. Between the strategy’s adoption and 2016, 39% of dwelling unit growth occurred in Urban Centres.

**CONTINUOUS IMPROVEMENT**

The comprehensive update to *Metro Vancouver 2040: Shaping our Future* is a significant opportunity to improve the plan, building on its strengths. The update is being undertaken to:

• better integrate significant drivers of change that have risen in importance in the region, namely social equity, resilience and climate change impacts, rapid changes in technology / automation, and equity and affordable housing near transit;
• improve the integration of land use and transportation planning as TransLink is concurrently updating the Regional Transportation Strategy; and
• and implement policy improvements identified through 8 years of implementation and a series of policy reviews.

Based on this work, improvements will continue as Regional Planning undertakes projects related to developing a new Growth Management and Investment Model and a Land Use Inventory/Land Budget; both activities will support land use and transportation decisions within the Region.

**2021 BUDGET AND 2021 - 2025 FINANCIAL PLAN**

The five-year financial plans for this cycle have been updated to address five central themes identified by the Metro Vancouver Board in its Strategic Plan to guide the development of plans and budgets. The five themes are as follows:

• Financial Sustainability
• Environmental Sustainability
• System Stewardship
• Regulatory and Legislative Environment
• Regional Growth

Regional Planning is also guided by direction provided in *Metro 2040*, specifically to support the goals, strategies and policy actions in the plan to:

• Goal 1 - Create a compact urban area
• Goal 2 - Support a sustainable economy
• Goal 3 - Protect the environment and respond to climate change impacts
• Goal 4 - Develop complete communities
• Goal 5 - Support sustainable transportation choices
Each Metro Vancouver function has an Annual Work Plan that includes strategic directions, performance indicators and key actions to guide the work for the coming year. Each function also has a “What’s Happening” summary that highlights the program highlights for the next five years.

The 2021 - 2025 Regional Planning Financial Plan is included as Attachment 1. The 2021 Annual Work Plan for Regional Planning presented in this report is included in Attachment 2 and the “What’s Happening” highlights for the years 2021 - 2025 are included in Attachment 3.

Operating Budget Highlights

The Regional Planning 2021 operating budget is proposed to decrease by $57,536 for a total budget of $3,855,857 (Attachment 1). This decrease is primarily due to a reduction in consulting funds for studies and research funded by the Sustainability Innovation Fund as well as minor reductions made to reflect the changing nature of training and conferences.

The 2021 operating budget includes the following key actions:

- Complete the draft of Metro 2050 and begin the approvals process
- Conduct Urban Centres and FTDAs Policy Research
- Implement the Regional Industrial Land Strategy
- Conduct a Regional Land Use Assessment
- Participate in policy research in health and social equity
- Update the Housing + Transportation Cost Burden Study
- Conduct Climate and Environment Research
- Continue to develop Invasive Species Best Management Practices
- Study Ecosystem Services from Agricultural Land
- Prepare a Regional Land Use Model
- Validate Data/Projections
- Support TransLink on works related to transit infrastructure investment/expansion
- Support Province in the Fraser Valley Integrated Transportation and Development Plan

Over the next five years, expenditures are increasing by a total of $363,439, or an average of 1.8% per year. In addition to those noted above, key projects through 2025 include:

- Develop a New Land Use Model – Phase 2 Demographics Module to support updated population, dwelling unit, employment and land use projections (2021)
- Performance monitoring on Metro 2040 (2021-2025)
- Update the Housing + Transportation Cost Burden Study (2021)
- Complete five year updates to 3 regional land use inventories including:
  - Sensitive Ecosystem Inventory (2021)
  - Agricultural Land Use Inventory (2021)
  - Office in Centres Inventory (2022)
- Complete series of Census Bulletins as data becomes available (2022-2023)
- Complete comprehensive update to the Regional Growth Strategy (2022)
- Complete a Regional Land Use Assessment (2022-2023).
Communications Program
The 2021 Regional Planning Communications Program of $60,000 is framed around the following initiatives:

- Multimedia support for the development of Metro 2050, Transit Oriented Affordable Housing Study, and implementation of the Regional Industrial Lands Strategy
- Stakeholder engagement activities regarding, Regional Industrial Lands Strategy, Metro 2050, and other forums including venues, catering, speakers, etc.
- Engagement and/or public opinion support/media for Metro 2050 communications and regional planning initiatives.

Reserve Funds
The financial plan for Regional Planning includes the utilization of reserves to annually fund one-time initiatives. This is consistent with the Operating, Statutory and Discretionary Reserves Policy. The 2021 - 2025 Projected Reserves for Regional Planning are included in Attachment 4.

APPROVAL PROCESS
The proposed 2021 - 2025 Financial Plan and Annual Work Plan is presented for consideration and endorsement before being forwarded to the Board for consideration.

The next steps of the process are:

- The 2021 - 2025 Financial Plan and Annual Work Plan will be presented for consideration at the Metro Vancouver Board Budget Workshop on October 21, 2020.
- The Board will consider adoption of the 2021 Budget and endorsement of the 2021 - 2025 Financial Plan on October 30, 2020.

ALTERNATIVES
1. That the Regional Planning Committee endorse the 2021 - 2025 Financial Plan for Regional Planning as presented in the report dated September 30, 2020, titled “2021 - 2025 Financial Plan - Regional Planning”, and forward it to the Metro Vancouver Board Budget Workshop on October 21, 2020 for consideration.

2. That the Regional Planning Committee make recommendations and endorse an amended 2021 - 2025 Financial Plan for Regional Planning and forward the amended Financial Plan to the Finance and Intergovernment Committee on October 14, 2020 and to the Metro Vancouver Board Budget Workshop on October 21, 2020 for consideration.

FINANCIAL IMPLICATIONS
If the MVRD Board endorses the 2021 - 2025 Financial Plan for Regional Planning, as presented under Alternative 1, in 2021 the Regional Planning requisition will increase by $162,464 (4.9%) for a total requisition of $3,510,857.

Over the term of the five-year plan, the annual Regional Planning requisition is projected to increase by an average of $175,688 per year (4.8%) to provide the required revenue to offset projected...
expenditures. It is anticipated that the cost to the average regional household over the next five years for the Regional Planning function will rise from $3 in 2020 to slightly over $3 in 2025.

Under Alternative 2, the Committee may wish to consider recommending amendments to the 2021 Budget and Five-Year Financial Plan for consideration at the Metro Vancouver Board Budget Workshop. Any changes to the plan may have an impact on the MVRD Financial Plan.

SUMMARY / CONCLUSION
The Regional Planning 2021 Budget and Five-Year Financial Plan has been prepared following direction received at the June 5, 2020 Board Budget Workshop and to respond to direction provided in the Board Strategic Plan. It is presented to Committee and Board members to provide overview information on activities and financial impacts for the years 2021 to 2025 for Regional Planning.

The presentation of this year’s five-year financial plan for Regional Planning provides the opportunity for Metro Vancouver to share with its member jurisdictions the proposed service related initiatives over the next five years. It is intended to be used as a guiding document for member jurisdictions in the development of their five-year financial plans and includes projections on household impact to demonstrate how the plan will remain affordable for residents while keeping pace with our critical requirements.

Staff recommends endorsing the 2021 - 2025 Financial Plan and Annual Work Plan for Regional Planning as presented under alternative one.

Attachments:
1. 2021 - 2025 Financial Plan
2. 2021 Work Plan
3. 2021 - 2025 “What’s Happening”
4. 2021 - 2025 Projected Reserves – Regional Planning
### REVENUES

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**TOTAL REVENUES**

|                      | $3,119,967 | $3,359,697 | $3,913,393 | $3,855,857 | 1.5%        | $3,886,430 | 0.8%        | $4,051,888 | 4.3%          | $4,131,083 | 2.0%          | $4,276,832 | 3.5%          |

### EXPENDITURES

**Operating Programs:**

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REGIONAL PLANNING

Description of services
Regional Planning is a Metro Vancouver Regional District function established to provide data, policy research, convene on issues of regional interest, and support local planning in support of a prosperous, resilient and livable region. The primary responsibility is to develop, administer, implement and monitor Metro Vancouver 2040: Shaping our Future (Metro 2040), the regional growth strategy. There are three programs within the Regional Planning Division: Growth Management and Transportation; Planning Analytics and Environment.

Growth Management and Transportation
Growth Management and Transportation is primarily responsible for developing, administering, and implementing Metro 2040. There are a number of portfolios within this group including: complete communities; industrial and employment lands; structuring growth – centres and corridors, and providing affordable and diverse housing near transit.

Planning Analytics
Planning Analytics collects and analyzes data for Regional Planning as well as other regional functions including utilities and transportation planning. Primary roles include the provision of population, dwelling unit and employment projections, Metro 2040 performance monitoring, and the completion of numerous regional inventories.

Environment
This activity supports Metro 2040 environmental and climate change policies as well as broader ecological health, environmental issues and agriculture and food systems.

Strategic directions and high level goals supported
Board Strategic Plan
- Continue to develop and implement effective and adaptive tools and processes for achieving the goals in Metro 2040 along with the update to Metro 2050;
- Continue to support the efforts of members in developing equitable, complete, livable and resilient communities;
- Develop policies, plans, tools and creative solutions for managing competing demands on land in the region;
- Advocate the merits of integrating regional land use and transportation planning; and
- Support integration of the regional growth strategy with other long range planning activities within the region.
Metro Vancouver 2040: Shaping our Future

- Goal 1 - Create a compact urban area
- Goal 2 - Support a sustainable economy
- Goal 3 - Protect the environment and respond to climate change impacts
- Goal 4 - Develop complete communities
- Goal 5 - Support sustainable transportation choices

Goals
- Update Metro 2040 (Metro 2050) to ensure policies support responsible regional growth, an improved environment and financial sustainability for both the organization and the region.
- Ensure regional planning policies are prepared and monitored with a focus towards a system of equity, fairness, access and affordability.
- Build modelling and data systems to support regional planning activities and policy creation/monitoring.
- Ensure an equitable and resilient region through responsible growth and financial sustainability
- Protect agricultural lands and the environment
- Build strong connections with neighbouring regional districts and other regional agencies to support infrastructure investment for responsible growth.

Performance indicators

<table>
<thead>
<tr>
<th>Indicator</th>
<th>Historical and/or industry</th>
<th>Current Performance</th>
<th>2021 Performance Objective</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percentage of residential growth occurring within the Urban Containment Boundary (UCB)</td>
<td>2011 baseline: 97% 2014 review: 98% 2015 review: 99%</td>
<td>98%</td>
<td>98%</td>
</tr>
<tr>
<td>Percentage of new dwelling units located within Urban Centres</td>
<td>2011 target 40% of growth to Centres 2011 baseline: 26% located in Centres</td>
<td>39% of growth to Centres; 28% located in Centres</td>
<td>40%</td>
</tr>
<tr>
<td>Number of hectares of land with a Metro 2040 Agricultural Designation</td>
<td>2011 baseline: 55,313</td>
<td>55,200</td>
<td>No net loss</td>
</tr>
<tr>
<td>Number of hectares of land with a Metro 2040 Industrial Designation</td>
<td>2011 baseline: 10,195</td>
<td>10,160</td>
<td>No net loss</td>
</tr>
<tr>
<td>Number of hectares of land with a Metro 2040 Mixed Employment Designation</td>
<td>2011 baseline: 3,415</td>
<td>3,395</td>
<td>No net loss</td>
</tr>
</tbody>
</table>
2021 key actions

**Growth Management and Transportation**
- Complete the draft of Metro 2050 and begin the approvals process
- Urban Centres and FTDA Policy Research
- Regional Industrial Lands Strategy Implementation and Research
- Regional Land Use Assessment
- Applied policy research in health and social equity
- Update the Housing and Transportation Cost Burden Study
- Support Province in the Fraser Valley Integrated Transportation and Development Plan
- Support TransLink on works related to transit infrastructure investment/expansion

**Environment**
- Climate and Environment Research
- Invasive Species Best Management Practices
- Ecosystem Services from Agricultural Land

**Planning Analytics**
- Land Use Model Preparation
- Data/Projections Validation
Regional Planning

2021 to 2025 – WHAT’S HAPPENING

Below is a summary of the significant initiatives to be undertaken by Regional Planning over the next 5 years.

<table>
<thead>
<tr>
<th>Initiative</th>
<th>Description</th>
<th>Theme</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>2021</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Comprehensive update to Metro 2040</td>
<td>Complete the draft of <em>Metro 2040</em> and begin the approvals process. Update is to consider significant drivers of change, integrate with the Transport 2050, and implement policy improvements.</td>
<td>Regional Growth</td>
</tr>
<tr>
<td>Sensitive Ecosystem Inventory</td>
<td>Complete the five-year update to this critical regional resource.</td>
<td>Environmental Sustainability</td>
</tr>
<tr>
<td>Develop a New Growth Management and Investment Model</td>
<td>Land Use Component. To improve population, dwelling unit, employment and land use projections and municipal distribution, and improve the ability to model land use implications of infrastructure investments and policy portfolios.</td>
<td>Regional Growth and Financial Sustainability</td>
</tr>
<tr>
<td>Regional Land Use Assessment</td>
<td>Begin a Regional Land Use Assessment as part of the implementation of the Regional Growth and Industrial Lands strategies.</td>
<td>Regional Growth</td>
</tr>
<tr>
<td>Regional Industrial Lands Strategy Implementation</td>
<td>Prepare recommended overlays and buffers to support the implementation of the Regional Industrial Lands Strategy.</td>
<td>Regional Growth</td>
</tr>
<tr>
<td>Frequent Transit Corridor Study</td>
<td>Undertake a land use and transportation study for a frequent transit corridor in the region to support member jurisdiction initiatives related to planning and transportation.</td>
<td>Regional Growth</td>
</tr>
<tr>
<td>Housing and Transportation Cost Burden Study</td>
<td>Complete a five-year update to this critical study on transportation and housing costs for a more complete picture of affordability. In 2015, region-wide, homeowners with mortgages paid 40% of their pre-tax income for H+T while renters paid 49%.</td>
<td>Regional Growth</td>
</tr>
<tr>
<td><strong>2022</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Develop a New Growth Management and Investment Model</td>
<td>Phase 2 – Integrate the Demographics Component to support updated population, dwelling unit, employment and land use projections.</td>
<td>Regional Growth and Financial Sustainability</td>
</tr>
<tr>
<td>Comprehensive update to Metro 2040</td>
<td>Metro 2050 approved and collaboration with member jurisdictions on implementation.</td>
<td>Regional Growth</td>
</tr>
<tr>
<td>Metro 2050 Implementation Tools</td>
<td>Begin Preparing Implementation Guidelines and data tools to assist member jurisdictions</td>
<td>Regional Growth</td>
</tr>
<tr>
<td>Regional Land Use Assessment</td>
<td>Complete a Regional Land Use Assessment</td>
<td>Regional Growth</td>
</tr>
<tr>
<td>Frequent Transit Corridor Study</td>
<td>Undertake a land use and transportation study for a frequent transit corridor in the region to support member jurisdiction initiatives related to planning and transportation.</td>
<td>Regional Growth</td>
</tr>
<tr>
<td>Year</td>
<td>Project</td>
<td>Task</td>
</tr>
<tr>
<td>------</td>
<td>---------</td>
<td>------</td>
</tr>
<tr>
<td>2023</td>
<td>Regional Employment Survey</td>
<td>Complete survey work to understand current trends and land use</td>
</tr>
<tr>
<td>2023</td>
<td>Frequent Transit Corridor Study</td>
<td>Undertake a land use and transportation study for a frequent transit corridor in the region to support member jurisdiction initiatives related to planning and transportation.</td>
</tr>
<tr>
<td>2023</td>
<td>Metro 2050 Implementation Tools</td>
<td>Prepare Implementation Guidelines and data tools to assist member jurisdictions</td>
</tr>
<tr>
<td>2024</td>
<td>Frequent Transit Corridor Study</td>
<td>Undertake a land use and transportation study for a frequent transit corridor within the region to support member jurisdictions and TransLink.</td>
</tr>
<tr>
<td>2024</td>
<td>Growth Management and Investment Model</td>
<td>Develop data tool and calibrate information. Large component of this phase will include survey and demographic work.</td>
</tr>
<tr>
<td>2024</td>
<td>Metro 2050 Implementation Tools</td>
<td>Complete Implementation Guidelines and data tools to assist member jurisdictions</td>
</tr>
<tr>
<td>2025</td>
<td>Frequent Transit Corridor Study</td>
<td>Undertake a land use and transportation study for a frequent transit corridor in the region to support member jurisdictions and TransLink.</td>
</tr>
<tr>
<td>2025</td>
<td>Growth Management and Investment Model</td>
<td>Develop data tool and calibrate information. Begin to prepare scenario modelling for the region.</td>
</tr>
</tbody>
</table>
# OPERATING RESERVES

|----------------------|---------------------|----------------------|-------------------|------------------|---------------|---------------------|---------------------|---------------------|---------------------|---------------------|

# DISCRETIONARY RESERVES

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Regional Planning</td>
<td>$2,431,212</td>
<td>$2,431,212</td>
<td>-</td>
<td>$(280,000)</td>
<td>$45,824</td>
<td>$2,197,037</td>
<td>$2,139,977</td>
<td>$2,101,977</td>
<td>$2,063,216</td>
<td>$2,053,981</td>
</tr>
<tr>
<td>Regional Planning General Reserve</td>
<td>$2,431,212</td>
<td>$2,431,212</td>
<td>-</td>
<td>$(280,000)</td>
<td>$45,824</td>
<td>$2,197,037</td>
<td>$2,139,977</td>
<td>$2,101,977</td>
<td>$2,063,216</td>
<td>$2,053,981</td>
</tr>
</tbody>
</table>
RECOMMENDATION
That the MVRD Board:

a) initiate the *Metro Vancouver 2040: Shaping our Future* amendment process for a Type 3 Minor Amendment to the regional growth strategy to incorporate 71 individual regional land use designation changes to Conservation and Recreation to reflect the acquisition of these property interests by Metro Vancouver Regional Parks;

b) give first, second and third readings to “*Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1310, 2020*”; and

c) direct staff to notify affected local governments and appropriate agencies as per Section 6.4.2 of *Metro Vancouver 2040: Shaping our Future*.

EXECUTIVE SUMMARY
Metro Vancouver Regional Parks has an ongoing land acquisition program that adds lands to the regional parks system. Over recent years, Regional Parks has been acquiring properties throughout the region to add to the regional parks inventory. Of these property interests, 71 are currently designated either General Urban, Industrial, Rural, or some combination thereof in *Metro Vancouver 2040: Shaping our Future (Metro 2040)*, the regional growth strategy. Regional Parks is requesting to update the maps in *Metro 2040* to better reflect the current use of these lands as regional park or a greenway, therefore Metro Vancouver is initiating a Type 3 Minor Amendment to *Metro 2040* to re-designate these property interests to a Conservation and Recreation regional land use.

PURPOSE
This report proposes a *Metro 2040* Type 3 minor amendment for consideration by the MVRD Board. The proposed *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1310, 2020*, will update *Metro 2040* to incorporate regional land use designation changes from General Urban, Industrial, or Rural (or a combination thereof) to Conservation and Recreation on 71 publicly-owned property interests that have been acquired or secured by Metro Vancouver Regional Parks and are currently used for park or greenway purposes.

BACKGROUND
*Metro Vancouver 2040: Shaping our Future (Metro 2040)*, the regional growth strategy, is the region’s collective vision for long-range sustainable land use policy to the year 2040. It includes a parcel-based regional land use designation map which is a critical tool for, among other things, protecting and enhancing the region’s supply of important lands including conservation and recreation lands, agricultural lands, and industrial areas. In accordance with Subsections 6.3.4 (c) and (d) of *Metro 2040*, an amendment from an Industrial, General Urban, or Rural land use designation to a
Conservation and Recreation land use designation is considered a Type 3 Minor Amendment. Adoption of a Type 3 amendment requires the adoption of an amendment bylaw by an affirmative 50%+1 weighted vote of the MVRD Board, and does not require a regional Public Hearing.

Over recent years, Regional Parks has been acquiring properties throughout the region to add to the regional parks inventory. Of these property interests, 71 are currently designated either General Urban, Industrial, Rural, or some combination thereof in Metro Vancouver 2040: Shaping our Future (Metro 2040), the regional growth strategy. Regional Parks is requesting to update the maps in Metro 2040 to better reflect the current use of these lands as regional park or a greenway, therefore this report seeks to initiate a Type 3 Minor Amendment to Metro 2040 to re-designate these property interests to a Conservation and Recreation regional land use.

PROPOSED TYPE 3 MINOR AMENDMENT

The proposed Metro 2040 bylaw amendment (Attachment 1) contains 71 regional land use designation changes in the Cities of Coquitlam, Maple Ridge, New Westminster, Pitt Meadows and Surrey, the Districts of West Vancouver and North Vancouver, and Electoral Area A related to lands acquired or secured by Metro Vancouver Regional Parks prior to 2020. Regional Parks has requested that these lands be re-designated to a Conservation and Recreation regional land use to better protect them in perpetuity and publicly reflect their use as park land or greenways. For the sake of efficiency, all of these re-designations have been bundled into the proposed amendment bylaw.

Of the 71 property interests, 14 are statutory rights-of-way granted by the respective municipality, 1 is leased from the Provincial government, and the remainder are owned by the Metro Vancouver Regional District. Staff note that in the case of the one property interest leased from the Provincial government, should that lease expire or be terminated, and should the Crown resume use of the land, it will not be bound by any laws, regulations or bylaws affecting the use of those lands.

The current regional land use designations of the 71 property interests subject to the proposed bylaw are summarized by member jurisdiction in Table 1 and depicted in the maps in the draft bylaw attached. Of the property interests, 37 are currently designated General Urban, 28 are Rural, 2 are Industrial, and 4 are currently designated some combination of the three.

### Table 1 – Current Land Use Designations of the Property Interests Subject to Bylaw No. 1310, 2020

<table>
<thead>
<tr>
<th>Member Jurisdiction</th>
<th>Number of Property interests by Current Land Use Designation (area in hectares)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Electoral Area A</td>
<td>• 1 property interest designated General Urban (0.8 ha)</td>
</tr>
<tr>
<td>City of Coquitlam</td>
<td>• 3 property interests designated Rural (31.5 ha)</td>
</tr>
<tr>
<td>City of Maple Ridge</td>
<td>• 4 property interests designated Rural (14.7 ha)</td>
</tr>
<tr>
<td></td>
<td>• 1 property interest designated General Urban/Conservation &amp; Recreation shared (0.1 ha)</td>
</tr>
<tr>
<td></td>
<td>• 4 property interests designated General Urban (9.7 ha)</td>
</tr>
<tr>
<td></td>
<td>• 3 property interests designated Rural / Conservation &amp; Recreation shared (0.8 ha)</td>
</tr>
<tr>
<td>City of New Westminster</td>
<td>• 3 property interests designated General Urban (1.94 ha)</td>
</tr>
<tr>
<td></td>
<td>• 2 property interests designated Industrial (0.15 ha)</td>
</tr>
</tbody>
</table>
None of the proposed land use changes result in adjustments to the Urban Containment Boundary. The draft amendment bylaw applies to Metro 2040 maps numbered 2, 3, 4, 5, 6, 8, and 12.

POLICY FRAMEWORK

**Metro 2040**

The region’s population is projected to grow from 2.7 million to 3.7 million by the year 2050. Historically, visits to regional parks have been growing at approximately double the population growth rate. To support the recreational needs and meet the demands of future residents, more park lands must be acquired and protected. Many of the property interests that are the subject to the proposed bylaw amendment also contain sensitive ecosystems that provide the region with valuable ecosystem services that contribute to clean water, clean air, and carbon storage.

Re-designating the lands subject to the proposed bylaw to a Conservation and Recreation regional land use designation supports Metro 2040’s Goal 3: Protect the Environment and Respond to Climate Change Impacts. In particular, the bylaw amendment will reflect and be supportive of Metro Vancouver’s commitments set out in **Metro 2040** to:

- “implement the Metro Vancouver Regional Parks and Greenways Plan in collaboration with municipalities, to identify, secure and enhance habitat and park lands and buffer, where feasible, park and conservation areas from activities in adjacent areas” (3.1.2);
- “in collaboration with other agencies, develop and manage the Metro Vancouver Regional Recreation Greenway Network, as conceptually shown on the Regional Recreation Greenway Network map (Map 9)” (3.2.1); and
- “manage Metro Vancouver assets and collaborate with municipalities and other agencies to: protect, enhance and restore ecologically important systems, features and corridors and establish buffers along watercourses, coastlines, agricultural lands, and other ecologically important features, as conceptually shown on the Natural Features and Land Cover map (Map 10)” [3.2.2(a)].
Metro Vancouver Regional Parks Plan
A principal role of Metro Vancouver Regional Parks is to “protect natural areas and connect people to nature” and a key strategy of the Regional Parks Plan articulates the need to secure and protect the assets over the long term (Vision Statement and Goal 1, Strategy 2 - Reference 1). An important means of fulfilling direction this through the Metro Vancouver Parks Land Acquisition Strategy, which commits to “growing the regional parks system into a connected network of resilient regional parks and greenways that protect regionally important natural areas and connects people to them” (Reference 2). The proposed land use re-designations will be an effective way to implement these articulated goals and objectives and protect regional park and greenway lands in perpetuity.

NOTIFICATION AND ENGAGEMENT
Letters dated July 28, 2020, titled “Metro Vancouver 2040: Shaping our Future Type 3 Minor Amendment Pertaining to Metro Vancouver Regional Parks Lands” were mailed to the planning directors of the eight member jurisdictions with lands that are to be re-designated notifying them of the proposed amendment. Further members were notified of the work to re-designate the 71 property interests through the Regional Planning Municipal Liaison Program and at the Regional Planning Advisory Committee meeting held on September 18, 2020.

The proposed bylaw amendment and this staff report will be advanced to the MVRD Board on October 30, 2020. Should the MVRD Board initiate the amendment, the bylaw will then be referred to all affected local governments for a comment period of no less than 30 days. Following the comment period, the amendment will be brought before the MVRD Board for final consideration.

ALTERNATIVES
1. That the MVRD Board:
   a) initiate the Metro Vancouver 2040: Shaping our Future amendment process for a Type 3 Minor Amendment to the regional growth strategy to incorporate 71 individual regional land use designation changes to Conservation and Recreation to reflect the acquisition of these property interests by Metro Vancouver Regional Parks;
   b) give first, second and third readings to “Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1310, 2020”; and
   c) direct staff to notify affected local governments and appropriate agencies as per Section 6.4.2 of Metro Vancouver 2040: Shaping our Future.

2. That the MVRD Board receive for information the report dated September 18, 2020, titled “Amending Metro Vancouver 2040: Shaping our Future to Re-designate Regional Parks Lands to Conservation and Recreation.”

FINANCIAL IMPLICATIONS
There are no financial implications to this report.

If the MVRD Board chooses Alternative 1, the proposed bylaw amendment will be initiated and given initial readings, and staff will notify affected local governments and agencies to provide an opportunity to offer comment. The proposed amendment bylaw would then be brought back to the MVRD Board with any comments received during the notification period for consideration of final
reading. The minimum notification period as identified in MVRD Regional Growth Strategy Procedures Bylaw No. 1148, 2011, is 30 days, although to ensure sufficient time for comment, Metro Vancouver strives for a minimum of 45 days. The amendment notice will be mailed to affected local governments and agencies and posted on the Metro Vancouver website. All comments received will be included in a report to the MVRD Board for consideration of adoption of the amendment bylaw.

If the MVRD Board chooses Alternative 2, the proposed bylaw amendment will not be initiated. The result is that the current use of the subject 71 Regional Park property interests and their respective regional land use designations in Metro 2040 maps will remain inconsistent.

CONCLUSION
To support the recreational needs of the region’s growing population and to protect ecologically significant areas of the region from development, Metro Vancouver Regional Parks has been acquiring lands to add to the region’s parks inventory and greenways networks for many years. Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1310, 2020 will bring 71 property interests acquired by Metro Vancouver into conformance with Metro 2040’s policy framework. Many of these lands currently have the regional land use designation that existed at the time of acquisition, which does not reflect the current and foreseeable use as part of a regional park or greenway. For this reason, a Metro 2040 amendment bylaw is being proposed to re-designate these 71 property interests acquired by Metro Vancouver Regional Parks from their respective current regional land use designation to Conservation and Recreation. This proposed re-designation will help protect these lands in their natural state and from alternative uses into the future, and publicly reflect their use as park or greenways.

Staff recommend Alternative 1, that the MVRD Board initiate the Type 3 Minor Amendment to incorporate mapping updates to Metro 2040 to reflect land acquisition by Metro Vancouver Regional Parks for park and greenway use.

Attachment
Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1310, 2020

References
1. Metro Vancouver Regional Parks Plan (2016)
WHEREAS:

A. Metro Vancouver Regional District’s Board of Directors (the “Board”) adopted the “Greater Vancouver Regional District Growth Strategy Bylaw Number 1136, 2010” on July 29, 2011 (the “Regional Growth Strategy”);

B. Metro Vancouver Regional District has acquired a number of properties in recent years for use as park land or greenways, and these lands currently have Rural, General Urban, or Industrial regional land use designations;

C. The Board wishes to change the regional land use designations for these properties to Conservation and Recreation land use, and to amend the official regional land use designation maps in the Regional Growth Strategy to reflect these changes, so as to better protect these properties from development and to publicly reflect their use and designation as park land or greenways;

D. In accordance with subsections 6.3.4 (c) and (d) of the Regional Growth Strategy, an amendment from an Industrial, General Urban, or Rural land use designation to a Conservation and Recreation land use designation is a Type 3 minor amendment; and

E. Metro Vancouver Regional District wishes to amend “Greater Vancouver Regional District Growth Strategy Bylaw Number 1136, 2010”;

NOW THEREFORE the Board of Metro Vancouver Regional District enacts as follows:

Citation
1. The official citation of this bylaw is “Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1310, 2020”. This bylaw may be cited as “Regional Growth Strategy Amendment Bylaw No. 1310, 2020”.

Schedules
2. The following Schedules are attached to and form part of this bylaw:
   a) Schedule “A”, City of Coquitlam;
   b) Schedule “B”, City of Maple Ridge;
   c) Schedule “C”, Electoral Area A;
   d) Schedule “D”, City of New Westminster;
   e) Schedule “E”, District of North Vancouver;
   f) Schedule “F”, City of Pitt Meadows;
   g) Schedule “G”, City of Surrey;
   h) Schedule “H”, District of West Vancouver; and
i) Schedule “I”, Official Land Use Designation Maps 2, 3, 4, 5, 6, 8 and 12.

Amendment of Bylaw
3. The “Greater Vancouver Regional District Regional Growth Strategy Bylaw Number 1136, 2010” is hereby amended as follows:

a) the regional land use designations for the lands described in the table below, which are located within the City of Coquitlam and shown in the maps contained in Schedule “A”, are changed to Conservation and Recreation;

<table>
<thead>
<tr>
<th>Regional Park</th>
<th>PID</th>
<th>Current Land Use Designation</th>
<th>Affected Land Area (ha)</th>
<th>Legal Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minnekhada</td>
<td>007-568-444</td>
<td>Rural</td>
<td>15.7</td>
<td>Legal Subdivision 1 Section 21 Township 40 New Westminster District</td>
</tr>
<tr>
<td>Widgeon Marsh</td>
<td>007-603-860</td>
<td>Rural</td>
<td>7.8</td>
<td>Fractional Legal Subdivision 8 Section 27 Township 40 Except: North 5 Chains NWD</td>
</tr>
<tr>
<td>Widgeon Marsh</td>
<td>013-534-769</td>
<td>Rural</td>
<td>8.0</td>
<td>Parcel C (Explanatory Plan 5236) Legal Subdivision 13 Section 26 Township 40 New Westminster District</td>
</tr>
</tbody>
</table>

b) the regional land use designations for the lands described in the table below, which are located within the City of Maple Ridge and shown in the maps contained in Schedule “B”, are changed to Conservation and Recreation;

<table>
<thead>
<tr>
<th>Regional Park</th>
<th>PID</th>
<th>Current Land Use Designation</th>
<th>Affected Land Area (ha)</th>
<th>Legal Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Blaney Bog</td>
<td>013-180-037</td>
<td>Rural</td>
<td>5.8</td>
<td>West Half Fractional Legal Subdivision 13 Section 35 Township 3 Range 5 West of the Seventh Meridian New Westminster District</td>
</tr>
<tr>
<td>Blaney Bog</td>
<td>013-180-088</td>
<td>Rural</td>
<td>4.2</td>
<td>South East Quarter Legal Subdivision 1 Section 3 Township 4 Range 5 West of the Seventh Meridian New Westminster District</td>
</tr>
<tr>
<td>Kanaka Creek</td>
<td>008-777-985</td>
<td>Conservation/Recreation/General Urban - shared</td>
<td>0.1</td>
<td>Lot W Section 10 Township 12 NWD Plan 25329</td>
</tr>
</tbody>
</table>
c) the regional land use designation for the lands described in the table below, which are located within **Electoral Area A** and shown in the map contained in **Schedule “C”**, is changed to Conservation and Recreation;

<table>
<thead>
<tr>
<th>Regional Park</th>
<th>PID</th>
<th>Current Land Use Designation</th>
<th>Affected Land Area (ha)</th>
<th>Legal Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pacific Spirit</td>
<td>025-244-281</td>
<td>General Urban</td>
<td>0.8</td>
<td>Parcel A (Plan LMP52617) District Lot 140 Group 1 Dedicated Road on NWD Plan 8693</td>
</tr>
</tbody>
</table>
d) the regional land use designations for the lands described in the table below, which are located within the **City of New Westminster** and shown in the maps contained in **Schedule “D”**, are changed to Conservation and Recreation;

<table>
<thead>
<tr>
<th>Regional Park</th>
<th>PID</th>
<th>Current Land Use Designation</th>
<th>Affected Land Area (ha)</th>
<th>Legal Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brunette Fraser Greenway</td>
<td>000-838-845</td>
<td>General Urban</td>
<td>1.7</td>
<td>Lot 49 of Suburban Blocks 1 and 2 of District Lot 1 Group 1 NWD Plan 68484</td>
</tr>
<tr>
<td>Brunette Fraser Greenway</td>
<td>003-992-748</td>
<td>General Urban</td>
<td>0.04</td>
<td>Lot 39 Suburban Block 1 Plan 50141</td>
</tr>
<tr>
<td>Brunette Fraser Greenway</td>
<td>023-331-933</td>
<td>General Urban</td>
<td>0.2</td>
<td>Parcel 1 Suburban Blocks 1 &amp; 2 District Lot 1 Group 1 Plan LMP25418</td>
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<tr>
<td>Brunette Fraser Greenway</td>
<td>002-994-810</td>
<td>Industrial</td>
<td>0.05</td>
<td>Lot 27, EXCEPT: Parcel 1 (SRW Plan LMP17276) Suburban Blocks 1 and 8 Plan 56085</td>
</tr>
<tr>
<td>Brunette Fraser Greenway</td>
<td>002-994-852</td>
<td>Industrial</td>
<td>0.1</td>
<td>Lot 2 Except: part Subdivided by Plan 66859, Suburban Block 8 Plan 59670</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Regional Park</th>
<th>PID</th>
<th>Current Land Use Designation</th>
<th>Affected Land Area (ha)</th>
<th>Legal Description</th>
</tr>
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<tbody>
<tr>
<td>Capilano River</td>
<td>n/a</td>
<td>General Urban</td>
<td>0.2</td>
<td>Lot A Block 1 District Lot 764 Plan VR283 Plan 15239</td>
</tr>
<tr>
<td>Capilano River</td>
<td>n/a</td>
<td>General Urban</td>
<td>0.03</td>
<td>Lot E Block 1 District Lot 764 Plan 15384 VR 399</td>
</tr>
<tr>
<td>Capilano River</td>
<td>n/a</td>
<td>General Urban</td>
<td>0.1</td>
<td>Strata Plan of Lot D Block 1 District Lot 764 Plan VR460</td>
</tr>
<tr>
<td>Capilano River</td>
<td>011-351-225</td>
<td>General Urban</td>
<td>2.3</td>
<td>Lot 1 (Explanatory Plan 10758), Except part in Plan 19183 Block 13 District Lots 601 and 607 Plan 4740</td>
</tr>
<tr>
<td>Seymour River Greenway</td>
<td>007-698-020</td>
<td>General Urban</td>
<td>0.4</td>
<td>Lot 5 District Lot 612 and 620 Plan 15038</td>
</tr>
<tr>
<td>Seymour River Greenway</td>
<td>007-698-038</td>
<td>General Urban</td>
<td>0.2</td>
<td>Lot 8, EXCEPT : part on SRW Plan 17782 District Lots 612 and 620 Plan 15038</td>
</tr>
<tr>
<td>Seymour River Greenway</td>
<td>007-698-046</td>
<td>General Urban</td>
<td>0.2</td>
<td>Lot 9 District Lots 612 and 620 Plan 15038</td>
</tr>
<tr>
<td>------------------------</td>
<td>-------------</td>
<td>--------------</td>
<td>-----</td>
<td>----------------------------------------</td>
</tr>
<tr>
<td>Thwaytes Landing</td>
<td>015-069-567</td>
<td>Conservation/Recreation / Rural - shared</td>
<td>0.1</td>
<td>Lot E, Except part in Plan 2860, District Lot 871 Plan 996</td>
</tr>
<tr>
<td>Thwaytes Landing</td>
<td>015-069-575</td>
<td>Conservation/Recreation / Rural - shared</td>
<td>0.2</td>
<td>Lot F, Except part in Plan 2860, District Lot 871 Plan 996</td>
</tr>
<tr>
<td>Thwaytes Landing</td>
<td>015-972-941</td>
<td>Conservation/Recreation / Rural - shared</td>
<td>0.4</td>
<td>Block G (Reference Plan 418) District Lot 871 Group 1 NWD</td>
</tr>
<tr>
<td>Thwaytes Landing</td>
<td>013-379-747</td>
<td>Rural</td>
<td>0.1</td>
<td>Lot 1 District Lot 871 Plan 2860</td>
</tr>
<tr>
<td>Thwaytes Landing</td>
<td>013-379-755</td>
<td>Rural</td>
<td>0.1</td>
<td>Lot 2 District Lot 871 Plan 2860</td>
</tr>
<tr>
<td>Thwaytes Landing</td>
<td>013-379-763</td>
<td>Rural</td>
<td>0.1</td>
<td>Lot 3 District Lot 871 Plan 2860</td>
</tr>
<tr>
<td>Thwaytes Landing</td>
<td>013-379-771</td>
<td>Rural</td>
<td>0.04</td>
<td>Lot 5 District Lot 871 Plan 2860</td>
</tr>
<tr>
<td>Thwaytes Landing</td>
<td>013-379-780</td>
<td>Rural</td>
<td>0.02</td>
<td>Lot 6 District Lot 871 Plan 2860</td>
</tr>
<tr>
<td>Thwaytes Landing</td>
<td>013-379-798</td>
<td>Rural</td>
<td>0.1</td>
<td>Lot 4 District Lot 871 Plan 2860</td>
</tr>
<tr>
<td>Thwaytes Landing</td>
<td>013-379-801</td>
<td>Rural</td>
<td>0.03</td>
<td>Lot 7 District Lot 871 Plan 2860</td>
</tr>
<tr>
<td>Thwaytes Landing</td>
<td>013-379-810</td>
<td>Rural</td>
<td>0.02</td>
<td>Lot 8 District Lot 871 Plan 2860</td>
</tr>
<tr>
<td>Thwaytes Landing</td>
<td>013-379-828</td>
<td>Rural</td>
<td>0.02</td>
<td>Lot 9 District Lot 871 Plan 2860</td>
</tr>
<tr>
<td>Thwaytes Landing</td>
<td>013-379-836</td>
<td>Rural</td>
<td>0.03</td>
<td>Lot 10 District Lot 871 Plan 2860</td>
</tr>
<tr>
<td>Thwaytes Landing</td>
<td>013-379-844</td>
<td>Rural</td>
<td>0.02</td>
<td>Lot 11 District Lot 871 Plan 2860</td>
</tr>
<tr>
<td>Thwaytes Landing</td>
<td>013-379-852</td>
<td>Rural</td>
<td>0.04</td>
<td>Lot 12 District Lot 871 Plan 2860</td>
</tr>
<tr>
<td>Thwaytes Landing</td>
<td>013-379-879</td>
<td>Rural</td>
<td>0.02</td>
<td>Lot 13 District Lot 871 Plan 2860</td>
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<tr>
<td>Thwaytes Landing</td>
<td>013-379-887</td>
<td>Rural</td>
<td>0.03</td>
<td>Lot 14 District Lot 871 Plan 2860</td>
</tr>
<tr>
<td>Thwaytes Landing</td>
<td>013-379-895</td>
<td>Rural</td>
<td>0.03</td>
<td>Lot 15 District Lot 871 Plan 2860</td>
</tr>
</tbody>
</table>
f) the regional land use designations for the lands described in the table below, which are located within the **City of Pitt Meadows** and shown in the maps contained in **Schedule “F”**, are changed to Conservation and Recreation;

<table>
<thead>
<tr>
<th>Regional Park</th>
<th>PID</th>
<th>Current Land Use Designation</th>
<th>Affected Land Area (ha)</th>
<th>Legal Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Codd Wetland</td>
<td>013-557-009</td>
<td>Rural</td>
<td>15.5</td>
<td>Legal Subdivision 3 Section 7 Township 42 New Westminster District</td>
</tr>
<tr>
<td>Codd Wetland</td>
<td>013-557-084</td>
<td>Rural</td>
<td>14.5</td>
<td>Legal Subdivision 4 Section 7 Township 42 New Westminster District</td>
</tr>
<tr>
<td>Codd Wetland</td>
<td>013-557-157</td>
<td>Rural</td>
<td>15.9</td>
<td>Legal Subdivision 6 Section 7 Township 42 New Westminster District</td>
</tr>
<tr>
<td>Codd Wetland</td>
<td>013-557-220</td>
<td>Rural</td>
<td>7.9</td>
<td>East Half Legal Subdivision 5 Section 7 Township 42 New Westminster District</td>
</tr>
<tr>
<td>Pitt River Greenway</td>
<td>013-182-048</td>
<td>General Urban</td>
<td>0.1</td>
<td>Parcel B (Reference Plan 3141) Section 16 Block 6 North Range 1 East NWD</td>
</tr>
<tr>
<td>Pitt River Greenway</td>
<td>013-182-242</td>
<td>General Urban</td>
<td>0.6</td>
<td>Parcel C (Reference Plan 3141) Section 16 Block 6 North Range 1 East NWD</td>
</tr>
<tr>
<td>Pitt River Greenway</td>
<td>013-182-480</td>
<td>General Urban</td>
<td>0.6</td>
<td>Parcel K (Plan with fee deposited 14731F) Sections 16 and 21 Block 6 North Range 1 East NWD</td>
</tr>
<tr>
<td>Pitt River Greenway</td>
<td>013-182-684</td>
<td>General Urban</td>
<td>0.4</td>
<td>Parcel One (Reference Plan 17385) of Parcel A (Reference Plan 3141) Section 16 Block 6 North Range 1 East NWD</td>
</tr>
<tr>
<td>Pitt River Greenway</td>
<td>013-183-249</td>
<td>General Urban</td>
<td>0.2</td>
<td>Parcel One (394034E) of Parcel A (Reference Plan 3142) Sections 21 and 22 Block 6 North Range 1 East NWD</td>
</tr>
<tr>
<td>Pitt River Greenway</td>
<td>026-559-552</td>
<td>General Urban</td>
<td>0.2</td>
<td>Lot 2 Section 16 Block 6 North Range 1 East New Westminster District Plan BCP21881</td>
</tr>
<tr>
<td>Pitt River Greenway</td>
<td>012-328-081</td>
<td>General Urban</td>
<td>0.3</td>
<td>Lot 1 Section 5 Block 5 North Range 1 East New Westminster District Plan 1735</td>
</tr>
<tr>
<td>Pitt River Greenway</td>
<td>012-328-103</td>
<td>General Urban</td>
<td>0.3</td>
<td>Lot 2 Section 5 Block 5 North Range 1 East New Westminster District Plan 1735</td>
</tr>
<tr>
<td>Pitt River Greenway</td>
<td>012-328-120</td>
<td>General Urban</td>
<td>0.3</td>
<td>Lot 3 Section 5 Block 5 North Range 1 East New Westminster District Plan 1735</td>
</tr>
</tbody>
</table>
g) the regional land use designations for the lands described in the table below, which are located within the City of Surrey and shown in the maps contained in Schedule “G”, are changed to Conservation and Recreation;

<table>
<thead>
<tr>
<th>Regional Park</th>
<th>PID</th>
<th>Current Land Use Designation</th>
<th>Calculated Area (ha)</th>
<th>Legal Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tynehead</td>
<td>001-798-537</td>
<td>General Urban</td>
<td>0.3</td>
<td>Lot 2 Section 36 Block 5 North Range 1 West NWD Plan 10372</td>
</tr>
<tr>
<td>Tynehead</td>
<td>009-351-540</td>
<td>General Urban</td>
<td>0.3</td>
<td>Lot 1 Except: Parcel A (Explanatory Plan 15319) Section 36 Block 5 North Range 1 West NWD Plan 10372</td>
</tr>
<tr>
<td>Tynehead</td>
<td>029-063-817</td>
<td>General Urban</td>
<td>0.2</td>
<td>Lot 1 Sections 6 and 31 Townships 8 and 9 New Westminster District Plan BCP51988</td>
</tr>
<tr>
<td>Tynehead</td>
<td>029-063-817</td>
<td>General Urban</td>
<td>1.0</td>
<td>Lot 1 Sections 6 and 31 Townships 8 and 9 New Westminster District Plan BCP51989</td>
</tr>
</tbody>
</table>
h) the regional land use designations for the lands described in the table below, which are located within the **District of West Vancouver** and shown in the map contained in **Schedule “H”**, are changed to Conservation and Recreation; and

<table>
<thead>
<tr>
<th>Regional Park</th>
<th>PID</th>
<th>Current Land Use Designation</th>
<th>Calculated Area (ha)</th>
<th>Legal Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capilano River</td>
<td>n/a</td>
<td>General Urban</td>
<td>3.9</td>
<td>That part of the Bed of the Capilano River and Block B of District Lot 6927 all of Group 1, NWD</td>
</tr>
</tbody>
</table>

i) the official regional land use designation maps numbered 2, 3, 4, 5, 6, 8 and 12 be revised, as shown in the maps contained in Schedule “I”, to record the changes in regional land use designations.

Read a first time this ______ day of __________________, _____.

Read a second time this ______ day of __________________, _____.

Read a third time this ______ day of __________________, _____.

Passed and finally adopted this ______ day of __________________, _____.

________________________________
Sav Dhaliwal, Chair

________________________________
Chris Plagnol, Corporate Officer
City of Coquitlam

Widgeon Marsh Regional Park - Regional Growth Strategy Designations
Land being Recommended for Addition to Conservation / Recreation Designation

PID: 013-534-769
Metro Vancouver Tenure: Fee Simple
Current Designation: Rural
Acquired: 2012

PID: 007-603-860
Metro Vancouver Tenure: Fee Simple
Current Designation: Rural
Acquired: 2013

RGS Designation Classes
- Agricultural
- Conservation / Recreation
- General Urban
- Industrial
- Rural

September 2020
City of Maple Ridge

Kanaka Creek Regional Park - Regional Growth Strategy Designations
Land being Recommended for Addition to Conservation / Recreation Designation

PID: 011-440-201
Metro Vancouver Tenure: Fee Simple
Current Designation: Rural
Acquired: 2011

Subject Property(s)
Regional Park Boundary
Parcel Lines
Municipal Boundaries

RGS Designation Classes
Agricultural
Conservation / Recreation
General Urban
Industrial
Rural

September 2020
District of North Vancouver

Thwaytes Landing Regional Park - Regional Growth Strategy Designations
Land being Recommended for Addition to Conservation / Recreation Designation

Applies to 15 Parcels:
- 013-379-747
- 013-379-755
- 013-379-763
- 013-379-777
- 013-379-801
- 013-379-828
- 013-379-844
- 013-379-852
- 013-379-879

Metro Vancouver Tenures: Fee Simple

Current Designations: Rural

Acquired: 2014

September 2020
City of Pitt Meadows

Pitt River Regional Greenway - Regional Growth Strategy Designations
Land being Recommended for Addition to Conservation / Recreation Designation

Applies to 5 parcels:
013-183-249  013-182-242
013-182-048  026-559-552
013-182-684

Metro Vancouver Tenure: Fee Simple
Current Designation: General Urban
Acquired: 2017

PIT: 013-182-480
Metro Vancouver Tenure: Statutory Right of Way
Current Designation: General Urban
Acquired: 2017

Subject Property(s)
Regional Park Boundary
Agricultural Land Reserve (ALR)
Parcel Lines
Municipal Boundaries
RGS Designation Classes

Agricultural
Conservation / Recreation
General Urban
Industrial
Rural

September 2020
City of Pitt Meadows

Pitt River Regional Greenway - Regional Growth Strategy Designations
Land being Recommended for Addition to Conservation / Recreation Designation

PID: 013-180-762
Metro Vancouver Tenure: Statutory Right of Way
Current Designation: General Urban
Acquired: 2016

PID: 013-180-789
Metro Vancouver Tenure: Statutory Right of Way
Current Designation: General Urban
Acquired: 2016

September 2020
To: Regional Planning Committee

From: Erin Rennie, Senior Planner, and Alex Taylor, Senior Planner, Regional Planning and Housing Services

Date: September 18, 2020

Meeting Date: October 9, 2020

Subject: 2020 Declaration for Resilience in Metro Vancouver Communities

RECOMMENDATION
That the Regional Planning Committee:

a) endorse the 2020 Declaration for Resilience in Metro Vancouver Communities as presented in the report dated September 18, 2020, titled “2020 Declaration for Resilience in Metro Vancouver Communities”; and

b) forward the 2020 Declaration for Resilience in Metro Vancouver Communities to the Metro Vancouver COVID-19 Response Task Force requesting they endorse the Declaration and forward it to member jurisdiction Councils and the TransLink Mayors’ Council for consideration and endorsement.

EXECUTIVE SUMMARY
The 2020 Declaration for Resilience in Canadian Cities is a national initiative to advance 20 recommended actions to improve resiliency in Canadian communities. It envisions a sustainable and equitable recovery from the COVID-19 pandemic and action on common challenges facing Canadian cities. Per the direction of the COVID-19 Response Task Force, the Declaration has been revised to reflect regional priorities and retitled “2020 Declaration for Resilience in Metro Vancouver Communities”. The Declaration is intended to be a call-to-action for local governments and other agencies in the Metro Vancouver region to work towards a set of collective objectives, each within the context of their respective mandate and jurisdiction.

On September 11, 2020, the Regional Planning Committee referred the Declaration back to staff to be revised based on input from members at the meeting. The Declaration was revised accordingly and is being presented to the Committee for consideration and endorsement.

PURPOSE
To provide the Regional Planning Committee with the opportunity to endorse the attached 2020 Declaration for Resilience in Metro Vancouver Communities (Attachment) and forward it to the Metro Vancouver COVID-19 Task Force for consideration and adoption. If endorsed by the Task Force, the request would be to forward the Declaration to member jurisdictions and the TransLink Mayors Council for consideration and endorsement.
BACKGROUND
At its June 3, 2020 meeting, the COVID-19 Response Task Force received a presentation from urbanists Jennifer Keesmaat and Larry Beasley on the topic of the 2020 Declaration for Resilience in Canadian Cities. The Task Force then passed the following resolution:

That the COVID-19 Response Task Force refer the 2020 Declaration for Resilience in Canadian Cities to the Regional Planning Committee to:

a) consider how best to participate in the national planning dialogue underway to advance the 2020 Declaration;
b) engage with member jurisdictions and TransLink to set the actions in the 2020 Declaration in a regional context and consider how to integrate the actions through supportive regional policies in Metro 2050, Climate 2050 and Transport 2050; and

c) report back to the Task Force with recommendations regarding endorsement.

At its June 12, 2020 meeting, the Regional Planning Committee received a report for information titled “2020 Declaration for Resilience in Canadian Cities – referred from COVID-19 Response Task Force” which outlined an approach to set the Declaration in the regional context. At its September 11, 2020 meeting, the Regional Planning Committee received a draft of the 2020 Declaration for Resilience in Metro Vancouver Communities, provided feedback, and referred the Declaration back to staff to be revised based on Committee comments. This report presents the Committee with the updated Declaration.

2020 DECLARATION FOR RESILIENCE IN CANADIAN CITIES

The 2020 Declaration for Resilience in Canadian Cities is a national initiative led by planner and urbanist Jennifer Keesmaat and endorsed by over 1000 planners, urbanists, academics, elected officials, and others. It recommends 20 immediate actions for cities to advance more accessible, equitable, sustainable, and resilient cities across Canada. It has been developed out of a recognition that the COVID-19 pandemic recovery presents a window of opportunity for positive change as well as a responsibility to advance action on common challenges that many cities were facing pre-pandemic.

In addition to the endorsements noted above, federal funding partners have also shown interest in participating in advancing its implementation (Reference 1). The organizers and champions of the Declaration are now inviting local and regional governments across the country to participate in ongoing dialogue sessions and to formally endorse the Declaration, or similar localized version, as a signal of local government commitment towards building back more resilient communities during the COVID-19 recovery period. The 2020 Declaration for Resilience in Canadian Cities is made up of 20 actions divided into three themes: ensuring the responsible use of land; accelerating the de-carbonization of our transportation systems; and embracing sustainability in our built and natural environments. The Declaration notes that the COVID-19 pandemic has brought greater attention to the social inequities facing cities across the country and presents an opportunity to improve upon many areas post-pandemic. It also emphasizes that all of the recommended actions must be planned and implemented with an equity lens in order to bring about true resiliency for all residents.
PARTICIPATING IN THE ONGOING NATIONAL DIALOGUE AND EFFORTS
The organizers of the Declaration are proposing to further the actions through:

1. A coalition of organizations to advance the conversation;
2. A series of declaration dialogues on the topic areas; and
3. Establishing regional task forces to host conversations on local challenges and priorities.

As more information is made available, staff will identify and report back on appropriate ways for Metro Vancouver to be engaged in the above three activities.

ENGAGING WITH STAKEHOLDERS
Staff presented the Declaration at the Regional Planning Advisory Committee (RPAC) meeting on June 19, 2020. RPAC members expressed support in principle, provided alternative language to better reflect the local context and challenges, and suggested adding actions related to: resiliency, food security, seniors housing, homelessness, and support for local and small businesses. Air Quality and Climate Change and TransLink staff were also consulted and expressed general support and made suggestions to better align action language with local and provincial policy, terminology, and priorities.

Staff presented the Declaration to the Climate Action Committee at its meeting on June 19, 2020. The Committee suggested changing the title from “cities” to “communities” and adding actions for ecological health, homelessness, resiliency, food security, and energy policy. The Committee was supportive of the Declaration, and resolved “that the Climate Action Committee direct staff to provide a report to the Regional Planning Committee indicating the Climate Action Committee’s support in principle and feedback on the 2020 Declaration for Resilience in Canadian Cities”.

PROPOSED “2020 DECLARATION FOR RESILIENCE IN METRO VANCOUVER COMMUNITIES”
After reviewing the original Declaration and engaging with the Climate Action Committee, Regional Planning Committee, RPAC members, TransLink staff, and Air Quality and Climate Change staff, staff developed the 2020 Declaration for Resilience in Metro Vancouver Communities. The regionally oriented version of the Declaration incorporates the feedback received and reflects local priorities and terminology. Some actions were merged, and twelve new actions related to affordable housing, homelessness, mental health and addictions services, building energy systems, zero waste, sustainable food systems, ecosystem health and inclusive engagement were added as these areas were not addressed in the original Declaration, but are critical regional priorities.

Responding to Regional Planning Committee’s Feedback
On September 11, 2020 Committee members provided substantial feedback on the content and wording of the 2020 Declaration for Resilience in Metro Vancouver Communities. As a result, the following revisions have been made:

- A preamble has been added to clarify the intent of the Declaration as a higher level call for collective action in the Metro Vancouver region;
- Action language has been softened to reflect the aspirational nature of the actions; and
- Actions have been placed into 3 categories to clarify accountability - land use and complete communities, sustainability in built and natural environment, and accelerate the decarbonization of our transportation systems.

The revised *2020 Declaration for Resilience in Metro Vancouver Communities* is attached (Attachment).

As noted by Committee members, several of the actions listed cannot be carried out by local governments alone due to jurisdiction or funding. Many of the Declaration’s actions are within federal or provincial jurisdiction and ultimately require multi-stakeholder coordination and partnerships for implementation.

**TOP 5 TRANSFORMATIONAL ACTIONS**

Of the 30 actions listed in the *2020 Declaration for Resilience in Metro Vancouver Communities* the following five actions present the highest potential to transform sustainability, equity, prosperity, and resiliency in the region:

- Update zoning policies to allow more households to access existing neighbourhoods by permitting appropriately scaled multi-tenanted housing, co-housing, laneway housing, and other forms of “gentle density” to be built in all transit-adjacent locations;
- Provide a minimum of 15% affordable housing in multi-family developments proximate to rapid transit to increase the supply of affordable housing in transit-adjacent locations;
- Work towards the regional objective of achieving a 40% urban tree canopy;
- Support all new large commercial, institutional and residential buildings’ carbon neutrality, resilience to local climate change impacts, and location in Urban Centres or in appropriate locations along the Frequent Transit Network; and
- Prepare and implement regional transportation system and demand management strategies such as ridesharing programs, transportation user-based pricing and regional parking policies.

Metro Vancouver communities already provide attractive, safe, and sustainable places to live, work, learn and play. While the region is strong in many areas, the affordable housing crisis, climate emergency, and pandemic impacts present serious challenges. To truly transform this region, bold and shared actions, including the five listed above, must be taken to ensure the long-term resiliency of the region.

**INTEGRATING THE DECLARATION INTO REGIONAL POLICIES**

Making the *2020 Declaration for Resilience in Metro Vancouver Communities* meaningful to Metro Vancouver and member jurisdictions requires successful implementation. This presents an opportunity to combine the vision and momentum of this national initiative with this region’s ongoing strategic planning work to write and update the three long range regional strategies that are currently being prepared: *Metro 2050, Climate 2050, and Transport 2050.*

Staff will seek opportunities to integrate actions in the *2020 Declaration for Resilience in Metro Vancouver Communities* into the policy frameworks of the long-range regional strategies where
appropriate. Staff will also seek alignment with the shared Resiliency Framework currently being developed in partnership by TransLink and Metro Vancouver. Endorsing a “made-in-Metro Vancouver” version of the Declaration would provide Metro Vancouver, member jurisdictions, TransLink, and others with a renewed vision and support to collectively undertake these ambitious actions and use the COVID-19 pandemic recovery as a catalyst for positive change.

Planning principles that are consistent with the goals and objectives of Metro Vancouver 2040: Shaping our Future, the regional growth strategy, are still critical and in light of the COVID-19 pandemic have become more urgent than ever. Planning priorities such as containing growth and directing it to good, transit oriented locations, protecting agricultural, ecological and industrial lands, supporting the efficient provision of urban infrastructure like transit and utilities remain sound principles. Access to affordable housing and jobs; creating walkable, healthy, and inclusive communities; providing high-quality transit and mobility options; and lively, accessible retail and culture are fundamental quality-of-life issues – before, during, and after the Covid-19 pandemic.

The actions in the Declaration for Resilience in Metro Vancouver Communities are consistent with the policy framework in Metro 2040. They ensure the responsible use of land, accelerate the decarbonisation of our transportation systems, and ensure sustainability is embraced in our built and natural environments. To ensure progressive outcomes, consistent with the vision of Metro 2040, it will be critical to apply an equity lens through the implementation process. This will ensure that outcomes continue to promote inclusive and diverse communities.

Staff note that the Metro 2050 process includes opportunities for the Regional Planning Committee to review, provide feedback, and consider the policy language that will be part of the Metro 2050 document. Endorsement of this Declaration does not supplant the Metro 2050 process in any way and members will continue to be a key review body for all content in Metro 2050.

NEXT STEPS
Staff are recommending that the Regional Planning Committee endorse the 2020 Declaration for Resilience in Metro Vancouver Communities and forward it to the COVID-19 Response Task Force for their consideration and endorsement. The intent would then be for the COVID-19 Response Task Force to recommend MVRD Board endorsement and that the Board to forward the Declaration to member jurisdictions and TransLink and invite them to endorse it as well.

ALTERNATIVES
1. That the Regional Planning Committee:
   a) endorse the 2020 Declaration for Resilience in Metro Vancouver Communities as presented in the report dated September 18, 2020, titled, “2020 Declaration for Resilience in Metro Vancouver Communities”; and
   b) forward the 2020 Declaration for Resilience in Metro Vancouver Communities to the Metro Vancouver COVID-19 Response Task Force requesting they endorse the Declaration and forward it to member jurisdiction Councils and the TransLink Mayors’ Council for consideration and endorsement.
2. That the Regional Planning Committee receive for information the report dated September 18, 2020, titled “2020 Declaration for Resilience in Metro Vancouver Communities” and provide alternative direction to staff.

FINANCIAL IMPLICATIONS
There are no financial implications to this report. Efforts to develop and implement the Declaration for Resilience in Metro Vancouver Communities have been, and will be undertaken, as part of the regular Regional Planning work program.

CONCLUSION
The 2020 Declaration for Resilience in Canadian Cities is a national call to action that has been supported in principle by Metro Vancouver’s COVID-19 Response Task Force, Regional Planning Committee, Climate Action Committee, and Regional Planning Advisory Committee. Preparing a made-in-Metro Vancouver version of the Declaration is an opportunity to customize, prioritize and implement the actions in our region, as appropriate, through Metro 2050, Climate 2050, and Transport 2050. By doing so, Metro Vancouver can better support a sustainable and equitable recovery to the COVID-19 pandemic, and improve the long term resiliency of the region.

In consultation with key stakeholders, staff have drafted the 2020 Declaration for Resilience in Metro Vancouver Communities which is a regionalized version of the original Declaration. It includes 10 added actions to better reflect local priorities and challenges related to housing affordability, nature and ecosystems, food security, and zero waste.

Following the September 11, 2020 Regional Planning Committee Meeting, staff revised the actions based on Committee feedback. Of the 30 actions, staff have highlighted five transformational actions with the highest potential to accelerate transformative positive change in this region. The COVID-19 pandemic presents an opportunity and responsibility to accelerate work to achieve the change required in Metro Vancouver communities and across Canada to respond to this and other crises. With a coordinated effort by the federal and provincial governments, TransLink, Metro Vancouver and municipalities can position the region to thrive as by embracing a new normal and re-committing to “building back better.” The intent of the Declaration is to inspire bold collective action that each government and agency can work towards within the context of their own community and mandate.

Staff recommend Alternative 1 that the Regional Planning Committee endorse the 2020 Declaration for Resilience in Metro Vancouver Communities and forward it to the COVID-19 Response Task Force for consideration and endorsement.

Attachment
2020 Declaration for Resilience in Metro Vancouver Communities (Revised September 18, 2020)

References
1. 2020 Declaration website
2. June 3, 2020 MVRD COVID-19 Response Task Force Meeting Minutes, item 4.1
The COVID-19 pandemic provides an opportunity and responsibility to accelerate the change we require in Metro Vancouver communities and across Canada. With a coordinated effort by the federal and provincial governments, TransLink, Metro Vancouver and municipalities, we can position the region to thrive as we embrace a new normal and a strong impetus to “build back better.” The intent of the Declaration and actions below is to inspire bold collective action that each government and agency can work towards within the context of their own community and mandate.

LAND USE AND COMPLETE COMMUNITIES

1. Update zoning policies to allow more households to access existing neighbourhoods by permitting appropriately scaled multi-tenant housing, co-housing, laneway housing, and other forms of “gentle density” to be built in all transit-adjacent locations.

2. Commit to the creation of 15-minute neighbourhoods in which it is possible to live, work, play, and shop; by among other things permitting corner stores, local retail, community services including child care, and live-work housing; and by adding more local parks equitably throughout cities.

3. Regulate short-term rentals to ensure that residents of the region have access to rental housing and to ensure that the rental housing supply in Metro Vancouver is not negatively affected post-COVID-19.

4. Prioritize parking reductions and enhance visitor, car share, and bicycle parking supply for any new building, particularly along the Frequent Transit Network; to both signal a shift in mobility priorities, and to remove the costly burden of parking on housing. Consider the introduction of parking maximums in transit-oriented locations.

5. Prioritize the use of existing municipally-owned land for the creation of affordable housing that remains affordable in perpetuity, and for strategic public green space that supports increased density.

6. Explore stronger restrictions both locally and regionally to limit the expansion of low density, auto-dependent residential, commercial, and employment developments.

7. Provide a minimum of 15% affordable housing in multi-family developments proximate to rapid transit to increase the supply of affordable housing in transit-adjacent locations.

8. Develop policies to protect tenants, maintain and enhance existing rental and non-market housing, and mitigate the impacts of redevelopment on existing renters.

9. Support the provision of mental health and addictions services (including for the overdose crisis) in all communities.

10. Support increases to provincial income assistance rates and advocate for a Universal Basic Income.

SUSTAINABILITY IN BUILT AND NATURAL ENVIRONMENT

11. End the dumping of untreated sewage outflows into lakes, streams, and waterways.

12. Work towards the regional objective of achieving a 40% urban tree canopy.

13. Require all new buildings that are government-owned or built using public dollars to be carbon neutral over their lifetime.
14. **Ensure** 100% of all government operations are powered by clean, renewable energy sources.

15. **Support** all new large commercial, institutional and residential buildings’ carbon neutrality, resilience to local climate change impacts, and location in Urban Centres or in appropriate locations along the Frequent Transit Network.

16. **Work** with the provincial and federal government to provide shelters and other services and supports in all Urban Centres.

17. **Support** the development of local and sustainable food systems including improving local distribution systems.

18. **Require** new buildings and renovations to utilize low-emission heating systems (excluding water and cooking systems), such as district energy, heat pumps and support building energy performance improvements through programs such as energy retrofits.

19. **Invest** in electric vehicle charging infrastructure for use by the general public and shared use vehicles.

20. **Adopt** circular economy practices to reduce waste and support the creation of more clean waste-to-energy sources.

21. **Protect** 50% of the region’s total land base to support ecological health, in recognition of the scientific evidence that nature needs half of the land base to continue to function for the benefit of all life and support human well-being (currently 40% of the region is protected).

22. **Integrate** natural asset valuation into conventional asset management and decision-making processes.

23. **Seek** a diversity of perspectives (including Indigenous, racialized, marginalized, and lower-income communities) to ensure that public participation processes and land use policies are culturally sensitive, inclusive, and aim to decrease inequity in our communities.

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**ACCELERATE THE DECARBONIZATION OF OUR TRANSPORTATION SYSTEMS**

24. **Prioritize** the immediate transformation of existing streets and roadways for active transportation - both for the immediate, post-pandemic recovery period and as permanent measures - by adding additional space for pedestrians and protected bike lanes in a contiguous ‘everywhere-to everywhere’ network that makes walking, rolling (i.e. mobility devices), and cycling safe mobility choices for every resident, in every neighbourhood, and without impeding transit operations or goods movement.

25. To avoid inducing new single-occupancy vehicle demand, **do not support** urban highway expansion; instead focus on Transportation Demand Management strategies including growth management.

26. **Prepare** and implement regional transportation system and demand management strategies such as ridesharing programs, transportation user-based pricing and regional parking policies.

27. **Enhance** transit service levels, recognizing that interim physical distancing requirements will demand high levels of public transit service on existing routes, since passenger limits on buses will be required.

28. On major arterial roadways, **reallocate** road space to dedicated Bus Priority Lanes, to offer a higher level of service and to incentivize public transit usage as commuters transition back to workplaces and schools.

29. **Commit** to zero-emission public sector vehicular fleets; **Commit** to a zero-emission bus fleet.

30. **Work toward** a conversion timetable stipulating that 100% of taxi and Transportation Network Service vehicles will be zero-emission.
To: Regional Planning Committee

From: Sean Galloway, Director, Regional Planning and Electoral Area Services, Regional Planning and Housing Services

Date: September 22, 2020

Meeting Date: October 9, 2020

Subject: Responding to Funding Request for Fraser River Waterfront Revitalization Initiative

RECOMMENDATION
That the MVRD Board support staff participation on the Fraser River Waterfront Revitalization Initiative, but decline the request to financially contribute to the Initiative at this time, for the reasons outlined in the report dated September 22, 2020, titled “Responding to Funding Request for Fraser River Waterfront Revitalization Initiative”.

EXECUTIVE SUMMARY
At the Regional Planning Committee meeting on September 11, 2020, the Surrey Board of Trade presented the proposed Fraser River Waterfront Revitalization Initiative and requested staff participation in the initiative as well as a funding contribution towards the project budget.

With consideration for Metro Vancouver’s policy framework, the proposal as presented, does not provide enough information to assess its alignment with Metro Vancouver’s various long range strategies, particularly Metro 2040, the regional growth strategy. Beyond the Board’s policy framework, the project requires greater clarity in scope and partners. In addition, there is no allocation for this project within the approved 2020 Regional Planning Budget. As a result, support for a funding contribution at this time is not recommended. However, in-kind staff support is recommended to ensure the regional vision and policies of the Regional Growth Strategy inform potential outcomes of the initiative.

PURPOSE
To respond to the Regional Planning Committee’s direction to staff to consider the Surrey Board of Trade’s request to participate in, and contribute to, the Fraser River Waterfront Revitalization Initiative (Reference #1).

BACKGROUND
At the Regional Planning Committee meeting on September 11, 2020, the Surrey Board of Trade presented the proposed Fraser River Waterfront Revitalization Initiative and requested staff participation in the initiative as well as a funding contribution towards the project budget. This report responds to the Committee’s direction to staff to “report back to a future meeting with information on the advisability and feasibility of Metro Vancouver’s involvement in the Fraser River Waterfront Revitalization Initiative”.
THE FRASER RIVER WATERFRONT REVITALIZATION INITIATIVE

The Fraser River Waterfront Revitalization Initiative is intended to be a “large-scale revitalization strategy in partnership with municipalities, senior governments, industry, business community, and key decision-makers to achieve a new standard of economic vitality and livability” with the intent of attracting, recruiting and retaining workforce talent, creating a vibrant innovation district hub, and supporting the development of new social, community and cultural destinations along the Fraser River waterfront.

The Initiative’s seeks to “bring all together and align in one direction on the Fraser River Revitalization Strategy to successfully advance this regional initiative to achieve key priorities and economy recovery”. The intended deliverables include:

- Vision for Fraser River Waterfront Revitalization
- Established Working Group
- Fraser River Waterfront Revitalization Strategy
- Fraser River Waterfront Revitalization Roadmap

The delegation noted that there are a number of supporters involved to date, including the cities of Surrey, New Westminster, Maple Ridge, the Greater Langley Chamber of Commerce, the Surrey Board of Trade, and Fraser Surrey Docks.

The Initiative will start in September 2020, and seeks to be completed by February 2021. The presentation by the Surrey Board of Trade and Purpose Driven Development Consulting sought both Metro Vancouver representation on the project working group as well as a funding contribution towards the budget estimated at between $250,000 and $300,000 to support the delivery of the Strategy and Roadmap.

POLICY FRAMEWORK

Metro Vancouver has a number of strategies and programs that provide a vision and policy for the region, including along the Fraser River:

- Metro Vancouver 2040: Shaping our Future (Metro 2040)
- Regional Industrial Lands Strategy, Regional Industrial Lands Inventory, and supportive research
- Regional Parks Plan, Acquisition Strategy and Regional Greenways Plan (under development)
- Regional Prosperity Service

Metro 2040 is the regional federation’s collective vision for how to manage anticipated growth in the region in a way that:

- structures growth to support complete, connected and resilient communities;
- protects important lands (agricultural, industrial and important ecosystems);
- supports a diverse and growing regional economy;
- supports the provision of diverse and affordable housing; and
- supports the efficient provision of urban infrastructure (e.g. transit and utilities).

Metro 2040 has numerous policies that provide context for land use along the Fraser River Corridor. They include:
• Ensuring that development is focused in Urban Centres and along frequent transit corridors, and for development outside of these areas within the General Urban designation, density is lower;
• Discouraging major commercial and institutional development outside of Urban Centres or Frequent Transit Development Areas;
• Protecting remaining industrial lands and excluding uses on industrial lands that are inconsistent with the intent of industrial areas, such as medium and large format retail, residential uses, and stand-alone office uses that are not supportive of industrial activities;
• Identify policies and actions which support the protection of rail rights-of-way and access points to navigable waterways in order to reserve the potential for goods movement;
• Encourage better utilization and intensification of industrial areas for industrial activities;
• Concentrating commercial and other major trip-generating uses in Urban Centres and Frequent Transit Development Areas; and
• Implementing the Metro Vancouver Regional Parks and Greenways Plan in collaboration with municipalities, to identify, secure and enhance habitat and park lands and buffer, where feasible, park and conservation areas from activities in adjacent areas.

Member jurisdictions have Official Community Plans (OCPs) that provide further policy context with more specific direction for lands and natural features and areas within their jurisdiction. Overall, regional objectives to improve the quality of life and sustainability in the region, including affordable housing, active transportation, efficient infrastructure, environmental protection, climate action, employment growth, and place-making are identified within Metro 2040 and member OCPs.

**Regional Industrial Lands Strategy**

The Regional Industrial Lands Strategy\(^1\), approved by the MVRD Board on July 3, 2020, notes that Industrial lands are crucial to maintaining a prosperous, sustainable economy and to providing space to accommodate the industrial services needed in the growing region, and reiterates the need to protect Industrial lands for industrial uses.

The development of the Regional Industrial Lands Strategy was a collaborative process guided by the Industrial Lands Strategy Task Force between 2018 and 2020. The Task Force included representatives from some Metro Vancouver member jurisdictions, the Provincial government, TransLink, Port of Vancouver, and the private sector. The Regional Industrial Lands Strategy establishes a vision for the future of industrial lands across Metro Vancouver to the year 2050, and provides a set of recommendations to guide a broad range of stakeholder actions to achieve that vision.

Through the development of the Regional Industrial Lands Strategy, significant research was undertaken including an assessment of the Economic Value of Industrial Lands to the Metro Vancouver Region (2019) and a Survey of Industrial Land Users and Tenants (2018). The former found that industrial lands are the foundation for a significant amount of the region’s total economic activity, with a disproportionately large amount of employment, and wages above the regional average. Industrial lands serve both an important regional role and, as a facilitator of trade-enabling

\(^1\) [www.metrovancouver.org/services/regional-planning/industrial-lands/regional-strategy/Pages/default.aspx](http://www.metrovancouver.org/services/regional-planning/industrial-lands/regional-strategy/Pages/default.aspx)
activities, a critical national role. The extent to which these activities can be moved elsewhere is limited.

Specifically:
- Industrial lands in the region comprise 4% of the land base, but account for about 27% (365,000) of the region’s 1.3 million jobs and 30% of GDP;
- Of these 365,000 jobs, 200,000 are industrial-related, of which 93% are related to region-serving industrial activities and 7% to trade enabling industrial activities;
- Business and employment activities on the region’s industrial lands contribute billions in revenues; $167 million to municipal governments, $2.3 billion to provincial government, $6.5 billion to federal government;
- Activities on the region’s industrial lands contribute to regional economic diversity by spreading risk across business types, thereby reducing regional sensitivities to the ups and downs of individual business cycles;
- Demand for industrial land continues to be strong and the region is facing a significant shortage of land; and,
- The relocation potential for most activities occurring on the region’s industrial lands is limited.

Regarding the Survey of Industrial Users, respondents were asked to identify their top challenges from a list of challenges. Finding and retaining qualified employees (77%) and increased operational costs (75%) were identified as the biggest challenges. For those citing operational costs, the main components include input materials, property tax and rent. Other notable challenges include:

- Transportation and parking (41%); Finding and retaining affordable land (34%);
- Regulatory issues (31%); Competition in the market (30%);
- Lack of skills/knowledge/need for mentorship (25%); and
- Finding and retaining affordable building space (22%).

The findings of the Metro Vancouver User Survey largely reflect the issues and challenges of municipal stakeholders under the category ‘constrained land supply’. Specifically, and with respect to land availability and affordability, stakeholders highlighted the high demand for (and lack of availability of) industrial lands, as well as record low vacancy rates. A regional scarcity of employment lands in general, and larger parcel sizes in particular (15+ acres), was also noted.

In addition, Metro Vancouver undertakes a Regional Industrial Lands Inventory every five years. It is currently being updated for 2020. The 2015 inventory played a significant role in setting the stage for the development of the Regional Industrial Lands Strategy. It found that 93% of lands classified as General Urban (50% of the inventory) were fully utilized, and confirmed that there was a net reduction in industrial lands of 350 ha between 2010 and 2015.

According to the latest market reports from Q2 2020, this is the thirteenth consecutive quarter where the region’s industrial vacancy rate has been below 2.0%. For the 212 million sq ft inventory of industrial building floor space in the region, the average vacancy rate was 1.7%, while average asking rents were at $13.15 per sq ft. In terms of development activity, there were 3.4 million sq ft of floor space under construction, and 1.9 million sq ft of new supply.
Regional Parks
Metro Vancouver’s Regional Parks Plan seeks to implement opportunities to build and protect the regional parks network. In particular, the Plan has identified opportunities to expand regional greenways to support connectivity throughout the region. One such measure is Experience the Fraser. This a partnership to further enhance and extend the regional greenways along the Fraser River Corridor. In addition to greenways, the Parks Plan also highlights the need to ensure adequate mitigation and adaptation measures are implemented in an effort to deal with the effects of climate change. To date, Regional Parks staff have fostered these partnerships and continue to implement such measures in an effort to build a regional parks network that “protects natural areas and connects people to nature.”

Further to the above work, Regional Parks staff are currently consulting on a Regional Greenways 2050 Plan. This plan will further supplement the current land use and parks vision for the Fraser River Corridor to promote connectivity across the region.

Metro Vancouver Regional Prosperity Service
The Regional Economic Prosperity Service is a new service of Metro Vancouver organized to advance a shared prosperity in the region, which includes actively seeking out companies interested in locating or expanding in the Metro Vancouver region, and connecting investors with the right opportunities that will facilitate successful business growth. This entails a collaborative approach involving member jurisdictions of Metro Vancouver, First Nations, key regional stakeholders as well as federal and provincial ministries and agencies active in investment attraction. The service is structured around three functions: fostering collaboration, conducting regional data collection and research and attracting investment.

A Management Board, chaired by MVRD Board Chair Sav Dhaliwal, composed of elected officials and community leaders, will provide guidance and strategic advice. The Regional Economic Prosperity Advisory Committee, composed of senior staff from member jurisdictions with responsibilities for economic development and long-term planning, contributes a local perspective on economic development, and the Global Advisory Group, comprising a relatively small group of executive-level leaders, provides insights on the broader national and international trends affecting strategic investment.

ANALYSIS
The land use context for the Fraser River Waterfront is that the majority of lands are regionally designated Industrial in the Surrey area and much of Richmond and Delta, while in other municipalities it includes some General Urban (New Westminster, Pitt Meadows, Maple Ridge), and yet others Agricultural and Conservation / Recreation (Langley, Pitt Meadows). Most of these lands (with the exception of New Westminster Regional City Centre) are not part of an Urban Centre and therefore the land use intent, as per Metro 2040, is not for significant urban development and major density trip generating uses.

Given the amount of industrial land along the river corridor and the policies noted above, the land use focus is on the protection of Industrial lands for industrial uses and the densification of industrial activity. However, consideration for balancing other regional and local planning objectives, such as
the protection of the natural environment and agricultural areas, the provision of parks, integration with transportation systems, and supporting the local economy need to be taken into account through these various initiatives.

As such, any initiative along the Fraser River corridor will have both a regional and local impact. Metro Vancouver’s involvement in this initiative, primarily through project working groups, should be considered. Given the potential impact on the regional structure, Metro Vancouver will need to provide data and land use planning assistance for any future work.

There are various other plans that also influence the use along the Fraser River corridor. These plans include the Port of Vancouver’s Land Use Plan and the Vancouver International Airport’s YVR 2037 Master Plan which both look to preserve and enhance the current land uses. These uses include, industrial, employment and aviation uses. Beyond these two plans, there is the Agricultural Land Commission’s focus to preserve land within the region to support agricultural activities.

In participating in this initiative through in-kind staff support, opportunities could be explored for certain land uses along the waterfront that align with the objectives identified in the Regional Planning Committee Presentation from September 11, 2020 as well as the Regional Growth Strategy designations. Metro Vancouver could assist in exploration of potential opportunities consistent with the regional federation’s policy framework. Metro Vancouver acknowledges the importance of waterfronts to the regional economy, both from an industrial lands and a place-making and civic perspective.

**Sponsorship Policy and Budget**

The Board approved 2020 Regional Planning Budget does not have funds allocated for the identified initiative. The proposed 2021 Regional Planning Budget (under separate cover in this agenda package) does have several consulting projects in the Industrial and Employment portfolio of Regional Planning, including a Regional Land Use Assessment, the results of which once completed could be provided to the Surrey Board of Trade to support this initiative.

The Metro Vancouver Sponsorship Policy (Attachment 1) provides a framework for assessing proposals seeking Metro Vancouver funding. To align with the policy, a sponsorship proposal must offer specific benefits to Metro Vancouver or its members and have an overall community objective and purpose that is consistent with Metro Vancouver’s vision, mission and roles. Given the above policy framework and that the initiative continues to establish its partners and project scope, it is currently unclear what the specific benefits would be to Metro Vancouver and its members. The delegation noted that there are a number of supporters involved to date, including the cities of Surrey, New Westminster, Maple Ridge, the Greater Langley Chamber of Commerce, the Surrey Board of Trade, and Fraser Surrey Docks. However, it is not clear how these agencies are participating, and if they are providing funding.

The Sponsorship policy requires that all criteria must be met for any consideration of financial assistance. As the initiative’s objectives, scope of work, partners and funding arrangements are solidified, the Surrey Board of Trade is welcome to formally seek funding from Metro Vancouver.
Through staff participation in the initiative, Metro Vancouver can provide administrative guidance to any future application.

**ALTERNATIVES**

1. That the MVRD Board support staff participation on the Fraser River Waterfront Revitalization Initiative, but decline the request to financially contribute to the Initiative at this time, for the reasons outlined in the report dated September 22, 2020, titled “Responding to Funding Request for Fraser River Waterfront Revitalization Initiative”.

2. That the Regional Planning Committee receive for information the report dated September 22, 2020, titled “Responding to Funding Request for Fraser River Waterfront Revitalization Initiative” and provide alternative direction to staff.

**FINANCIAL IMPLICATIONS**

If the Board chooses Alternative 1, there are no financial implications to this report. Staff will participate in the Initiative as part of the regular Regional Planning work plan. If the Committee chooses Alternative 2, staff will undertake the direction of the Committee, which may include working with the Surrey Board of Trade to solidify their funding request as per the Sponsorship Policy.

**CONCLUSION**

At its meeting on September 11, 2020, the Surrey Board of Trade presented the proposed Fraser River Waterfront Revitalization Initiative to the Regional Planning Committee. The presentation included a request for staff participation in the initiative as well as a funding contribution towards the project budget. With consideration for the above noted policy framework, the proposal as presented, does not provide enough scope/information to assess its alignment with Metro Vancouver’s various long range strategies and *Metro 2040*, the regional growth strategy. Beyond the Board’s policy framework, the current project needs to clarify its scope and current partners. When this information is available and assessed for policy alignment, opportunities for funding support, if directed, can be considered. There is no allocation for this project within the approved 2020 Regional Planning Budget. Staff do not support a funding contribution at this time. However, in-kind staff support is recommended to ensure the regional vision and policies of the Regional Growth Strategy inform potential outcomes of the initiative.

**Attachment**

Metro Vancouver Sponsorship Policy (41529149)

**Reference**

*Fraser River Waterfront Revitalization Initiative: A Regional Economic Recovery Strategy*, Presentation to Regional Planning Committee, September 11, 2020

41405049
SPONSORSHIP

Effective Date: July 3, 2015 (revised April 28, 2017)
Approved By: MVRD Board

PURPOSE
This Policy provides specific criteria for determining the circumstances under which Metro Vancouver sponsorship support, either direct or in-kind, is appropriate for events and programs being hosted by external organizations or by Metro Vancouver’s members.

DEFINITIONS
“Metro Vancouver” refers to any of the four legal entities that comprise the organization: the MVRD, GVS&DD, GVWD, and MVHC;

“Sponsorship” refers to the provision of cash or in-kind contributions by Metro Vancouver in exchange for a defined set of benefits, such as logo placement, speaking opportunities by Metro Vancouver directors or senior staff, advertising in event publications or on event websites, etc., for any local or regional events; and

“In-kind contributions” are specific contributions that Metro Vancouver may provide in lieu of a cash contribution to an event or program, including:

a) Goods, such as: supplies (printed promotional materials); use of Metro Vancouver facilities (waived fees for hosting events at Metro Vancouver venues/facilities); use of Metro Vancouver proprietary supplies or materials (e.g., water for event participants supplied via the Metro Vancouver water wagon) and food/catering; and

b) Services, such as: staff support (assignment of Metro Vancouver staff to provide expert advice or professional services in support of the sponsored event or program, e.g., event web casting/live streaming, etc.).

POLICY
Metro Vancouver is periodically presented with opportunities to build awareness of Metro Vancouver and the Metro Vancouver brand Services and Solutions for a Livable Region and to showcase specific Metro Vancouver projects, programs and initiatives and those of its members through sponsorship of local and regional events. This policy is intended to provide clear guidelines as to what sort of sponsorship opportunities will be considered and how they will be given consideration.

Overall, Metro Vancouver seeks to support events and programs that achieve all of the following broad objectives:
BOARD POLICY

1. Clearly advance Metro Vancouver’s corporate goals and objectives;
2. Relate directly to one or more of Metro Vancouver’s statutory functions (Metro Vancouver Regional District (MVRD), Greater Vancouver Sewerage & Drainage District (GVS&DD), Greater Vancouver Water District (GVWD, Metro Vancouver Housing Corporation (MVHC));
3. Provide a clear, positive community benefit to the Metro Vancouver region overall.

This Policy applies to all sponsorship proposals regardless of their cost or the type of contribution (i.e., cash or any in-kind contributions), although a separate review procedure has been put in place for sponsorships with a total value of more than $1,500. In addition to the eligibility criteria set out below, sponsorship opportunities that promote Metro Vancouver’s brand, projects, programs and initiatives will be considered as providing higher value to Metro Vancouver, as will sponsorship opportunities that involve or promote four or more Metro Vancouver members or that have a prominent connection to Metro Vancouver or member facilities.

This Policy does not apply to grants or the provision of other forms of assistance.

Eligibility Criteria
To be considered, a sponsorship proposal must meet ALL of the following criteria:

1. It must offer specific benefits to Metro Vancouver or its members and must clearly outline the specific roles and responsibilities of each party in a formal agreement.
2. The event or program for which sponsorship is being sought must:
   a) Have an overall community objective and purpose that is consistent with Metro Vancouver’s vision, mission and roles;
   b) Have operating guidelines and procedures that are consistent with Metro Vancouver’s Sustainability Framework and Board Strategic Plan;
   c) Be organized and/or supported by a registered charitable organization or not-for-profit entity.
3. Metro Vancouver must receive benefits having a fair value that is consistent with the cost of the sponsorship to be provided.
4. Metro Vancouver must receive appropriate acknowledgement of its contribution to the event or program being sponsored.

Sponsorship opportunities that involve or promote four or more Metro Vancouver members will be considered as providing higher value to Metro Vancouver.

Metro Vancouver will not consider any sponsorship proposals for events or programs that:

1. Primarily promote a private or commercial interest;
2. Promote or support political or religious organizations;
3. Exclude or marginalize minority community groups;
4. Pose potential environmental hazards; and
5. Involve the taking of unnecessary risks, or that put the general public at risk.

Notwithstanding any of the criteria or procedures outlined in this Policy, Metro Vancouver has no obligation to provide sponsorship and may, at its sole discretion, decline to sponsor any event or program for any reason, including, without limiting the generality of the foregoing:

1. The stated purpose of the event or program for which sponsorship is being sought;
2. Metro Vancouver budgetary or financial considerations at the time of the sponsorship request; and
3. The projected reach of the event or program and its visibility in communities that make up the Metro Vancouver region.

Sponsorship Budgets
The annual budgets for the Metro Vancouver sponsorship program are included within the individual department budgets and are considered annually by the designated Standing Committee that has oversight of those budgets. Final approval of sponsorship program budgets shall be through the applicable Board following review by the standing committee with responsibility for the general government budget.

APPLICATION AND REVIEW PROCEDURE
1. Funding Requests Greater than $1,500
Organizations seeking a sponsorship with a total value greater than $1,500 must submit their request to Metro Vancouver in writing at least three months in advance of the event/program for which sponsorship is being requested, and must provide the following details with respect to the event or program for which sponsorship is being sought:

   a) The official name of the event or program;
   b) The date(s) and times(s) of the event or program, as applicable;
   c) A general description of the event or program, including its overall objective(s);
   d) The overall budget for the event or program and the total cash or cash equivalent amount of sponsorship being sought;
   e) An accounting of how event organizers plan to allocate the cash or in-kind contributions provided by Metro Vancouver should the sponsorship application be approved;
   f) A listing of other stakeholders that will be approached to provide sponsorships for the event or program;
   g) A listing of the specific benefits that will accrue to Metro Vancouver should it proceed with the sponsorship being sought;
h) A detailed description of how and to what degree Metro Vancouver’s members will be involved in the event or program; and

i) A description of the anticipated outcomes of the event or program and how this will be measured and reported.

Notwithstanding the prescribed timeline outlined in the application process above, the Metro Vancouver Board of Directors may, at its sole discretion, waive this requirement for sponsorship opportunities that meet the objectives of this Policy and that meet the eligibility requirements described in Section 2.

For proposals seeking sponsorship with a total value greater than $1,500, Metro Vancouver staff will prepare a Committee report for consideration by the appropriate standing committee (including a recommendation on the proposal), which will assess the proposal based on the criteria included in this Policy. If endorsed by the standing committee, the report and attached sponsorship proposal will be forwarded to the relevant Metro Vancouver Board for its consideration.

2. Funding Requests For $1,500 or Less

Organizations seeking a sponsorship with a total value of $1,500 or less must submit their request to Metro Vancouver in writing at least two months in advance of the event/program for which sponsorship is being requested, and must provide the following details with respect to the event or program for which sponsorship is being sought:

a) The official name of the event or program;

b) The date(s) and times(s) of the event/program, as applicable;

c) A general description of the event or program, including its overall objective(s);

d) The overall budget for the event or program and the total cash or cash equivalent amount of sponsorship being sought;

e) A listing of the specific benefits that will accrue to Metro Vancouver should it proceed with the sponsorship being sought.

For proposals seeking sponsorship with a total value of $1,500 or less, the proposal will initially be assessed by the applicable Metro Vancouver department based on the criteria included in this Policy and will be reviewed by the department General Manager/Senior Director and the CFO/GM of Financial Services in accordance with the approved sponsorship program budget. The sponsorship program request may either be approved or denied, or may be referred to the appropriate Metro Vancouver standing committee for further consideration.
3. **Multi-Year Funding Requests Over $500**

Organizations seeking sponsorship with a total value over $500 for events which occur in consecutive years or for events which occur twice over a three year period will not be considered for funding under the *Sponsorship Policy*. Organizations who are seeking multi-year funding for annual events must submit their requests in writing to the appropriate Board for consideration of a multi-year *Contribution Agreement*.

To be considered by the Board, multi-year funding requests must include the following information:

i. Term of funding requested  
ii. Annual funding amount requested  
iii. Organization’s funding contribution and/or fundraised by the applicant  
iv. Funding provided by other sources  
v. Annual budget for the event

Description of event and how it aligns with Metro Vancouver’s goals as set out in the Eligibility Criteria of the *Sponsorship Policy*. 
To: Regional Planning Committee

From: Eric Aderneck, Senior Planner, Regional Planning and Housing Services

Date: September 18, 2020

Meeting Date: October 9, 2020

Subject: Metro 2040 Industrial and Mixed Employment Policy Review Recommendations

RECOMMENDATION
That the MVRD Board endorse the Metro 2040 Industrial and Mixed Employment Policy Review recommendations as presented in the report dated September 18, 2020, titled “Metro 2040 Industrial and Mixed Employment Policy Review Recommendations” as the basis for Metro 2050 industrial and employment policy updates.

EXECUTIVE SUMMARY
To inform the update to Metro 2040, Metro Vancouver has undertaken an Industrial and Mixed Employment Policy Review. To improve the regional growth strategy policies for Industrial and Mixed Employment lands and support the vision for the region’s industrial lands as outlined in the recently approved Metro Vancouver Regional Industrial Lands Strategy, staff are recommending the following directions to guide the development of new and amended policy language:

1. Update and clarify the definition of industrial uses;
2. Strengthen regional policies to protect Industrial lands for industrial uses, through:
   a. Establishing a higher voting threshold to amend the regional land use designation for Industrial lands;
   b. Developing a new regional overlay for trade-oriented lands, which may include restricting strata tenure and unit sizes;
   c. Clarifying and strengthening the definition of industrial uses;
3. Introduce some flexibility for Mixed Employment lands by rail rapid transit stations to accommodate higher job density and other regional growth strategy objectives;
4. Encourage industrial lands intensification / densification, where contextually appropriate to the activity and location, and while also considering interface with other uses;
5. Undertake a regional land use assessment; and
6. Improve climate action.

PURPOSE
To seek endorsement by the Regional Planning Committee and MVRD Board of the Metro 2040 Industrial and Mixed Employment Policy Review recommendations.

BACKGROUND
As part of the update to the regional growth strategy, Metro Vancouver is completing a series of policy reviews by topic area in 2020, which will inform the development of refined and new policy language as part of the second phase of work planned for 2021. The Policy Reviews are intended to explore: what’s working, what’s not working, and what’s missing, in terms of regional policies.
The purpose of the Metro 2040 Industrial and Mixed Employment Policy Review is to identify ways to enhance the approach in the regional growth strategy by: taking into account research, best practices, industrial and economic trends, development patterns, implementation challenges, and input from stakeholders and member jurisdictions, including those received through the preparation of the new Regional Industrial Lands Strategy. The Policy Review recommendations are now ready for Committee and Board review.

**INDUSTRIAL AND MIXED EMPLOYMENT POLICY REVIEW**

On March 6, 2020, the Regional Planning Committee received a report outlining the scope of work for the Policy Review (Reference 1).

On July 3, 2020, the MVRD Board approved the Regional Industrial Lands Strategy, which contains as priority actions several recommendations for updating the regional growth strategy. The Policy Review work, along with recommendations from the recently completed Regional Industrial Lands Strategy, shaped the recommendations outlined in this report.

**Critical Policy Issues and Stakeholder Engagement**

The intended benefits of the proposed policy changes are to enhance the protection and utilization of the region’s industrial land capacity and job supporting lands to meet the needs of a growing and evolving regional economy to the year 2050. 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.

During the Policy Review, preliminary issues / challenges were identified, with each having policy implications:

- Commercial uses on Industrial lands
- The changing nature of industry
- Displacement of existing industrial uses on Mixed Employment lands
- Pressure for mixed use development by rail rapid transit stations
- Lack of industrial lands supply
- The role of Mixed Employment lands
- Emerging climate change issues

These issues were explored with multiple stakeholders in July 2020, through meetings with structured discussion questions. A meeting was held with the Regional Planning Advisory Committee (and other relevant member jurisdictions staff) on July 9, 2020, and separate meetings with other stakeholder groups were also held - Port of Vancouver (July 22), NAIOP (July 22), and UDI (July 23). The proposed Metro 2040 Industrial and Mixed Employment Policy Review Recommendations were presented to the Regional Planning Advisory Committee (RPAC) on September 18, 2020. The purpose of the meetings was to seek municipal / agency / stakeholder feedback on possible directions for the Policy Review.

The stakeholder comments, provided in detail in the Attachment, include:

- A wide recognition of the limited supply of industrial lands in the region;
• Concerns about a possible single definition of ‘industrial’ for the entire region; noting the complexities and issues associated with higher density industrial and mixed use developments;
• Interest in a certain amount of flexibility to accommodate minor changes, but a desire for clarity of purpose to prevent encroachments of non-industrial uses onto industrial lands;
• Necessity for stronger measures to protect the region’s remaining industrial land supply;
• The Port expressed a need for an immediate freeze on the rezoning of any industrial lands; concern over encroachments of non-industrial uses on industrial lands including possibly residential on Mixed Employment lands by rail rapid transit stations; and
• The development community sought greater flexibility in land uses and densities to better respond to market trends, particularly proximate to rail rapid transit stations.

The RPAC and other stakeholder comments have been considered and incorporated as appropriate into the proposed Policy Review’s recommendations for consideration by the Regional Planning Committee and MVRD Board.

POLICY REVIEW RECOMMENDATIONS
Based on the research and engagement, the Policy Review recommendations are summarized in Table 1.

Table 1. Industrial and Mixed Employment Policy Review Recommendations

<table>
<thead>
<tr>
<th>Directions</th>
<th>Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1. Update and clarify the definition of industrial uses</strong>&lt;br&gt;Update the definition of industrial land uses / activities, using current terms to reflect new and emerging technologies / methods.</td>
<td>• Clearer definition of 'Industrial' uses for a more consistent implementation across the region. &lt;br&gt;• Recognition that different types of industrial activities require different types of land / access.</td>
</tr>
<tr>
<td><strong>2. Strengthen regional policies to protect Industrial lands for industrial uses</strong>&lt;br&gt;a. Establish a higher voting threshold to amend the regional land use designation for Industrial lands;&lt;br&gt;b. Develop a new regional overlay for trade-oriented lands;&lt;br&gt;c. Clarify and strengthen the definition of industrial uses</td>
<td>• Recognition of role of trade-oriented lands in the region and greater protection.&lt;br&gt;• Greater protection of industrial uses on industrial lands, possibly through new policy tier or overlay (e.g. change from Type 3 to Type 2 minor amendment).&lt;br&gt;• Restrict strata tenure and unit sizes on trade-oriented lands.</td>
</tr>
<tr>
<td><strong>3. Introduce some flexibility for Mixed Employment lands by rail rapid transit stations to accommodate higher job density and other regional growth strategy objectives</strong>&lt;br&gt;Some lands in locations by rail rapid transit stations are facing pressures to develop to higher value and density forms.</td>
<td>• Introduce more flexible policies for Mixed Employment lands by rail rapid transit stations, for example within 200 metres.&lt;br&gt;• Allow these sites to accommodate higher employment densities and possibly some residential uses, which help advance other regional and local objectives, such as transit-oriented development, and affordable rental housing.</td>
</tr>
<tr>
<td><strong>4. Encourage industrial intensification / densification, where contextually appropriate to the activity and location</strong></td>
<td>• Increase industrial intensification / densification to increase the industrial capacity of lands.&lt;br&gt;• Further consider interface with other uses.</td>
</tr>
</tbody>
</table>
Recognizing local contexts, encourage appropriate new forms of industrial.  

- Need to delineate urban form and use intensity.

### 5. Undertake a regional land use assessment

In a region with constrained land base, there is significant pressure for competing, legitimate land uses.

- Proactively identify the ‘best’ locations for different land uses depending on a developed set of criteria (e.g., location, adjacent land uses, lot size, proximity to the goods movement network).
- Identify opportunities for more optimized locations and uses of land in order to support regional and local policy objectives and to inform policy changes.

### 6. Improve climate action

Climate change lens that explores opportunities for how climate change mitigation and adaptation issues can be better considered.

- Adapt to climate change, such as rising sea levels and flood events, and enhance resiliency, including through ecosystems services and green infrastructure.
- Advance greenhouse gas reduction, climate change mitigation, and natural hazard resilience initiatives.

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**NEXT STEPS**

If Policy Review recommendations are endorsed by the Regional Planning Committee and MVRD Board, staff will begin drafting specific policy language for *Metro 2050* early in 2021. The next phase of work will be informed by input from the other *Metro 2040* policy reviews underway, including work being undertaken on social equity, climate change, and resiliency. There will be further opportunities for the Regional Planning Committee, the Regional Planning Advisory Committee, and the Intergovernmental Advisory Committee members to consider and shape policy wording in this and the other policy areas of the regional growth strategy.

**ALTERNATIVES**


2. That the Regional Planning Committee receive for information the report dated September 18, 2020, titled “*Metro 2040 Industrial and Mixed Employment Policy Review Recommendations*”.

**FINANCIAL IMPLICATIONS**

There are no financial implications to this report. The *Metro 2040* Policy Reviews are all being undertaken as part of the regular work plan in the Board approved 2020 Regional Planning budget.

**CONCLUSION**

Industrial and Mixed Employment lands and the associated policies are a key component of the regional growth strategy. The purpose of the *Metro 2040* Industrial and Mixed Employment Policy Review is to explore and identify the challenges and opportunities to enhance the associated regional policies taking into account policy research, current practices, emerging trends, and stakeholder engagement. In focusing on the noted areas it will help to ensure the policy framework for *Metro 2050* better supports industrial and other employment activities in the region.
Attachment
Summary of Stakeholder Engagement Comments

Reference
Metro 2040 Industrial and Mixed Employment Policy Review Scope of Work, Regional Planning Committee Meeting, March 6, 2020
SUMMARY OF STAKEHOLDER ENGAGEMENT COMMENTS

Regional Planning Advisory Committee (RPAC) Members

- Concern over additional regional land use restrictions; desire to retain municipal ability to make local land use decisions.
- Concern over strengthening Industrial lands protection policies in the regional growth strategy through higher Metro Vancouver Board voting thresholds for land use designation amendments, such as through creation of a second tier of industrial or a trade-oriented land use designation / overlay.
- Question the need of creating another higher protection level or tier for some industrial lands, as Mixed Employment lands already have some ‘local industrial’ uses that serve the community and are intended to be retained, although municipalities do not want those lands protected / encumbered by further regional growth strategy policies.
- Need for adequate time to review the proposed policy changes, specifically when the draft new / amended policy language is available, and for municipalities to consider how proposed policies relate to map designation changes that will be required in local OCPs.

Municipalities

- Concerned about the notion of a shared or single definition of ‘industrial’ for the entire region.
- Acknowledge that industrial is changing, and need for the definition and designation to also change over time. Suggest that the definition could be written to protect the first floor of a building as industrial, with other uses above.
- Desire flexibility, at least for the ‘small’ things. Balance of sometimes wanting a hard line to stop encroachment of non-industrial uses onto industrial lands, and in other cases flexibility to accommodate new mixes of uses.
- Recognize the conflict of objectives between residential development pressures by rail rapid transit locations and the protection of industrial lands and employment uses.
- Recognize that mixed use projects on high cost lands require a residential component to make them financially viable for developers. However, making it easier to introduce residential uses at rail rapid transit locations makes it harder to protect employment lands. Thus need for some level of flexibility of uses in such unique situations and recognizing local context, which is a difficult balance.

Port of Vancouver

- Immediate action is required - need to stop conversions of industrial lands now. Given the urgency of the issue, recommend an immediate freeze on rezoning and other actions.
- Support exploration of a possible Industrial Land Reserve. Furthermore, beyond only including existing lands, consider also including recently ‘lost’ industrial lands (such as redesignated/rezoned to other uses, but not yet built) into the Reserve.
• Supports a higher voting threshold for regional industrial land use designation changes.
• Mixed Employment designated lands used for industrial purposes should be re-designated to Industrial to protect them for industrial use regulations.
• Preserving the land base should be top priority, and possibly supplemented by a no-net-loss principle to add lands elsewhere as compensation.
• If industrial lands get displaced it only increases pressure on remaining lands elsewhere in the region.
• Concerned about possibly allowing more flexible and mixed uses by rail rapid transit stations, as lands would be subject to speculation and increased values, to the detriment of industrial uses.
• Metro Vancouver should press to protect industrial lands beyond its limited policy powers. For example, if stronger measures or additional tools are needed to protect industrial lands, seek legislation changes from senior levels of government.

**NAIOP and UDI Development Industry Associations**

• Need flexibility, rather than being too prescriptive. Restrictions are a disincentive to development. If the zoning is too restrictive, it will prevent change over time as is occurring in the market.
• Developers can be creative if they understand the problem/issue and opportunity.
• Mixed use at rail rapid transit stations makes sense, and a mix of light industrial in these locations could be accommodated. Commercial and industrial uses in buildings are possible on the right building/site configuration for the use. The uses could be a mixed use combination, with the addition rather than loss of industrial space.
• Distance from rail rapid transit stations of only 200 metres is too short – need a minimum of 400 metres or 800 metres, which is an acceptable walking distance from stations. Otherwise, not capturing the full opportunity presented by rapid transit stations if the area is too small.
• Also need to consider workforce housing by employment areas and rapid transit.
• There is a need for commercial uses on industrial lands – industry is changing (e.g. digital/high tech) faster than land uses.
• However, intensified / densified industrial space is a substitute product – appropriate uses for upper floors are limited and hard to market.
• Consider an incentive for industrial uses by adding additional density or uses (like is done for residential development when affordable housing objectives are being considered).
• Need to be careful with the ‘trade-oriented’ designation, as it will be perceived as down-zoning of some privately owned lands.
• Blanket policies are not appropriate across the region – there are different areas/contexts, which require clarity yet flexibility in emerging markets.
To: Regional Planning Committee

From: Theresa Duynstee, Senior Planner, Regional Planning and Housing Services

Date: September 17, 2020

Meeting Date: October 9, 2020

Subject: Metro 2040 Agriculture Policy Review Recommendations

RECOMMENDATION
That the MVRD Board endorse the Agriculture Policy Review recommendations as presented in the report dated September 17, 2020, titled “Metro 2040 Agriculture Policy Review Recommendations” as the basis for updating Strategy 2.3 of the regional growth strategy.

EXECUTIVE SUMMARY
The Metro 2040 Agriculture Policy Review is near completion. Staff are recommending five directions for making important, yet minor updates to Strategy 2.3 including the following:

1. Add policies to enhance distribution avenues for locally produced food;
2. Enhance policies to prevent conflicts with agricultural operations;
3. Enhance policies to discourage non-farm uses of agricultural land and encourage actively farmed land;
4. Address the gaps in Strategy 2.3 by including actions for climate change adaptation, ecosystem services, agriculture awareness; and
5. Revise wording to enhance and clarify the intention of the existing policies and actions.

PURPOSE
The purpose of this report is to convey to the Regional Planning Committee and Board the Metro 2040 Agriculture Policy Review recommendations for endorsement to proceed with preparing draft policy language.

BACKGROUND
Over the last 19 months, staff have conducted an Agriculture Policy Review to support an update of Metro Vancouver 2040: Shaping our Future (Metro 2040), the regional growth strategy. Staff’s recommendations to update Strategy 2.3 of Metro 2040 are now ready for Committee and Board review and feedback.

AGRICULTURE POLICY REVIEW
On July 5, 2019, the Committee received a report with the results of a forum that identified the most significant challenges and issues facing agriculture and the process for conducting the Metro 2040 Agriculture Policy Review. Since that time, staff has continued to engage with municipal partners, the Agricultural Advisory Committee and others regarding how to better protect agricultural land and promote agricultural viability in the region.
The first phase of the process to update *Metro 2040*’s policy framework was to conduct policy reviews on various topics in the regional growth strategy. The purpose of the Agriculture Policy Review is to determine to what extent policies in the Strategy 2.3 of the regional growth strategy should be adjusted to better support regional goals for agricultural land protection and growth management. While only minor changes to the agriculture section are anticipated, it is still important to review the existing policies, identify gaps and consider new research and provincial legislation.

**Engagement**

The Agriculture Policy Review involved member jurisdictions, the Agricultural Land Commission (ALC) and the Ministry of Agriculture, who are important partners that contribute to the implementation of the regional growth strategy. A staff agricultural advisory group was formed to ensure municipal issues were considered and potential solutions evaluated. Progress on the review was periodically reported out to the Regional Planning Advisory Committee and the Agricultural Advisory Committee (AAC). The AAC members, in particular, contributed valuable insight from the farming perspective. Input was also received from an online feedback form and recent meetings with provincial government staff. A list of the engagement activities and issues raised by the engagement is provided in Attachment 1.

**Current Policy Framework**

Many of the existing policies remain highly relevant and overall Strategy 2.3 is achieving its intent. At the same time, some policy adjustments are necessary to further address the challenges and enhance effectiveness of existing policies’ while incorporating new priorities. 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.

The multi-jurisdictional legislative framework and well-defined Urban Containment Boundary, which generally aligns with the Agricultural Land Reserve (ALR), along with limits to regional sewerage services has ensured the protection of agricultural land over the longer term. The directive for Metro Vancouver to work in collaboration with the province and the Agricultural Land Commission has led to valuable data collection (e.g. Agricultural Land Use Inventory) and policy research (e.g. illegal fill). There are also beneficial actions being undertaken by municipalities to support agriculture, as described in local agriculture plans.

Policies that maintain the integrity of the ALR and promoting farming as a primary use in agricultural areas will assist in ensuring success over the long term. A viable agricultural industry and the protection agricultural land will enable local food production over the coming decades.

**RECOMMENDATIONS**

Throughout the engagement process staff considered a variety of feedback, however, focused on appropriate roles for Metro Vancouver and member jurisdictions. Some of the solutions discussed are within the jurisdiction of the provincial government and therefore are better addressed through advocacy actions.
Based on the work completed to date and feedback received from the various groups, staff have identified five recommendations to enhance the strategy in Metro 2040 to protect agricultural land and promote agricultural viability with an emphasis on food production (Table 1).

Table 1: Agriculture Policy Review Draft Recommendations

<table>
<thead>
<tr>
<th>Draft Recommendation</th>
<th>Benefits</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Add policies to enhance distribution avenues for locally produced food.</td>
<td>More avenues to distribute agricultural products not only helps strengthen the economic viability of local agriculture, but also enhances the availability of local food for residents.</td>
</tr>
<tr>
<td>This action is essential to strengthen the viability of agricultural businesses and support long term food security. Some potential actions for all local government are to enact local food purchasing policies, establish permanent farmers’ markets and ensure resilient goods movement.</td>
<td></td>
</tr>
<tr>
<td>2. Enhance policies to prevent conflicts with agricultural operations.</td>
<td>Fewer conflicts between farmers, urban residents and people using trails and roadways adjacent or within the ALR improves community well-being.</td>
</tr>
<tr>
<td>Conflicts can be prevented by expanding buffers and edge planning between agricultural operations, residential uses and recreational activities. This action can help reduce the number of nuisance complaints received by local governments and the Ministry of Agriculture.</td>
<td></td>
</tr>
<tr>
<td>3. Enhance policies to discourage non-farm uses of agricultural land and encourage actively farmed land.</td>
<td>Discouraging non-farm uses in agricultural areas helps reduce land speculation and can alleviate competition for agricultural land that prevents farmers from starting or expanding their business.</td>
</tr>
<tr>
<td>During the engagement process feedback identified that zoning bylaws don’t always align with Agricultural Land Commission (ALC) legislation that prioritizes farming and discourages nonfarm uses in the ALR. Some local bylaws have not been amended to incorporate changes to ALC regulations and this creates confusion due to the inconsistency between local and provincial rules.</td>
<td></td>
</tr>
<tr>
<td>4. Address the gaps in Strategy 2.3 by including actions for climate change adaptation, ecosystem services, agriculture awareness.</td>
<td>More awareness of the importance of climate adaptation for agriculture and the issues faced by farmers can help inform land use decision-making to maintain agricultural viability and prevent losses of actively farmed land.</td>
</tr>
<tr>
<td><em>Metro 2040</em> needs to enhance policy on these topics that are becoming regional priorities. Some of the proposed actions that emerge in the <em>Climate 2050</em> engagement process may be incorporated into <em>Metro 2050</em>. Recognizing ecosystem services from agricultural land is one way to support climate adaptation.</td>
<td></td>
</tr>
<tr>
<td>5. Revise wording to enhance and clarify the intention of the existing policies and actions.</td>
<td>Improves understanding of the goals in the regional growth strategy, supports food security and addresses</td>
</tr>
</tbody>
</table>
Minor editing will assist in clarifying policy directions. For example, instead of promoting agricultural viability, more emphasis is needed on strengthening viability and local food production. It is also necessary to address process issues related to policy 2.3.4 regarding small parcels that are not subject to the Agricultural Land Commission Act. Procedural issues that have arisen over the last ten years.

NEXT STEPS
If the Agriculture Policy Review recommendations are endorsed by the MVRD Board, staff will begin drafting specific policy language for Metro 2050 early in 2021. The next phase of work will be informed by input from the other Metro 2040 policy reviews underway, including work being undertaken on social equity, climate change, and resiliency. There will be further opportunities for the Regional Planning Committee, the Regional Planning Advisory Committee, and the Intergovernmental Advisory Committee members to consider and shape policy wording in this and the other policy areas of the regional growth strategy. Staff will also consider the findings from public engagement on Climate 2050, and whether there are appropriate actions to incorporate into Metro 2050.

ALTERNATIVES
1. That the MVRD Board endorse the Agriculture Policy Review recommendations as presented in the report dated September 17, 2020, titled “Metro 2040 Agriculture Policy Review Recommendations” as the basis for updating Strategy 2.3 of the regional growth strategy.

2. That the Regional Planning Committee receive for information the report dated September 17, 2020, titled “Metro 2040 Agriculture Policy Review – Recommendations.”

CONCLUSION
The Metro 2040 Agriculture Policy Review is completed and staff are now seeking feedback and direction on the five proposed recommendations from the Regional Planning Committee and the MVRD Board. Most of the existing polices of Strategy 2.3 resonate today although some minor policy adjustments are necessary to further address the challenges, enhance effectiveness of existing policies and incorporate new priorities. Through this work and update of the regional growth strategy, opportunities exist to continue to support regional agricultural activities and the lands that are necessary for its success.

Attachment
List of Agriculture Policy Review Engagement Activities

References
1. Agricultural Land Use Planning Policy Forum Results
2. Summary Notes Policy Forum: Agricultural Land Use Planning in the Lower Mainland

41324072
## List of Agriculture Policy Review Engagement Activities

<table>
<thead>
<tr>
<th>ENGAGEMENT ACTIVITY</th>
<th>DATES</th>
<th>EXAMPLES OF ISSUES RAISED</th>
</tr>
</thead>
</table>
| Agriculture Land Use Policy Forum (municipal & provincial staff) | April 2019 | • ongoing demand for non-farm residential commercial and industrial uses in the ALR  
• uncertainty about the impacts of climate change  
• better awareness of ecosystem services and the public benefits of agricultural land  
• the need to restructure farm tax policy  
• the importance of local government bylaws aligning with the ALC legislation |
| Regional Planning Advisory Committee (municipal staff) | May 17, 2019  
Oct 18, 2019  
Mar 20, 2020 | • support a staff advisory group for providing feedback  
• good to see greater emphasis being placed on buying local food as part of the recommendations put forward  
• There are benefits and challenges of looking at the impact of climate change on agriculture |
| Staff Agriculture Advisory Group (municipal & provincial staff) | Sept 5, 2019  
Oct 30, 2019  
Mar 30, 2020 | • how can local governments strengthen agricultural viability?  
• underutilization is not an appropriate term to describe farmland as there are several reasons why this occurs  
• small parcels (less than 2 acres) are a challenge  
• agriculture impact assessments are useful but imperfect for addressing issues  
• public nuisance complaints about agriculture are getting worse and becoming more severe  
• nonfarm commercial uses need a broader approach  
• need more outreach and education about agriculture |
| Agricultural Advisory Committee (agriculture producers, farm organizations and educational institutions) | May 31, 2020  
Sept 27, 2019  
Nov 15, 2019  
Mar 20, 2020  
Sept 25, 2020 | • what is missing is encouraging demand and supporting local farms through local food procurement  
• on-farm processing enables value-added, but sometimes approved processing facilities stop serving local agriculture and become a nonfarm use  
• need to be cautious about on-farm housing  
• the crop today may not be the crop for tomorrow |
| Online Comment Form Submissions (public) | Ongoing | • extremely important to protect our agricultural lands  
• grow more fruits and vegetables closer to home  
• get rid of tax exemptions for small hobby farms in ALR  
• The COVID-19 crisis confirms the urgent need for Canada to become more self-sufficient in food production |
| Agricultural Land Commission (staff) | Aug 27, 2020 | • important to maintain the integrity of the ALR  
• small parcels (< 2 acres) that are not subject to the ALC Act can be problematic |
| Provincial Ministries (provincial staff) | Sept 16, 2020 | • supported strengthening buffering and edge planning  
• asked about how to protect sensitive ecosystems in rural areas. |
To: Regional Planning Committee

From: Heather, McNell, General Manager, Regional Planning and Housing Services

Date: September 25, 2020

Meeting Date: October 9, 2020

Subject: Manager’s Report

RECOMMENDATION
That the Regional Planning Committee receive for information the report dated September 25, 2020, titled “Manager’s Report”.

Regional Planning Committee 2020 Work Plan
The Regional Planning Committee’s Work Plan for 2020 is attached to this report (Attachment). The status of work program elements is indicated as pending, in progress, ongoing or complete. The listing is updated as needed to include new issues that arise, items requested by the Committee, and changes to the schedule.

Attachment
Regional Planning Committee 2020 Work Plan

41387821
## Regional Planning Committee 2020 Work Plan
### Report Date: September 25, 2020

### Priorities

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<td>Metro 2040 UC + FTDA Policy Review - Policy Recommendations</td>
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<tr>
<td>Metro 2040 Agriculture Policy Review - Update</td>
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<tr>
<td>Metro 2040 Environment Policy Review - Update</td>
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<tr>
<td>Metro 2040 Housing Policy Review – Discussion Paper</td>
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<tr>
<td>Metro 2040 Rural Policy Review – Scope of Work</td>
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<td>Metro 2040 Transport Policy Review – Workshop Results</td>
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<td>Metro 2040 Industrial and Mixed Employment Policy Review – Scope of Work</td>
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<td>Metro 2040 Climate and Natural Hazards Policy Review – Scope of Work</td>
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<td>Housing Data Book Refresh – Scope of Work</td>
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<td>Hey Neighbour – Project Initiation</td>
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<tr>
<td>Respond to Proposed Amendments to Metro 2040</td>
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</tbody>
</table>

For information:
- What Works: Securing Affordable / Special Needs Housing Agreements
- Metro Vancouver Housing 10 Year Plan - Update
- Metro Vancouver Housing - Expression of Interest for Member Jurisdictions
- Climate 2050 Discussion Paper – Agriculture
- Climate 2050 Discussion Paper – Nature and Ecosystems

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<td>Metro 2040 Environment Policy Review – Policy Options</td>
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<tr>
<td>Metro 2040 Implementation Section Review – Policy Options</td>
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<td>Metro 2040 Complete Communities Policy Review – Policy Options</td>
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<td>Metro 2040 Transport Policy Review – Policy Options</td>
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<td>Metro 2040 Industrial and Mixed Employment Policy Review – Policy Options</td>
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<td>Metro 2050 – Progress Report</td>
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<tr>
<td>Regional Food Flow Study</td>
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For information:
- Design and Development Guidelines: Temporary Accommodation for Tenants
- Displaced by Redevelopment – Final Report
- Metro Vancouver Housing - Redevelopment Plan – Update
### 3rd Quarter

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**For information:**
- Affordable Home Ownership / Entry Level Homeownership
- Invasive Species BMPs

### 4th Quarter

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<td>Housing Needs Reports – Regional Compendium</td>
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<td>TOAH 3 - Update</td>
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<tr>
<td>Metro 2050 – Progress Report/Draft</td>
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<tr>
<td>2020 Industrial Lands Inventory – early findings</td>
<td>Pending</td>
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<tr>
<td>Where Matters II – Final Report</td>
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<tr>
<td>Corridor Study Monitoring Reports (Marine Main, Lougheed, Scott Road)</td>
<td>Pending</td>
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<tr>
<td>Metro 2040 Equity in Growth Management – Recommendations</td>
<td>Pending</td>
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<tr>
<td>Hey Neighbour – Final Report</td>
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**For information:**
- Ecological Health – Regional Ecosystem Connectivity
- Urban Forestry Best Practices