

Presentation to the Regional Planning Committee

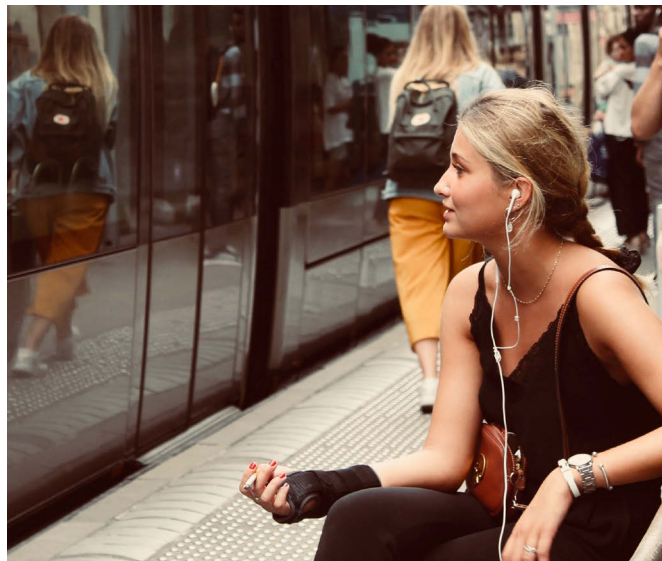
April 9, 2021

Delegation: Pooni Group, NAIOP, and Landlord BC

- Metro 2050: Opportunity
- Alignment with Regional TOD Metrics
- Case Study: Surrey's Proposed SkyTrain Routes
- Better Support for Metro Vancouver's Goals
- Opportunities

Metro 2050: Opportunity

We support early work on Metro 2050's Draft Goal 1 & 2 to consider residential uses in Mixed Employment areas within 200m of rapid transit but have identified an additional opportunity.



Opportunity: Extend radius to 400m or 800m

This opportunity would provide better support for regional & municipal goals

- To create more compact communities
- Support sustainable transportation options
- More opportunities for employment space
- More opportunities for affordable housing

Alignment with Regional TOD Metrics

Extending the radius would better align with the regional goals and objectives.

Metro Vancouver 2040: Shaping Our Future



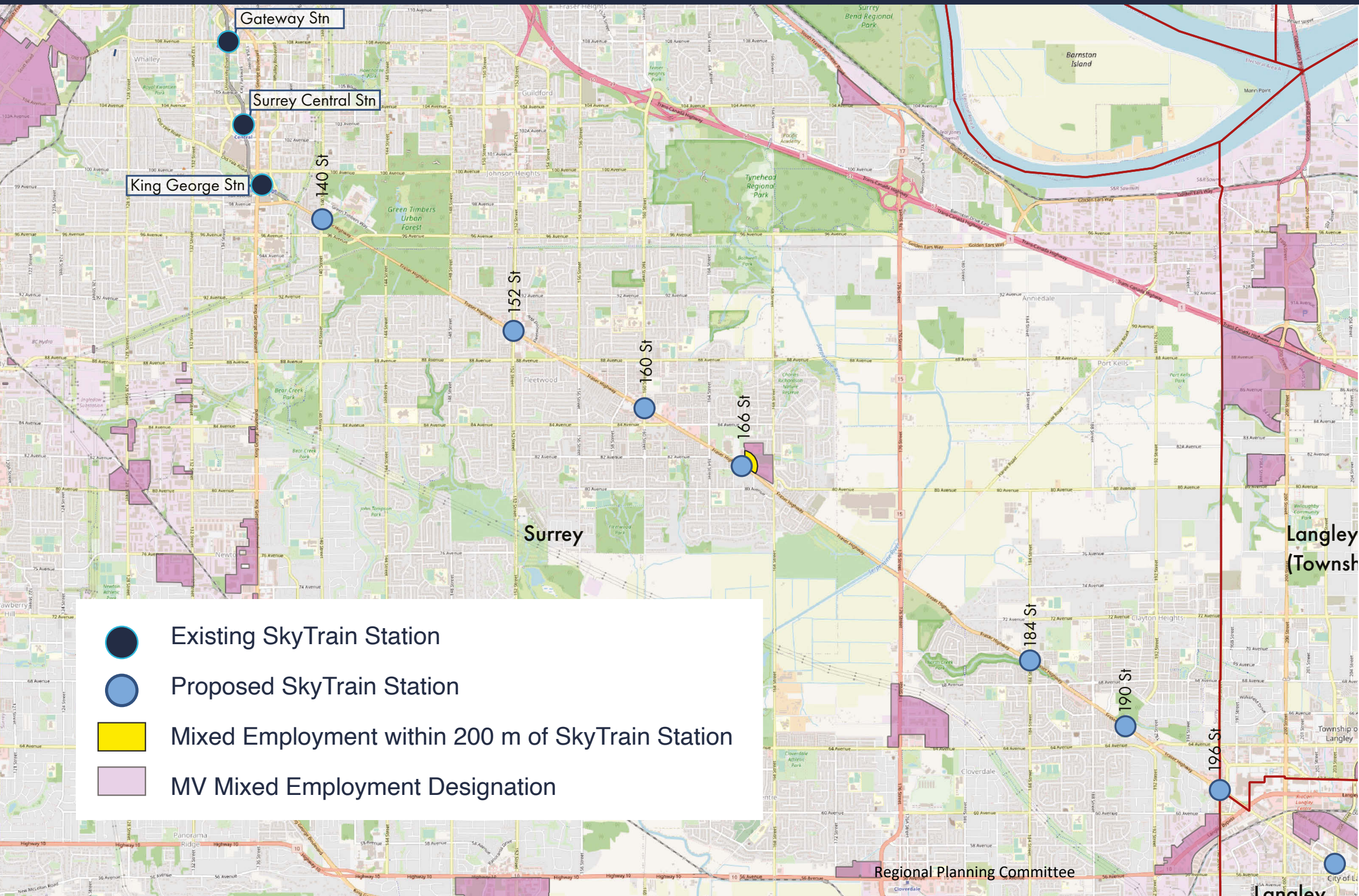
Frequent Transit Development Areas are intended to be additional priority locations to accommodate concentrated growth in higher density forms of development. Defined as appropriate locations generally within 800 metres of a rapid transit station or within 400 metres of TransLink's Frequent Transit Network

TransLinks' Transit-Oriented Communities Design Guidelines



Transit-oriented development is appropriate within 400m of frequent transit corridors and stop nodes and 800m of frequent transit station and exchange areas. Metro Vancouver has established Frequent Transit Development Areas (FTDAs) to help municipalities direct growth to these areas around transit.

Case Study: Surrey's Proposed SkyTrain Routes

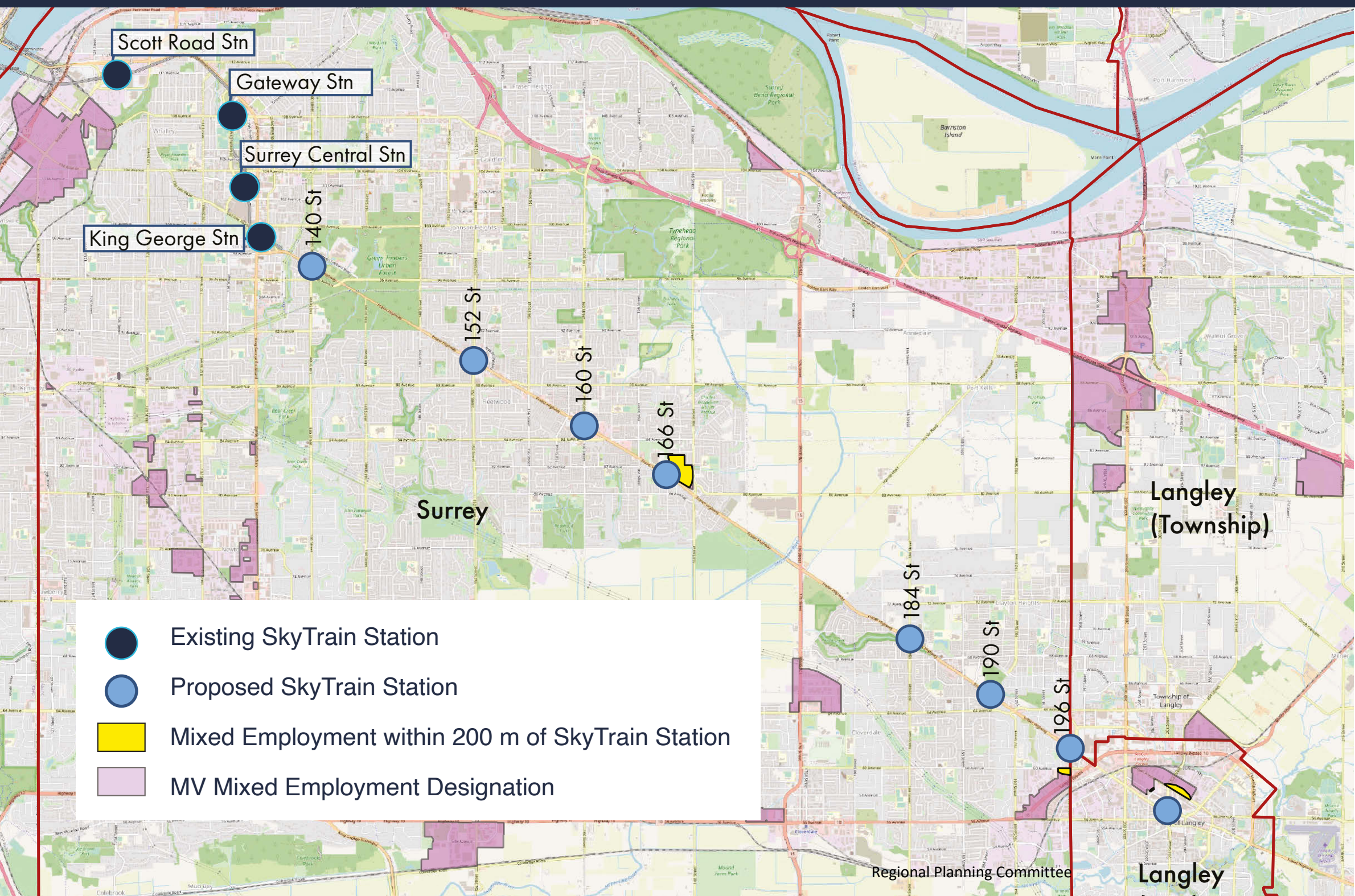


Purpose: To understand approximately the employment space & residential units that can be created on Mixed Employment sites around Skytrain by increasing from 200m to 400 and 800m.

At 200 m:
Approx. 7.8 acres of Mixed Employment land
One proposed station

- Fraser Highway & 166 Street Station

Case Study: Surrey Stations at 400 metres



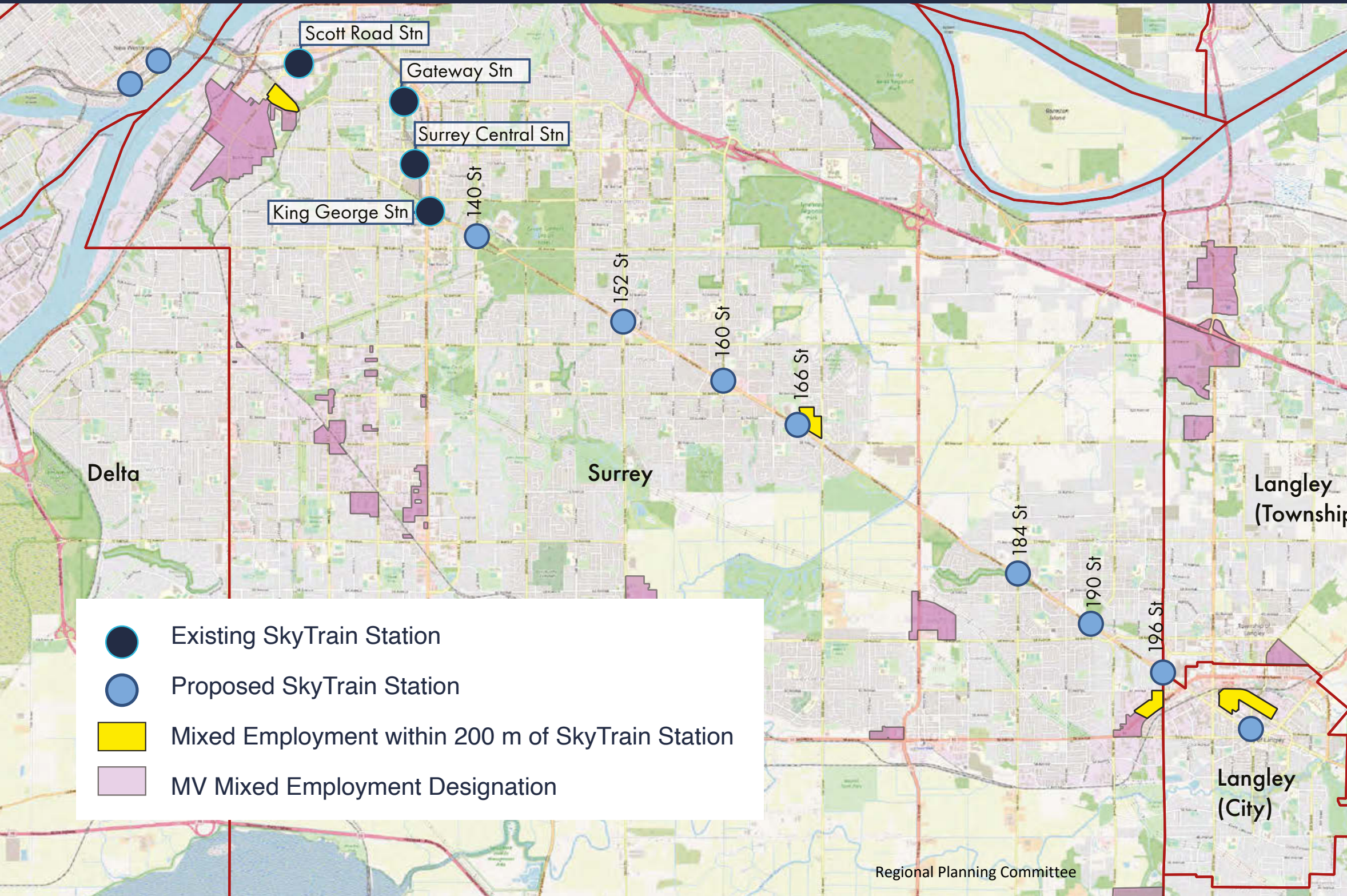
At 400m:

Approx. 34 acres of Mixed Employment land

Two proposed stations:

1. Fraser Highway & 166 Street Station
2. 196 Street Station

Case Study: Surrey Stations at 800 metres



At 800m:

Approx. 89 acres of Mixed Employment land

Three stations:

1. Existing Scott Road Station
2. Proposed Fraser Highway & 166 Street Station
3. Proposed 196 Street Station

Case Study: Assumptions

Assumptions based on the following:

City of Surrey’s Newton Town Centre Plan which permits up to 3.5 FSR for mixed use, mid-to-high density

Employment Space: 1.5 FSR

Existing Mixed Employment allows for up to 1.0 FSR - this contemplates a 0.5 FSR increase

Residential: 2.0 FSR

Unit Mix		Avg. Unit Sizes	
1 bedroom	65%	1 bedroom	555 sq.ft.
2 bedroom	30%	2 bedroom	855 sq.ft.
3 bedroom	5%	3 bedroom	1,253 sq.ft.

Average sizes based on precedent rental projects in Surrey.

Case Study: Surrey Comparison

	200 Metre Radius	400 Metre Radius	800 Metre Radius
Approx. Employment Space	Over 500,000 sq.ft of employment space	Over 2.2 million sq.ft of employment space	Over 5.8 million sq.ft of employment space
Approx. # of New Rental Homes	870 new rental homes created	3,800 new rental homes created	10,000 new rental homes created

Better Support for Metro Vancouver's Goals

Expansion of the radius and locating more employment space and housing options near transit helps Metro Vancouver meet all five of its goals:



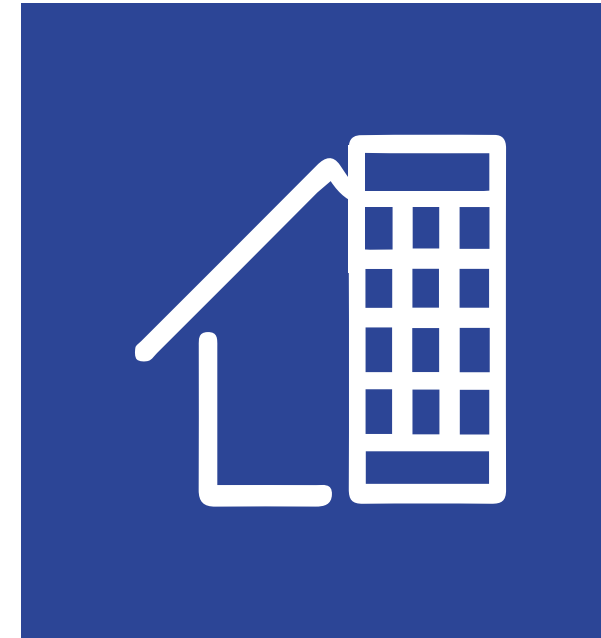
Create a Compact
Urban Area



Support a
Sustainable
Economy



Protect the
Environment and
Respond to Climate
Change Impacts



Develop Complete
Communities



Support
Sustainable
Transportation
Choices

Opportunities

Represents an opportunity to secure new employment space and affordable housing around rapid transit.

- Require an increase in base employment density
- Integration of uses on site vertically or horizontally
- Consider residential use with affordability metrics
- Enables municipalities to deliver housing & employment space without a regional process.



Thank you

Delegation: Pooni Group, NAIOP, and Landlord BC



Metro 2050 Draft Goal 3 and Implementation

NEW CONTENT IN THE UPDATE TO THE REGIONAL GROWTH STRATEGY

Erin Rennie

Senior Planner, Regional Planning and Housing Services

Regional Planning Committee | April 9, 2021

44086976

Sean Galloway

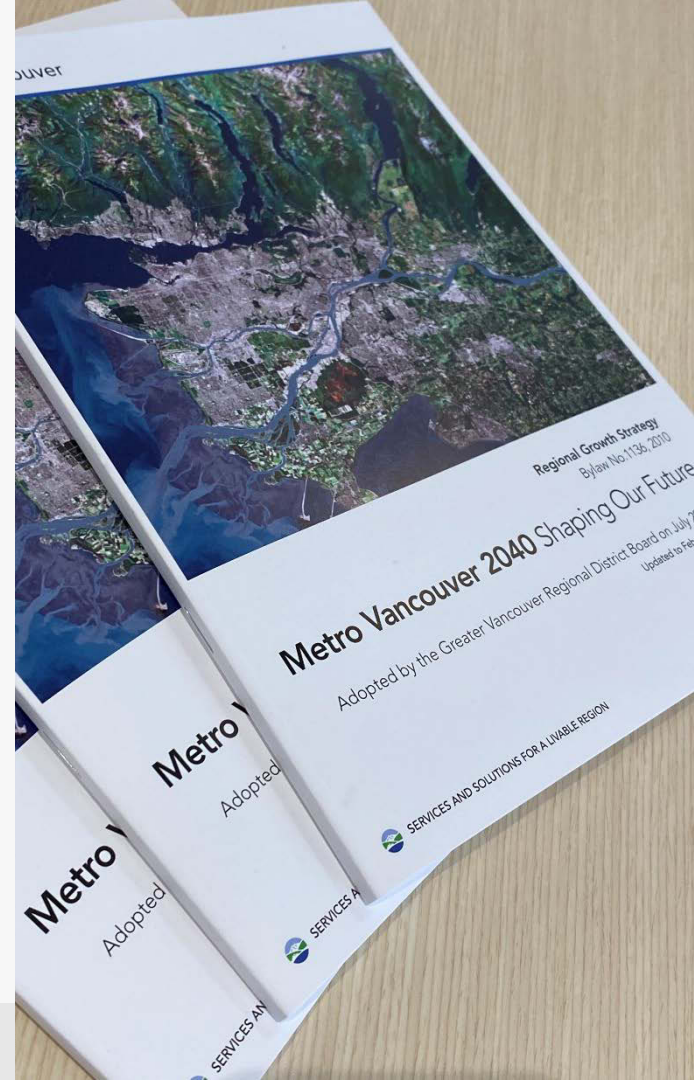
Director, Regional Planning and Electoral Area Services
Regional Planning and Housing Services

Regional Planning Committee

metrovancouver

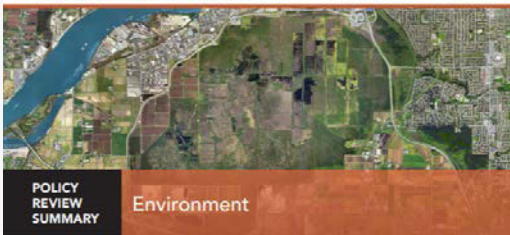
POLICY REVIEWS

- Urban Centres and FTDAs endorsed
- Agriculture endorsed
- **Environment** endorsed
- Industrial & Mixed Employment received
- Rural endorsed
- Housing endorsed
- Transportation endorsed
- Complete Communities endorsed
- **Climate Change & Natural Hazards** endorsed
- **Implementation** endorsed with changes
- Projections April



POLICY REVIEW SUMMARIES - RECOMMENDATIONS

metrovancover | REGIONAL PLANNING



POLICY REVIEW SUMMARY

Environment

About Metro 2050

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

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

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

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

Policy Review Summaries

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

Ecologically Important Lands

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

Metro Vancouver residents also clearly value parks and other green spaces. In 2019, the Metro Vancouver regional parks system welcomed nearly 12 million visitors, with visitation records set at 7 regional parks and 2 regional greenways. That same year, TransLink surveyed over 30,000 Metro Vancouver residents and 75% stated they valued "natural areas like parks and forests" most in their neighbourhoods. When asked about the future of the region, residents noted "the loss of green space" as one of their top three concerns.

Metro 2040 includes several tools and policies to protect important ecosystems, however a consistent, science-based regional ecosystem inventory was not available during its development. New datasets have revealed that the region is losing sensitive ecosystems within and outside the regional Conservation and Recreation land use designation that is intended to "protect significant ecological and recreation assets". Between 2009 and 2014, 1,400 hectares of sensitive and modified ecosystems were lost in the region, including:

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

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



Figure 1 Ecosystem Services provided by healthy ecosystems

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

1. TransLink's Transport 2050 Phase 1 public engagement survey of over 30,000 Metro Vancouver residents. Respondents included 6,300 youth aged 15 or younger, 2,600 seniors, 2,300 New Canadians, and 9,700 drivers.

POLICY REVIEW SUMMARY

WHAT'S CHANGING

The following changes to the regional growth framework are recommended:

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

BENEFITS

These changes will provide the following benefits:

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

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

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

This recommendation is to:

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

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

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

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

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

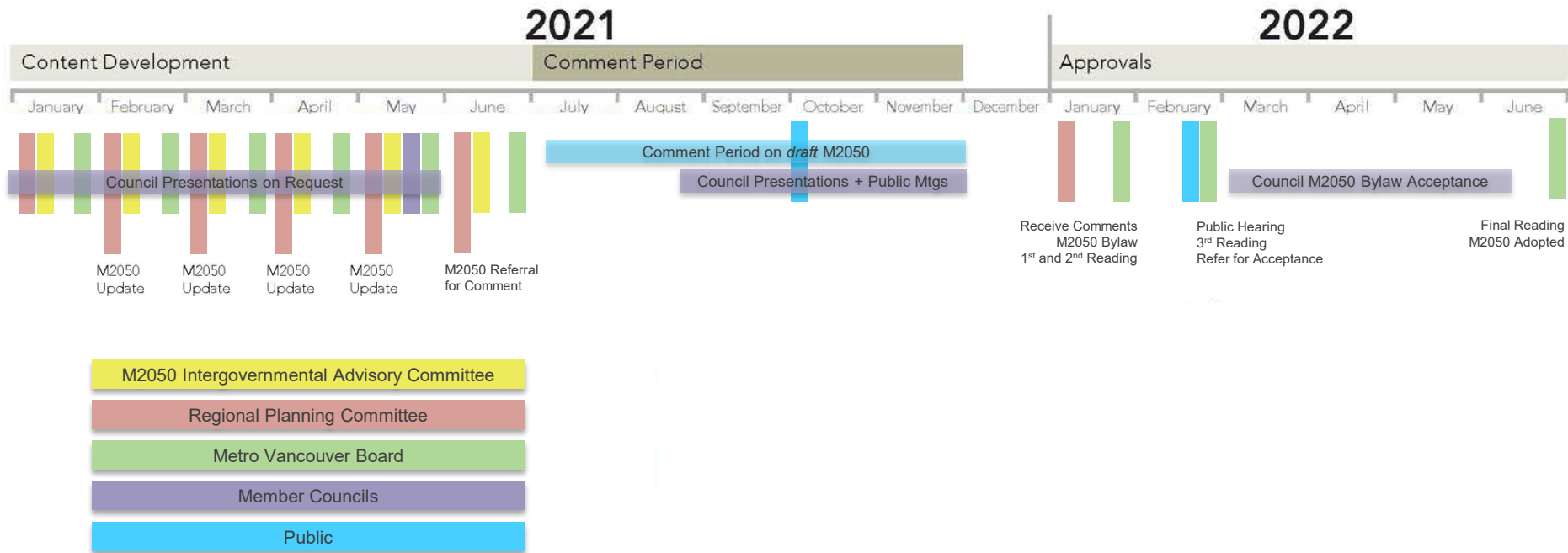


METRO 2050 TIMELINE

Policy Reviews (Apr 2019- Feb 2021)	Drafting Metro 2050 (Jan 2021-Jul 2021)	Comment Period (Aug 2021- Dec 2021)
<ul style="list-style-type: none"> Policy Review Recommendations (Sept 2020 – Jan 2021) Circulate Policy Review Summaries (Nov 2020 - Feb 2021) Meet with staff and/or Councils on any issues or recommendations of interest / concern (Jan - May 2021) 	<ul style="list-style-type: none"> <i>Metro 2050</i> draft policy reviewed goal by goal by IAC (Jan- May 2021) <i>Metro 2050</i> draft policy reviewed by Regional Planning Committee and Board goal by goal (Mar – May 2021) Council of Councils (May 2021) Draft <i>Metro 2050</i> presented to IAC (May 2021) Draft <i>Metro 2050</i> endorsed for referral for comment by Regional Planning Committee and Board (June 2021) Draft <i>Metro 2050</i> circulated for comment (July 2021) 	<ul style="list-style-type: none"> Comment Period (Aug - Dec 2021) Council Engagement on Draft <i>Metro 2050</i> – via presentations / workshops (Sept-Dec 2021) Offering to co-host a public information meeting with municipal staff on the draft concurrent with Council meeting (Sept - Dec 2021)

Metro 2050 Phase 2 & 3 Timeline

January 2021 – June 2022



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

OVERVIEW OF *METRO* 2050 PROCESS



OUTLINE

Today's Goal: begin to familiarize the Committee with the content of *Metro 2050* draft policies, answer questions, hear feedback and comments

- *Metro 2050* Process Overview
- Intro to the Drafts
- Goal 3: Protect the Environment and Respond to Climate Change and Natural Hazards
- Implementation Section
- Next Steps



Metro 2040 → Metro 2050



Goal 1 Create a Compact Urban Area



Goal 2 Support a Sustainable Economy



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



Goal 4 Develop Complete Communities



Goal 5 Support Sustainable Transportation Choices

Implementation

PRESENTATION STRUCTURE

1. Goal introduction
2. What's not changing
3. Strategy Rationale
4. What's proposed for each strategy
5. Discussion / question after each strategy



DRAFTS WE'RE REVIEWING TODAY

- **Section D – Definitions: Designations and Overlays**
- **Goal 3 (Environment, Climate Change, and Natural Hazards)**
 - Goal 3 Preamble
 - Strategy 3.1 (Protect conservation and recreation lands)
 - Strategy 3.2 (Protect, restore, and connect ecosystems)
 - Strategy 3.3 (Reduce GHGs)
 - Strategy 3.4 (Respond to climate change and natural hazards)
- **Implementation**

Goal: 3

Strategy 3.1

#	Proposed Metro 2050 Text	Rationale for Change
3	Protect the Environment and Respond to Climate Change and Natural Hazards	Added 'Natural Hazards' to raise the profile of new policies under 3.4.
3.1	Protect Conservation and Recreation lands	
	Strategy Rationale: The Conservation and Recreation regional land use designation is intended to help protect significant ecological and recreation assets throughout the region. Protecting these assets from development will ensure that these lands remain productive, resilient, and adaptable, providing vital ecosystem services that support both humans and wildlife, while also safeguarding communities from climate change and natural hazard impacts.	Each Strategy includes a new rationale.
	Metro Vancouver will:	

ENVIRONMENT POLICY REVIEW RECOMMENDATIONS

1. **Clarify the definition** of uses and activities in the **Conservation and Recreation** Land Use Designation
2. Set aspirational **regional targets** for protecting, enhancing, and restoring ecosystems
3. Integrate the **Sensitive Ecosystem Inventory**
4. New **green infrastructure network, ecosystem services, urban forestry, invasive species** policies
5. Support for **equitable access** and exposure to green space in urban areas

CLIMATE CHANGE AND NATURAL HAZARDS POLICY REVIEW RECOMMENDATIONS

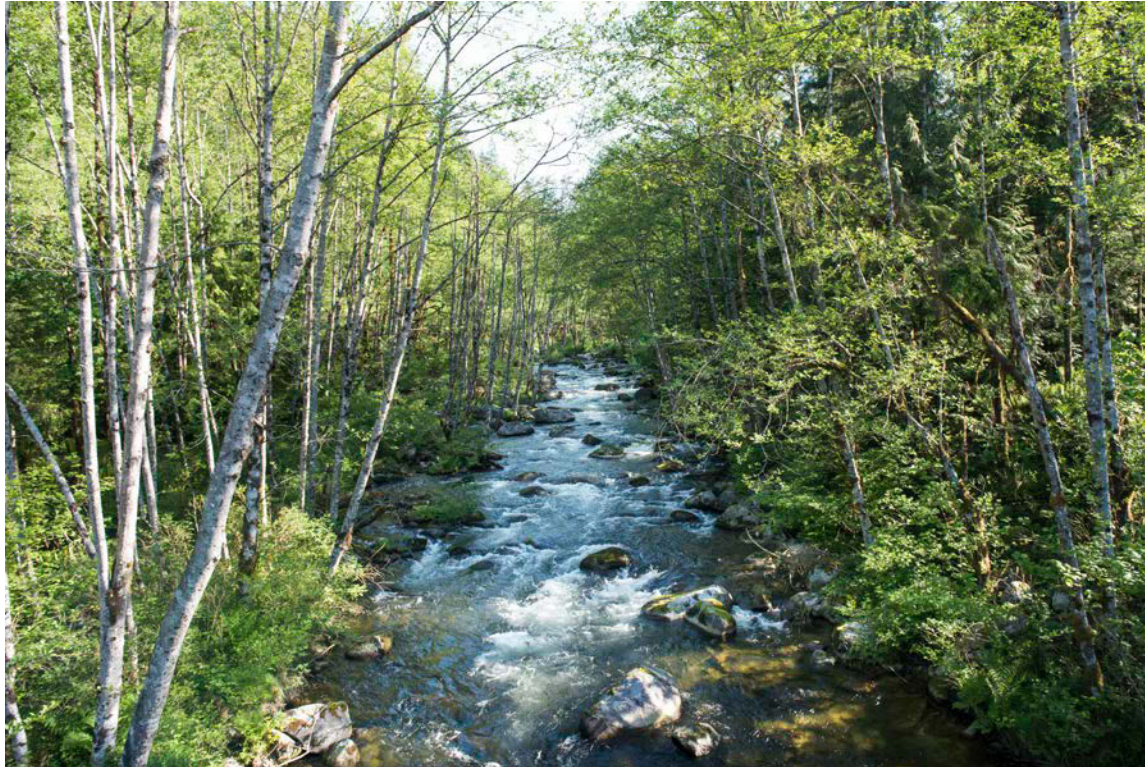
1. Apply a **climate lens** to *Metro 2050*
2. Member jurisdictions to specify **how they will meet the regional GHG emissions reduction target**
3. Quantify the **influence of land use and carbon storage** on regional GHG emissions
4. Policies aim to reduce energy consumption and GHG emissions based on **current standards / best practices**

CLIMATE CHANGE AND NATURAL HAZARDS POLICY REVIEW RECOMMENDATIONS

5. Identify / **map** regional-scale natural hazards, risks and vulnerabilities
6. Support regional growth patterns that **incorporate emergency management, utility planning, and climate change adaptation considerations**
7. Support **regional flood management**

GOAL 3 OVERVIEW

Protect the Environment and Respond to Climate Change and Natural Hazards

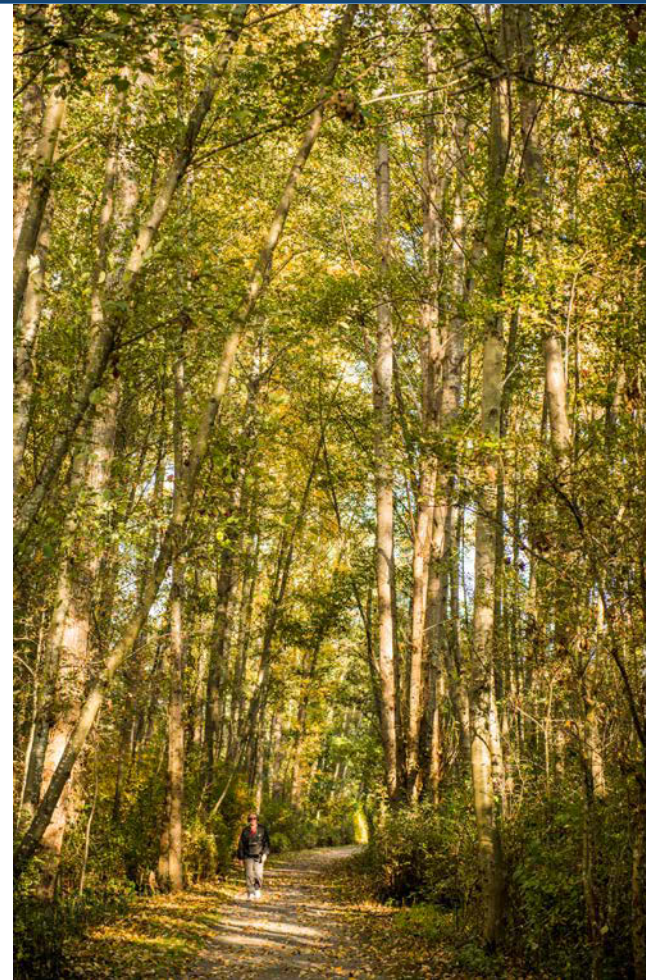


GOAL 3 - STRATEGIES

- 3.1 Protect Conservation and Recreation lands
- 3.2 Protect, restore, and connect ecosystems
- 3.3 Encourage land use, infrastructure, and settlement patterns that reduce energy consumption and GHGs, create carbon storage opportunities, and improve air quality
- 3.4 Encourage land use, infrastructure, and settlement patterns that improve the ability to withstand climate change impacts and minimize natural hazard risks

WHAT'S NOT CHANGING IN GOAL 3?

- Protection of Conservation and Recreation lands
- Regional GHG Reduction Targets:
 - 2030: 45% below 2010 levels
 - 2050: Carbon Neutrality
- Alignment with Climate 2050 and Clean Air Plan

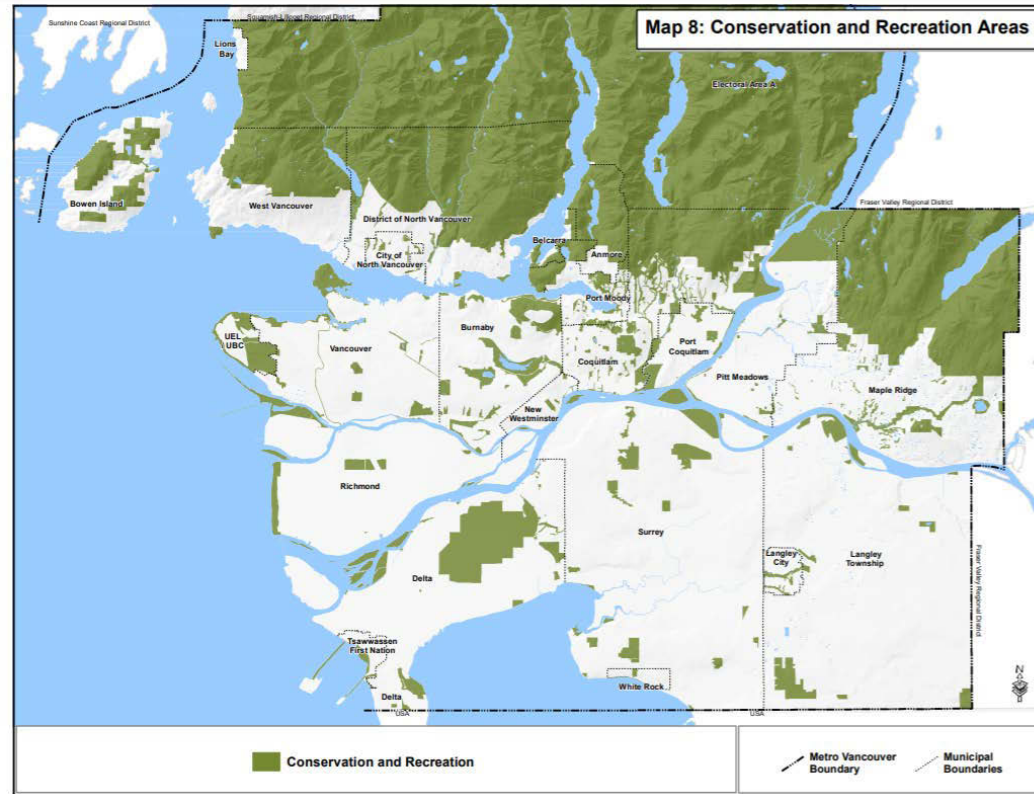


STRATEGY 3.1

PROTECT CONSERVATION AND RECREATION LANDS

Rationale

- Protect natural areas that provide vital ecosystem services that support humans and wildlife
- Climate change and natural hazard resiliency



STRATEGY 3.1 – WHAT'S NEW?

Updated Conservation and Recreation Land Uses (3.1.9 b)

- Wetlands
- Riparian areas
- Lands vulnerable to climate change (e.g. intertidal)
- Forests
- Ecological reserves
- Parks and recreation areas
- Drinking water supply areas



STRATEGY 3.1 – WHAT'S NEW?

Natural Resource Areas Overlay (Definitions, 3.1.4)

- Only on Conservation and Recreation lands
- Shows existing natural resource extraction
- MVRD will monitor change



STRATEGY 3.1 – WHAT'S NEW?

Avoid ecosystem fragmentation and loss in Conservation / Recreation areas; mitigate when unavoidable

- MV Water and Liquid Waste (3.1.3)
- Province and TransLink (3.1.5)
- Member jurisdictions (3.1.9 c)



STRATEGY 3.1 – WHAT'S NEW?

Action for Metro Vancouver:
monitor ecosystem gains and
losses in Conservation and
Recreation lands (3.1.4)



STRATEGY 3.2

Protect, restore, and connect ecosystems

Rationale

- “Nature needs half”
- Ecosystems need to be connected to thrive
- Expand tree canopy cover
- Cooling and shading
- Flood management
- Health and biodiversity benefits



STRATEGY 3.2 – WHAT’S NEW?

New 2050 target: 50% of land protected for nature (3.2.1a, 3.2.7 a)

- “Nature needs half”
- Includes areas within and outside Urban Containment Boundary
- Currently: 40% protected



STRATEGY 3.2 – WHAT'S NEW?

New 2050 target (3.2.1 b, 3.2.7 a)

40% tree canopy cover in the
Urban Containment Boundary

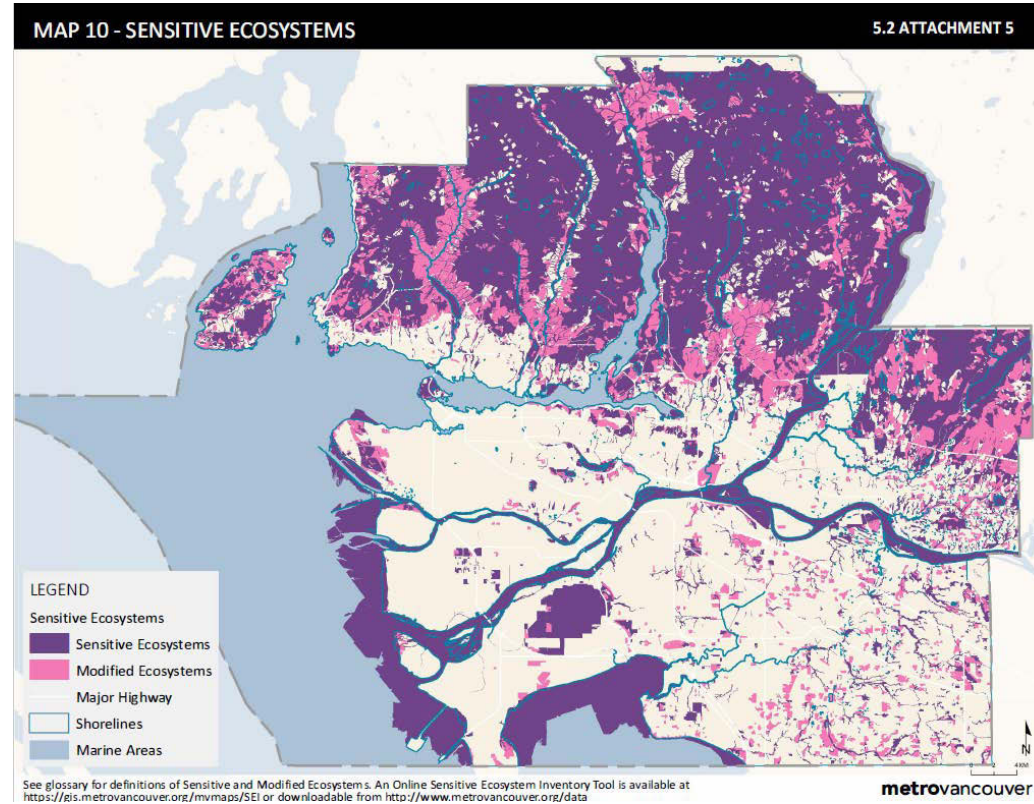
- Regional average
- Many co-benefits
- Currently 32%



STRATEGY 3.2 – WHAT’S NEW?

Include the Sensitive Ecosystem Inventory and associated actions for its protection

(3.2.3 a, 3.2.7 b)



STRATEGY 3.3

Encourage land use, infrastructure, and settlement patterns that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality

Rationale

- Long term low-carbon strategy
- Protect carbon storage capacity
- Cleaner air
- Co-benefits: lower energy costs, better health, walkable



STRATEGY 3.3 – WHAT’S NEW?

GHG Reduction Actions

Metro Vancouver’s role:

- Emissions and carbon storage monitoring (3.3.2)
- Implement Clean Air Plan and Climate 2050 (3.3.1)
- Health impact assessments (3.3.3)



STRATEGY 3.3 – WHAT’S NEW?

GHG Reduction Actions (3.3.7)

Member Jurisdictions’ role:

- Plan for land use and transportation that will reduce GHGs, contribute to target
- Policies, actions, strategies to reduce GHGs



STRATEGY 3.4

Encourage land use, infrastructure, and settlement patterns that improve the ability to withstand climate change impacts and minimize natural hazard risks

Rationale

- Adapt region to projected impacts of climate change
- Avoid loss of life
- Avoid costly damage to infrastructure
- Avoid cost of relocating
- Equity benefit



STRATEGY 3.4 – WHAT'S NEW?

Develop a Shared Regional Understanding of Risk and Take Action (3.4.2)

- Multi-Hazard Mapping
- Priority actions to address vulnerabilities
- Integrate emergency management, utility planning, and climate change adaptation principles
- Lower Mainland Flood Management Strategy



STRATEGY 3.4 – WHAT'S NEW?

Advocate to Federal and Provincial Governments (3.4.3)

- Mandate flood hazard bylaws
- Modernize Emergency Program Act



STRATEGY 3.4 – WHAT'S NEW?

Member jurisdictions (3.4.5)

- Minimize risk in existing communities
- Discourage new development in hazard areas



DISCUSSION / QUESTIONS / COMMENTS ON GOAL 3

- Nature protection target
- Tree canopy cover target
- Inclusion of Sensitive Ecosystem Inventory
- Actions to achieve GHG reduction targets
- Coordinate and collaborate to build resilience
- Climate adaptation



IMPLEMENTATION SECTION OVERVIEW

Putting regional policies to work



IMPLEMENTATION SECTION

Purpose of the Section

- Clarifies Terminology
- Distinguishes Types of Amendments
- Procedures for Amendments
- Guidelines for Regional Context Statements
- Policies for coordination with other agencies



WHAT'S NOT CHANGING IN THE IMPLEMENTATION SECTION

- Regional Context Statements
- Municipal Flexibility
- Three Types of Amendments
- Voting Thresholds – no change
- Existing Special Study Areas



IMPLEMENTATION – WHAT’S NEW?

- Delete requirement for a Regional Public Hearing for Type 2 Amendments. Replace with other forms of engagement (6.4.4)
- Guide the implementation of new Goal policies (Trade Oriented Overlay, Centre Type Reclassification) (6.3.4)



DISCUSSION / QUESTIONS ON IMPLEMENTATION

- Regional Context Statements
- Flexibility Clause
- Amendments and procedures
- Coordination with First Nations



NEXT STEPS

- Continue to revise drafts with IAC
- Goals 4 (Housing) & 5 (Transport) – May
- Full Draft of *Metro 2050* – June
- Recommend Board referral of full draft for comment – June





Thank you

metrovancouver
Together we make our region strong

Metro 2050

DRAFT PROJECTIONS FOR POPULATION, DWELLING UNITS AND EMPLOYMENT

Sinisa Vukicevic, PhD

PROGRAM MANAGER, PLANNING ANALYTICS, REGIONAL PLANNING AND HOUSING SERVICES

Regional Planning Committee, April 9, 2021
44822499

Regional Planning Committee

metrovancouver

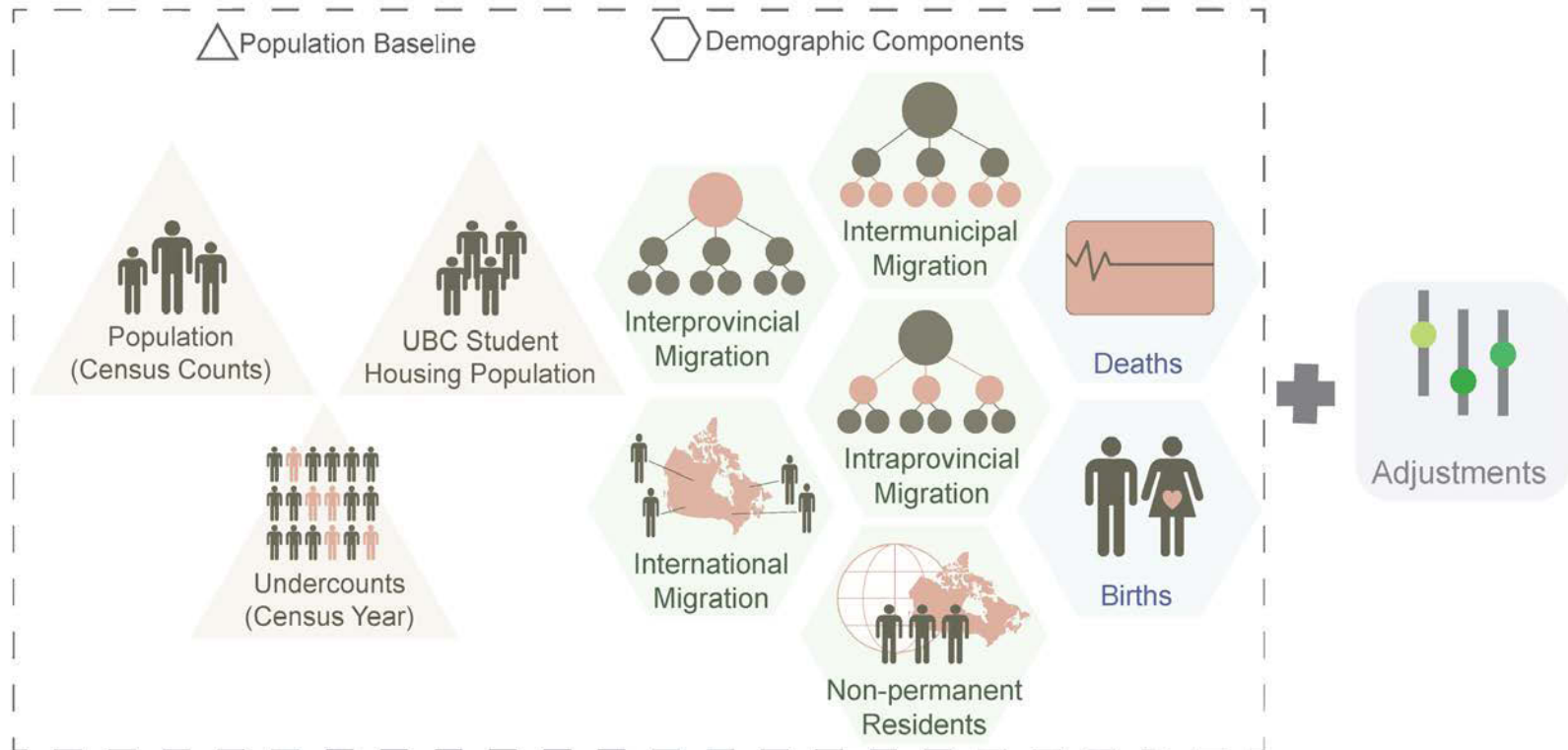
An aerial photograph of a city skyline, likely Vancouver, with several high-rise buildings and a dense forest in the foreground. The background features large, forested mountains under a blue sky with scattered clouds. A dark blue semi-transparent rectangle is overlaid on the left side of the image, containing the title text.

Part 1:

Methodology

Projections: Cohort Component Model


Vensim modeling platform



Continuous improvement

Metro 2040 vs. Metro 2050

- Incorporated projections into new dynamic platform - VenSim
- Methodological improvements – better undercount
- Municipal local demographic characteristics and land capacity
- First Nation lands
- UBC student housing population and households
- Jobs with no-fixed workplace and home-based jobs
- Triangulated with external experts, expert panel and technical committees

An aerial photograph of a city, likely Vancouver, showing a mix of residential and commercial buildings. A prominent white cylindrical tower stands out in the middle ground. The foreground features a harbor with several boats and a waterfront building. Mountains are visible in the background under a clear sky. A dark blue semi-transparent overlay covers the left side of the image, containing the title text.

Part 2:

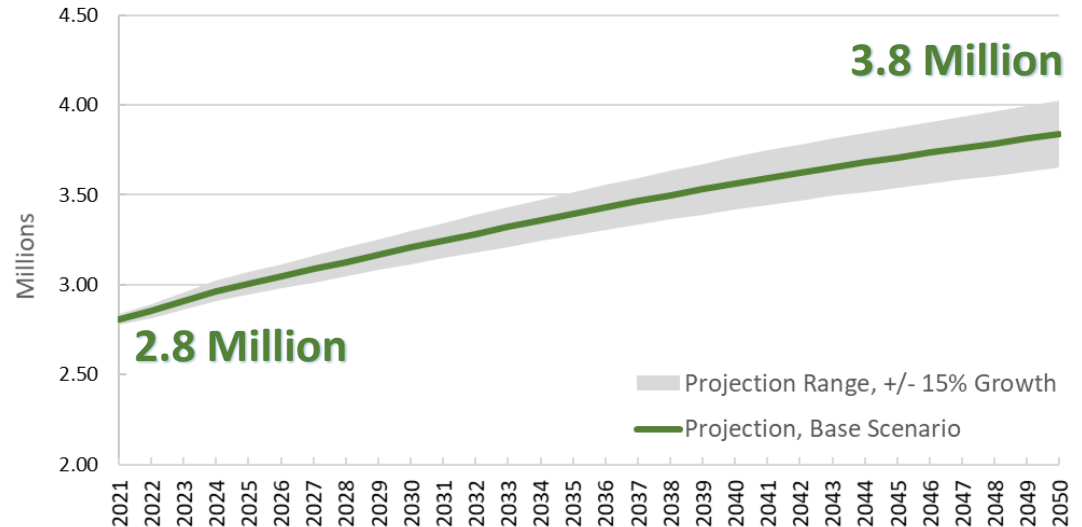
Regional Projections

Population Projections

Average annual Growth

- 35,000 from 2021 to 2050

4.0 Million
High-growth Scenario
3.8 Million People
Baseline Scenario
3.7 Million
Low-growth Scenario



Source: Statistics Canada, Metro Vancouver

Dwelling Unit Projections

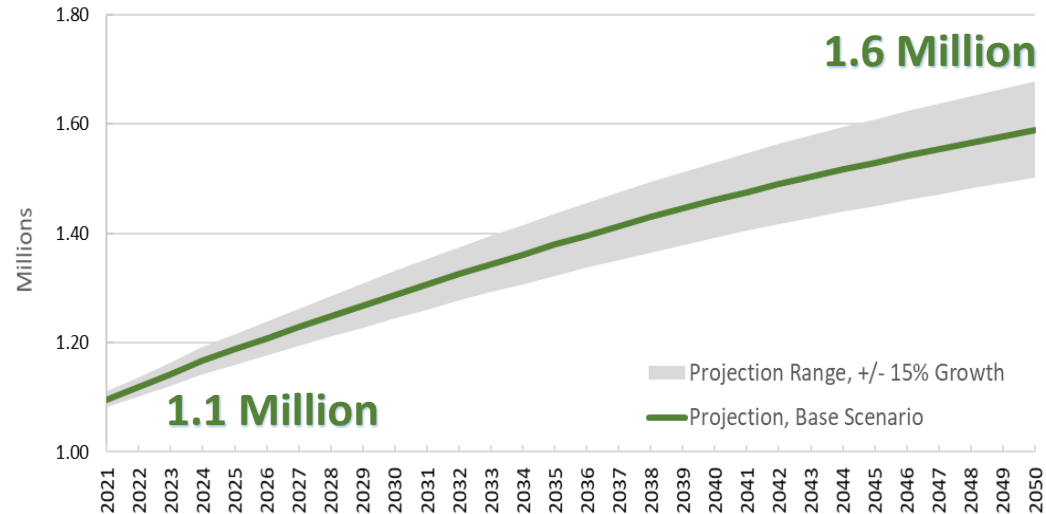
Average annual Growth

- 17,000 from 2021 to 2050
- + 500,000 homes

1.7 Million
High-growth Scenario

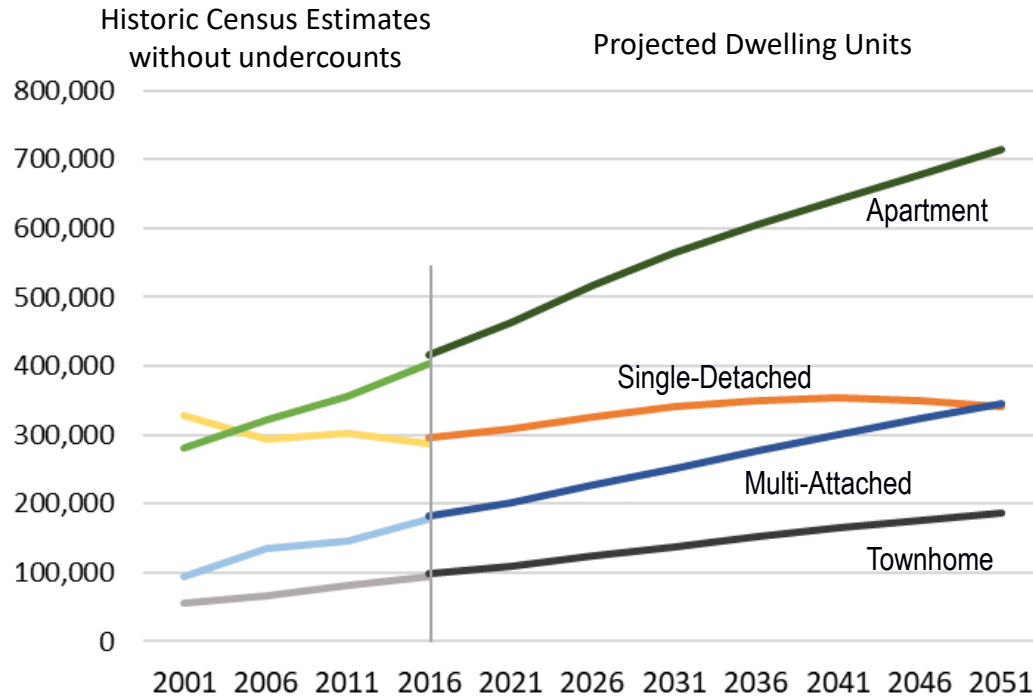
1.6 Million Homes
Baseline Scenario

1.5 Million
Low-growth Scenario



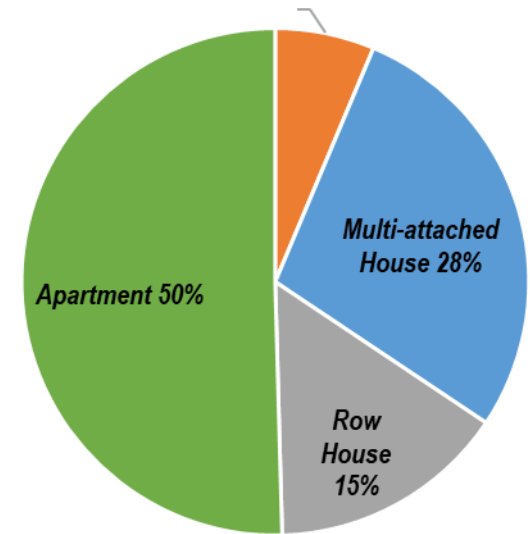
Source: Statistics Canada, Metro Vancouver

Dwelling Unit Projections by Structure Type



Growth Share, 2021 to 2050

Single-detached House 6%



Source: Statistics Canada, Metro Vancouver

Employment Projections

Average annual Growth

- 15,400 from 2021 to 2050
- + 500,000 jobs

2.0 Million

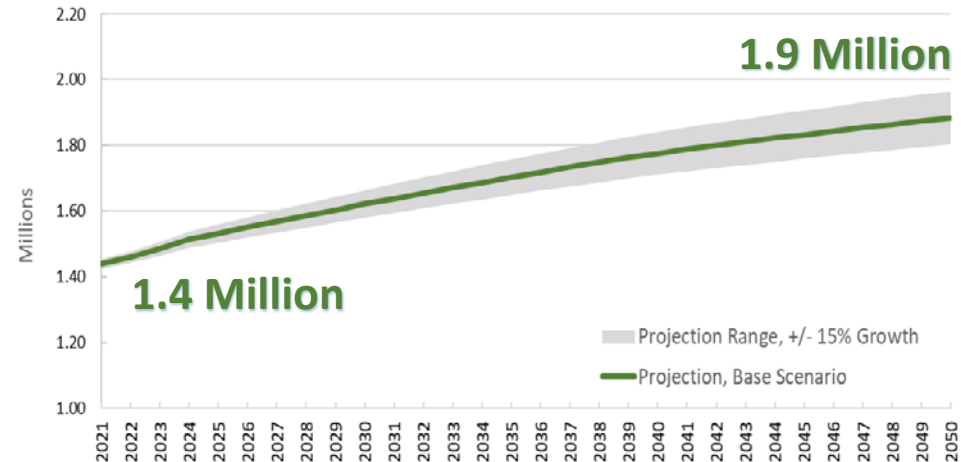
High-growth Scenario

1.9 Million Jobs

Baseline Scenario

1.8 Million

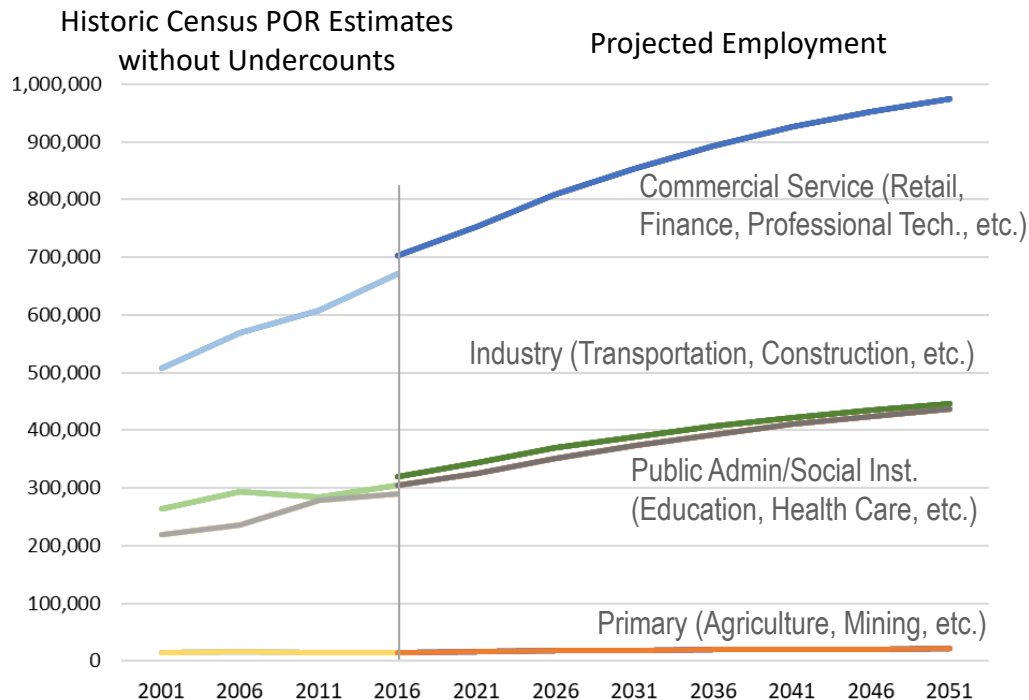
Low-growth Scenario



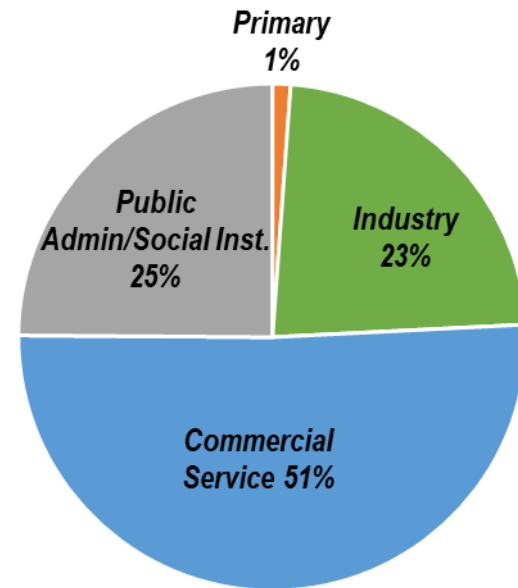
Source: Statistics Canada, Metro Vancouver

Employment


Employment Net Growth by Industry Sector, Metro Vancouver



Growth Share, 2021 to 2050



Source: Statistics Canada, Metro Vancouver

A scenic view of a city, likely Vancouver, with a large snow-capped mountain (Mount Rainier) in the background. The city is nestled in a valley, surrounded by dense forests. The foreground shows a body of water, possibly a bay or a large lake, with some land reclamation visible. The sky is clear and blue.

Part 3:

Sub-regional Projections

Sub-regional Projections

The Challenge

- As the regional growth strategy is only updated infrequently, the projections are out of date quickly and less useful for member jurisdictions
- The projections are often misunderstood as targets for member jurisdictions
- Metro Vancouver will continue to provide municipal level projections as a service to members and the region, but they will not be in Metro 2050.

Source: Metro Vancouver

Sub-regional Projections

Benefits

- better support long-term Utility and Transit capital planning
- will provide more flexibility to member jurisdictions
- will be more resilient to rapid changes in residential and employment market demands that do not necessarily follow municipal boundaries
- be the main input to Metro Vancouver's Regional Land-use Model
- are a fundamental step in setting future growth targets for the Urban Centres and FTDA's within the sub-regions

Source: Metro Vancouver

Proposed Sub-Regions

Burrard Peninsula - Vancouver, UBC, UEL, Burnaby, New Westminster

North Shore - CNV, DNV, West Vancouver, Lions Bay, Bowen Island, Electoral Area

South of Fraser – East - Surrey, White Rock, Langley City, Langley Township

South of Fraser – West - Delta, Richmond, TFN

North East - Maple Ridge, Pitt Meadows

Tri-Cities Coquitlam, Port Coquitlam, Port Moody, Anmore, Belcarra





Thank you

Regional Planning Committee



metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION



5.4

2020 Regional Industrial Lands Inventory

Eric Aderneck

Senior Planner, Regional Planning and Housing Services

Regional Planning Committee | April 9, 2021

44599626

metrovancouver

Regional Planning Committee

INDUSTRIAL LANDS INVENTORY - PURPOSE

Building on past inventories, provide a comprehensive picture of the amount and type of industrial lands in support of implementing *Metro 2040* and the Regional Industrial Lands Strategy.



LANDS INCLUDED IN INVENTORY

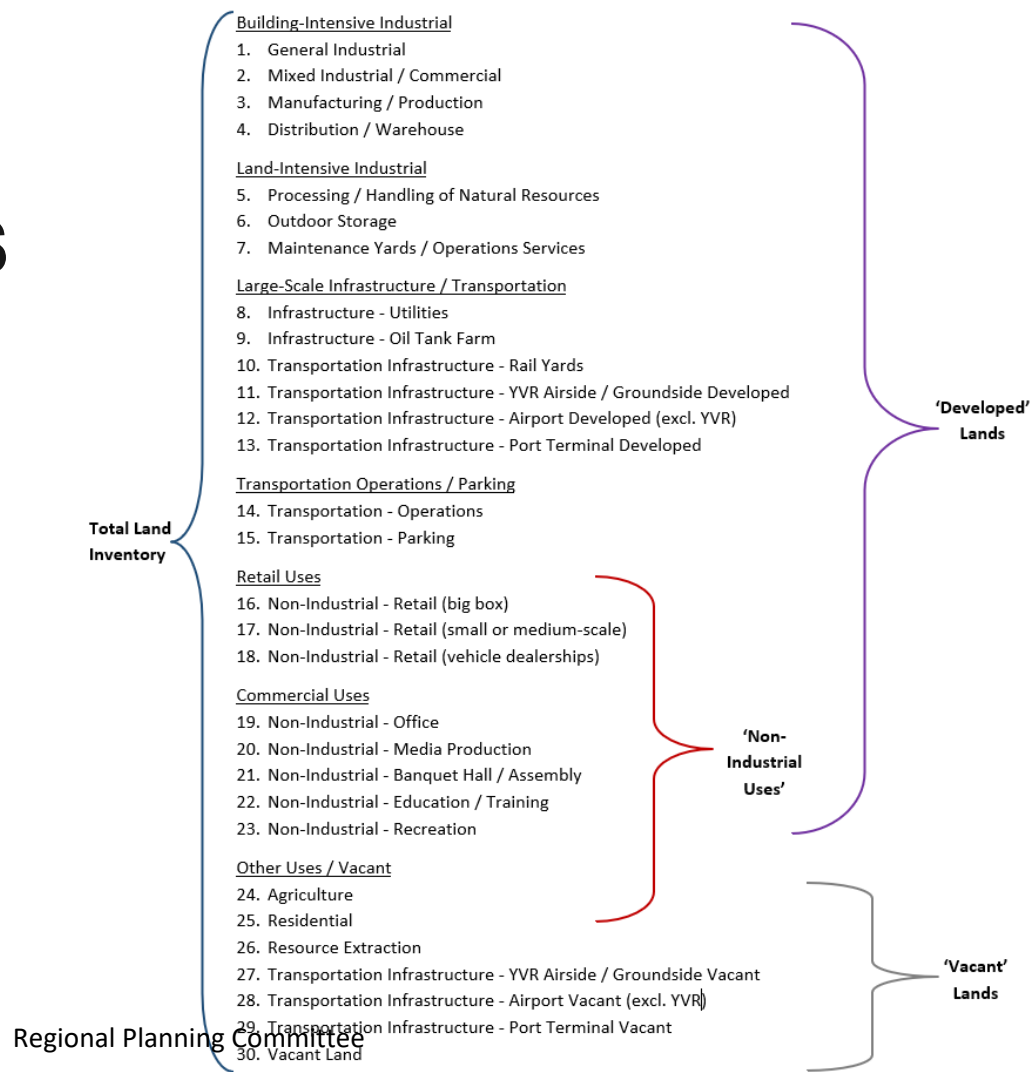
		MUNICIPAL LAND USE DESIGNATION	
		Designated Industrial	Designated Non-Industrial
DEVELOPED INVENTORY	Zoned Industrial	✓	✓
	Zoned Non-Industrial	✓	X
VACANT INVENTORY	Zoned Industrial	✓	X
	Zoned Non-Industrial	✓	X

✓ = included in Industrial Lands Inventory X = not included in Industrial Lands Inventory

Note: Current land use classifications are different / independent of future-oriented land use designations.

2020 INVENTORY: LAND USE CLASSIFICATIONS

- 8,600 sites consolidated from 10,300 parcels
- 11,500 hectares (28,400 acres) of land
- 9 sub-regions
- 30 detailed and 7 consolidated land use classifications



QUANTITATIVE FINDINGS

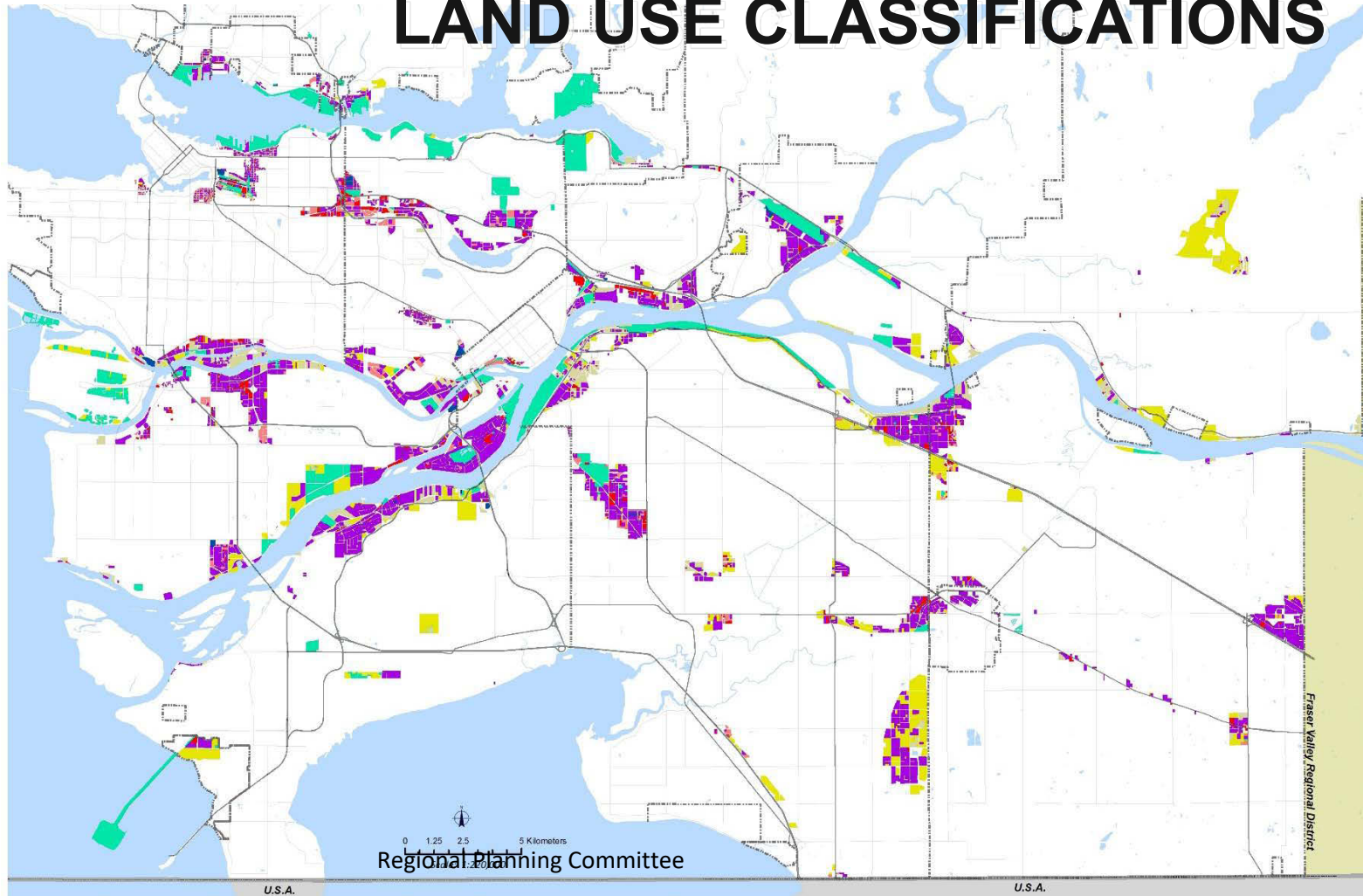
- 11,502 ha (28,422 ac) of lands
- 82% 'Developed; 18% Other / Vacant
- Other / Vacant lands include: Resource Extraction (3%), Residential (2%), Agriculture (1%), and 11% fully vacant
- Most lands located in the region's south and east: 22% Surrey, 15% Richmond, 14% Delta / Tsawwassen FN

QUANTITATIVE FINDINGS

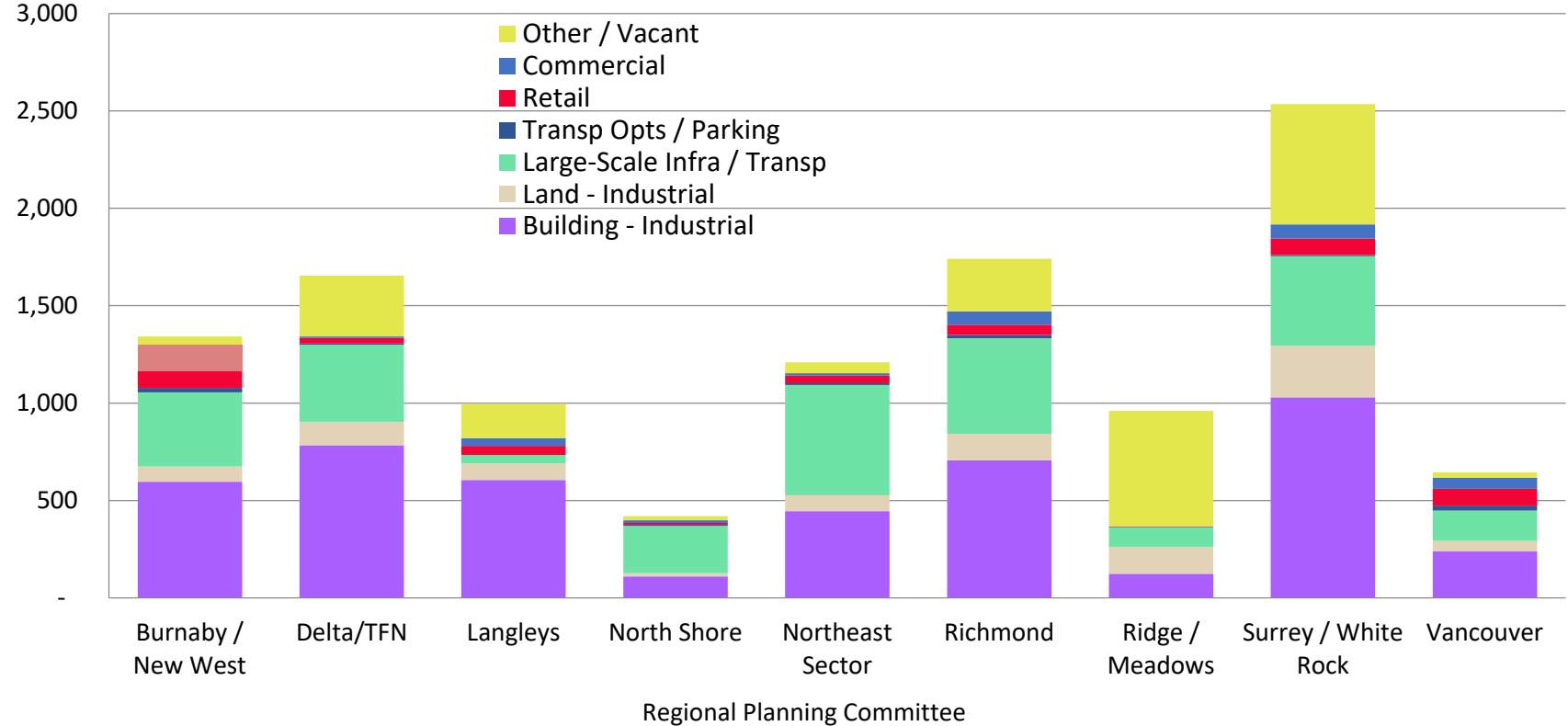
- 40% are 'Building Intensive Industrial'; range of industrial with accessory uses
- 25% are 'Large Scale Infrastructure / Transportation'; not tracked by market
- Non-industrial uses; Retail (4%) and Commercial (4%)

LAND USE CLASSIFICATIONS

- Building-Intensive Industrial
- Land-Intensive Industrial
- Large Infrastructure / Transportation
- Transportation Operations / Parking
- Retail Uses
- Commercial Uses
- Other Uses / Vacant

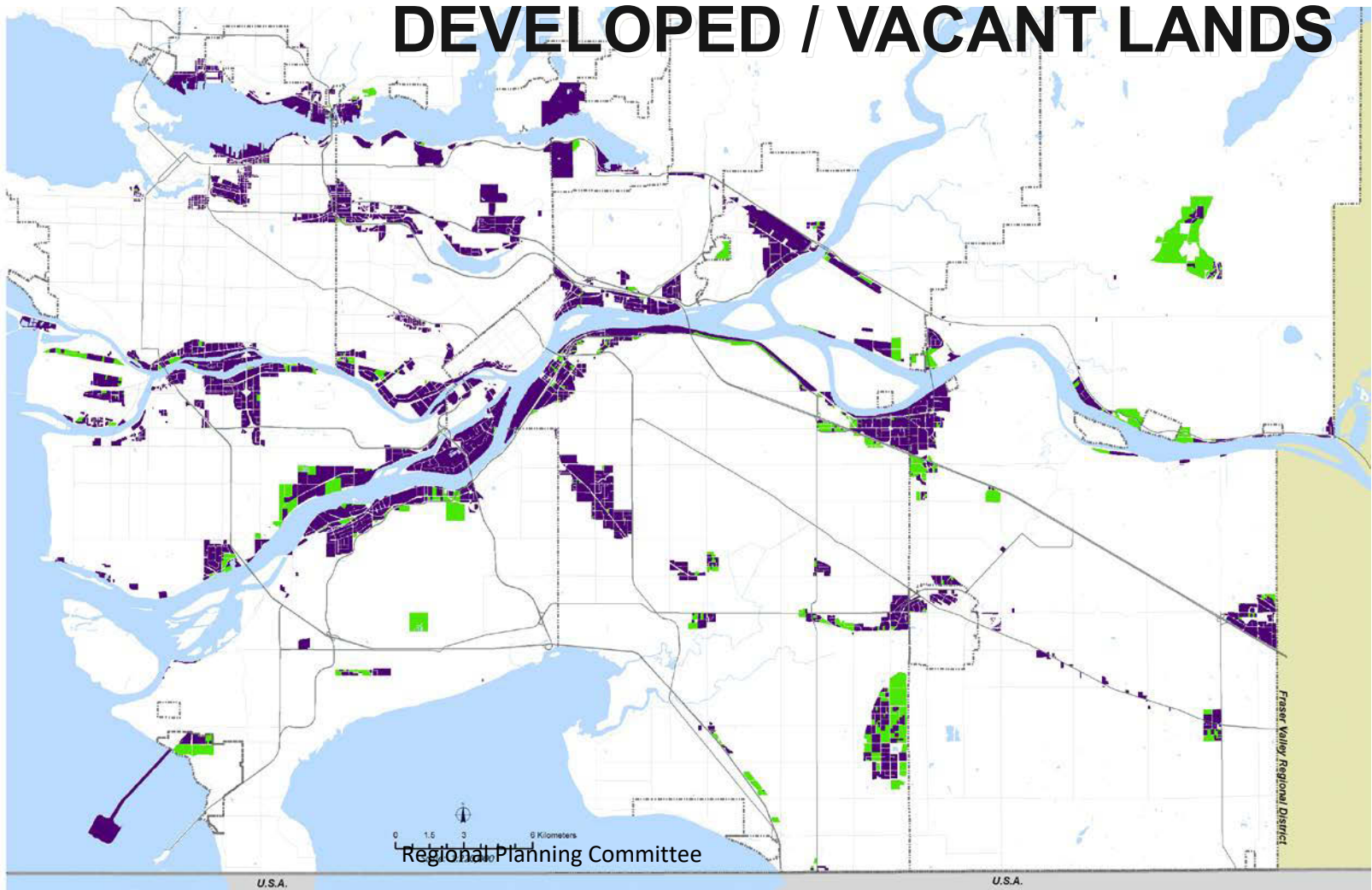


CONSOLIDATED LAND USES BY SUB-REGION

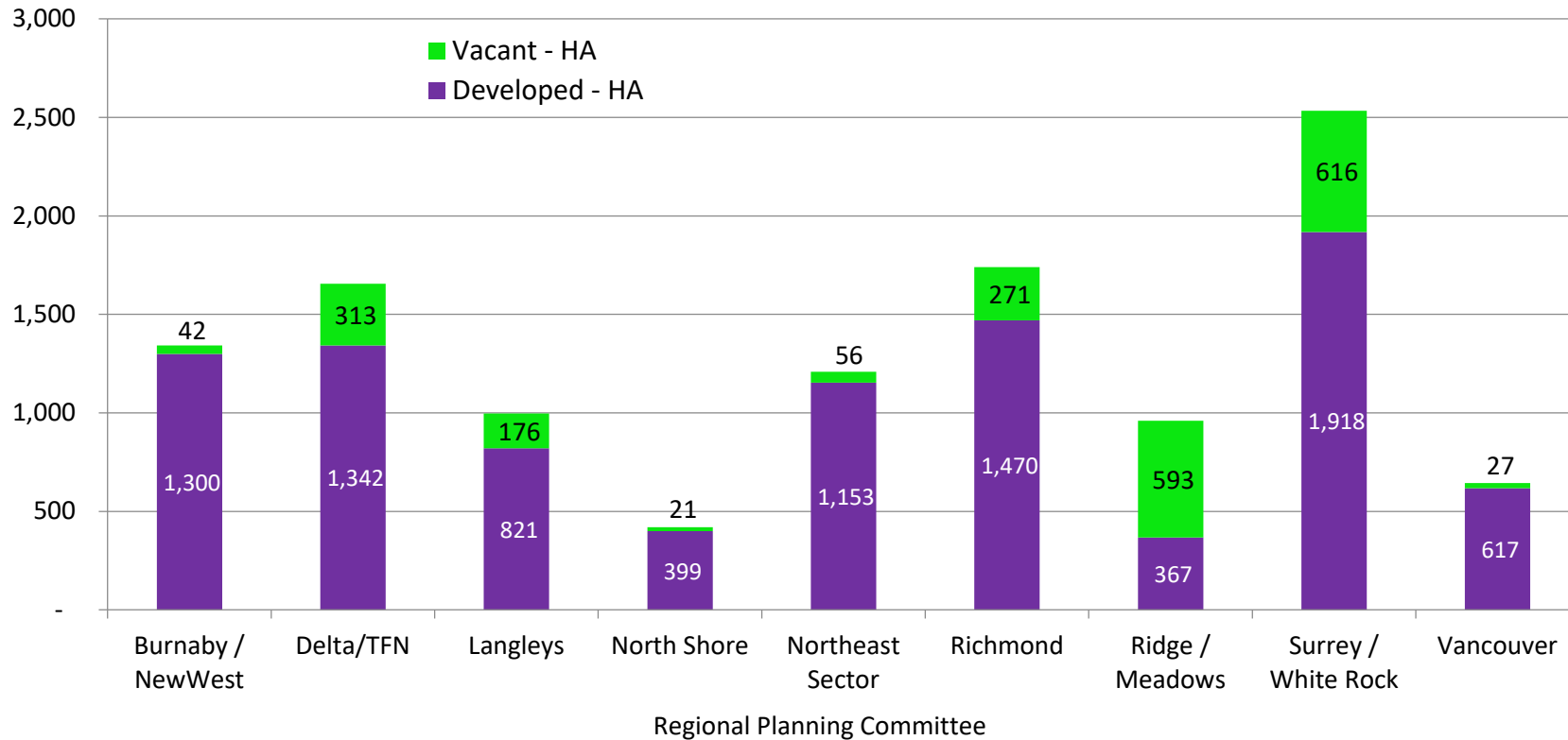


DEVELOPED / VACANT LANDS

- Developed
- Other / Vacant

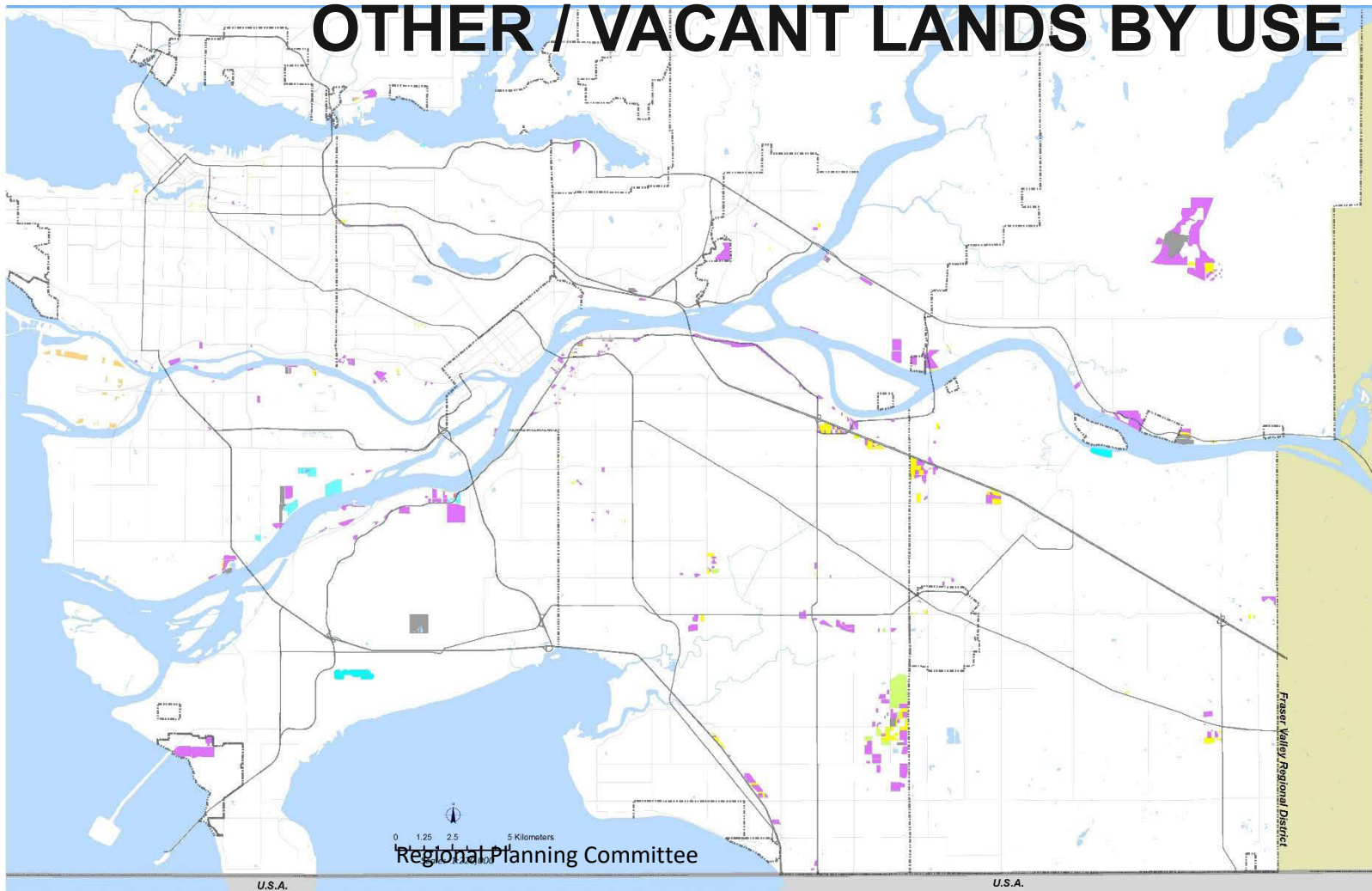


DEVELOPED / VACANT LANDS BY SUB-REGION

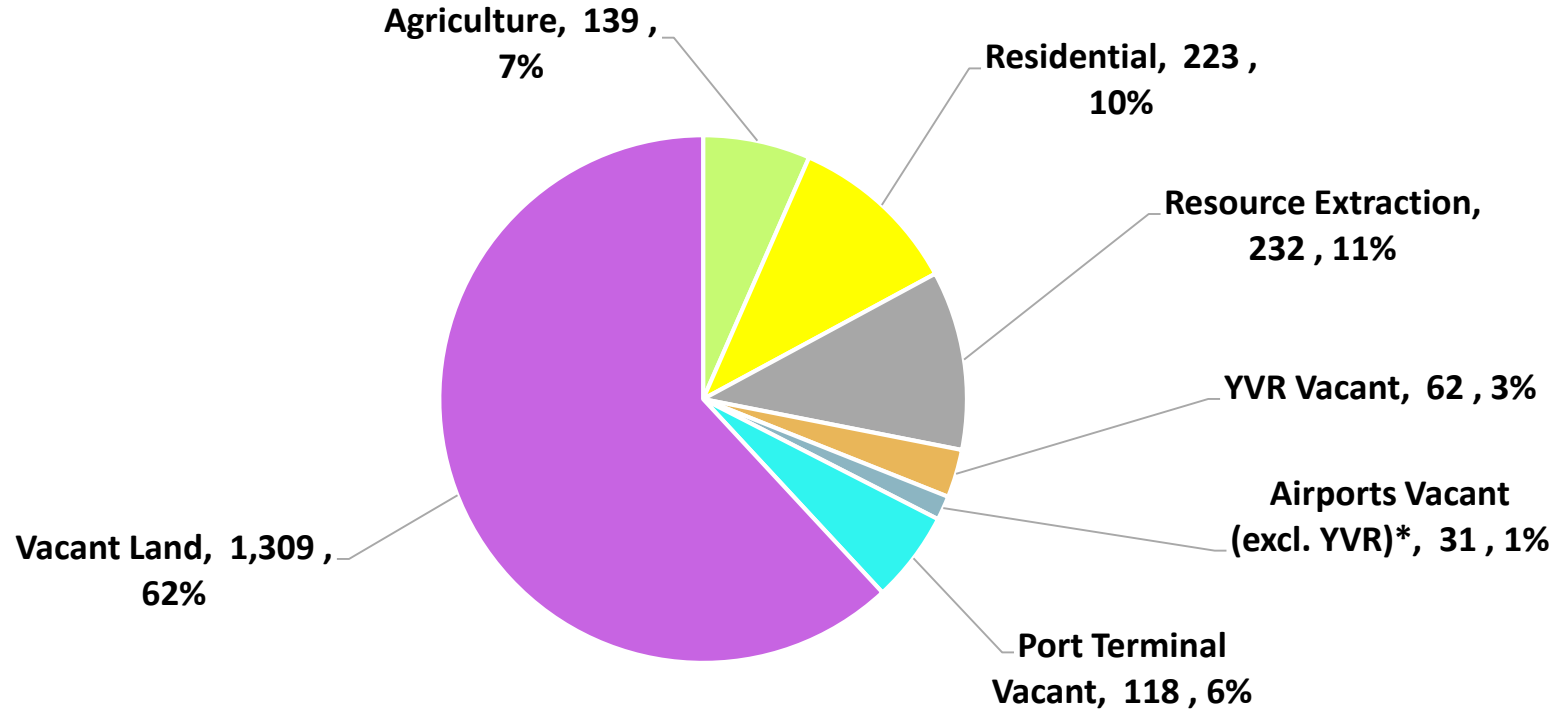


OTHER / VACANT LANDS BY USE

- Resource Extraction
- Agriculture
- Residential
- Port Terminal Vacant
- YVR Airside / Groundside Vacant
- Airports Airside / Groundside Vacant
- Vacant

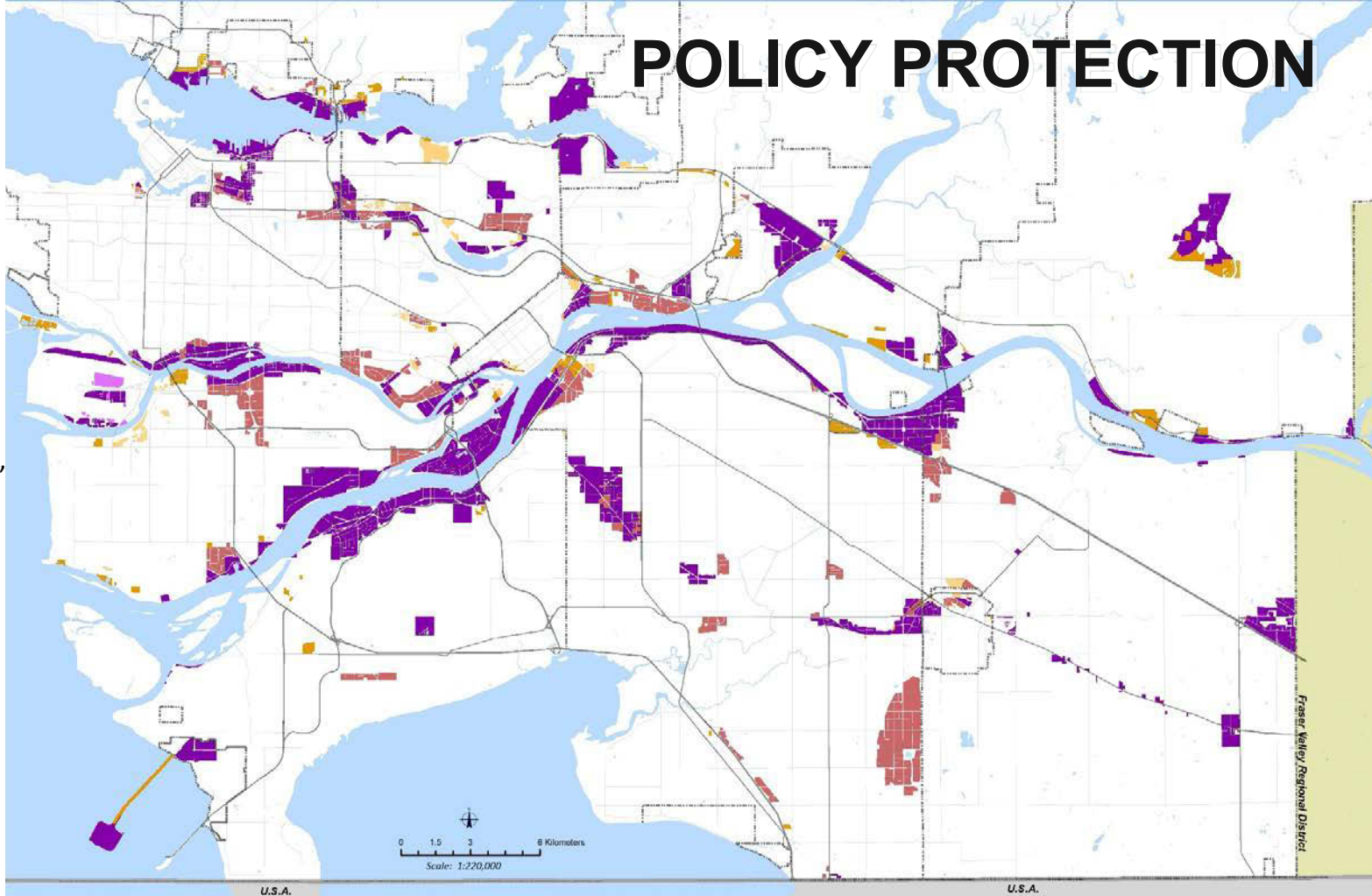


OTHER / VACANT LANDS BY USE



POLICY PROTECTION

- M2040 Industrial, Yes OCP
- M2040 Industrial, No OCP
- M2040 Employment, Yes OCP
- M2040 Employment, No OCP
- M2040 General Urban, Yes OCP
- M2040 General Urban, No OCP

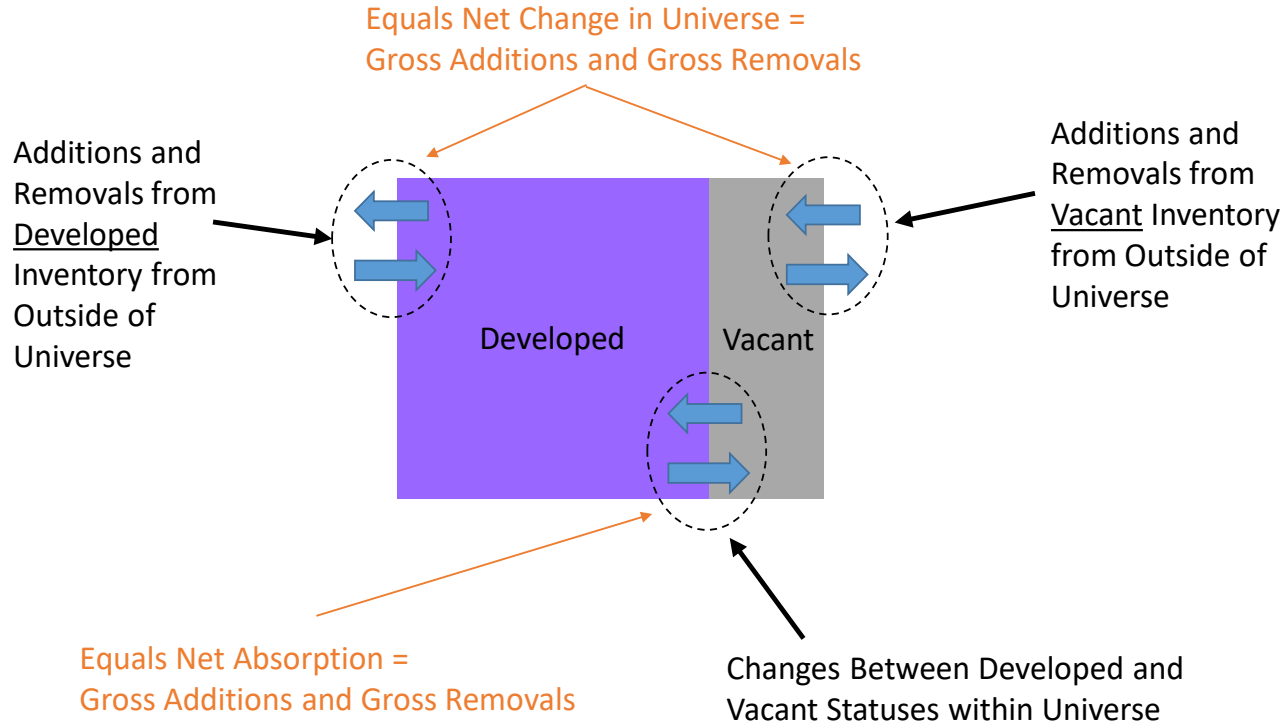


Levels of Protection

- RGS Industrial, Yes OCP
- RGS Industrial, No OCP
- RGS Mixed Employment, No OCP
- RGS General Urban/Other, Yes OCP
- RGS General Urban/Other, No OCP

Regional Planning Committee

INVENTORY CHANGE OVER TIME

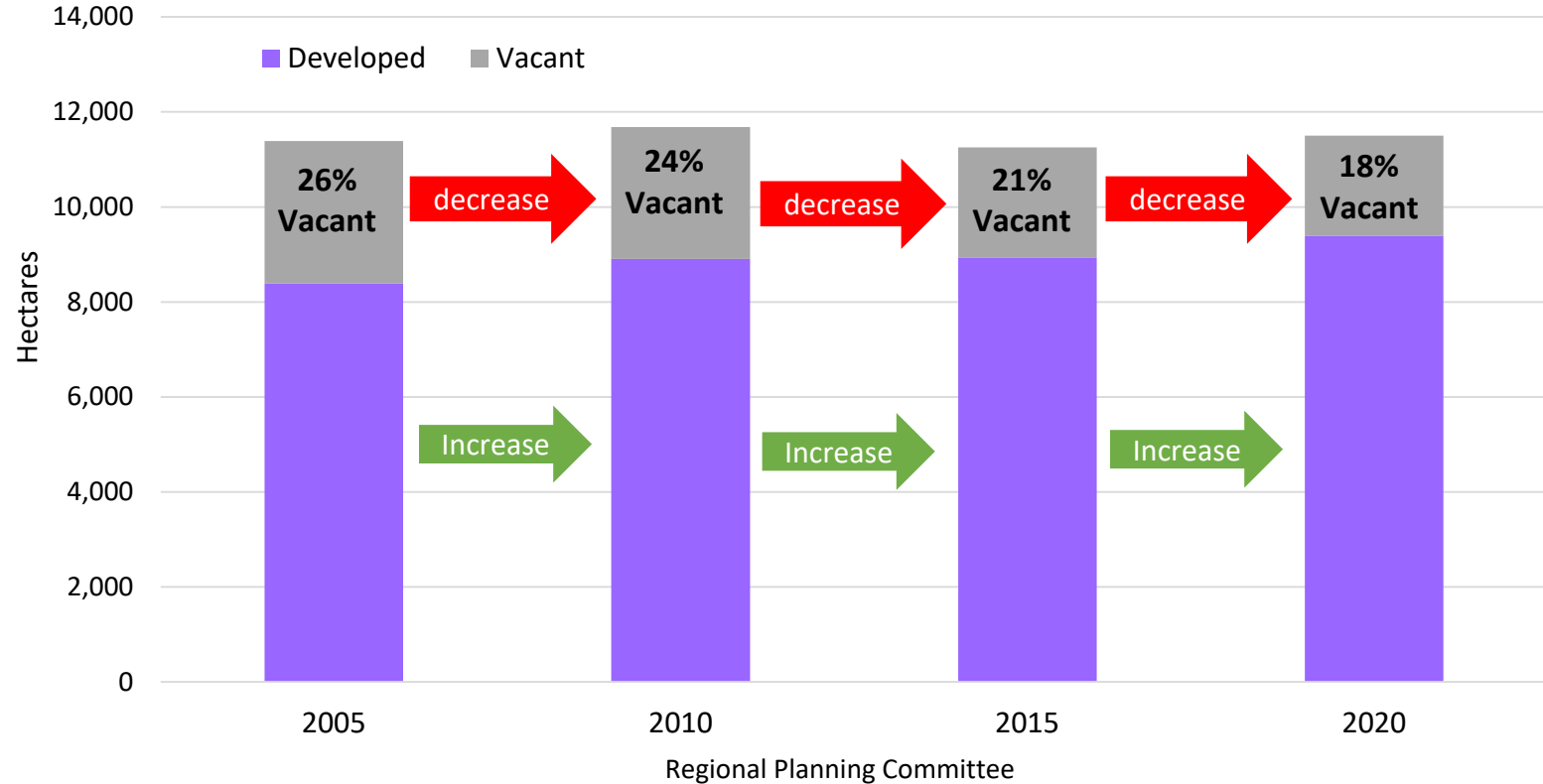


LANDS ADDED / REMOVED 2015-2020

- Added
- Removed



COMPARISON OF INVENTORIES OVER TIME



ADDITIONAL CONSIDERATIONS

- Qualitative attributes of lands matter
- Increasing amounts of industrial lands have non-industrial uses
- Continued competing priorities for limited lands
- Most but not all industrial lands secured for long-term protection
- Lands added / removed have different locational / site attributes
- Few available large sites for 'trade-oriented' logistics uses

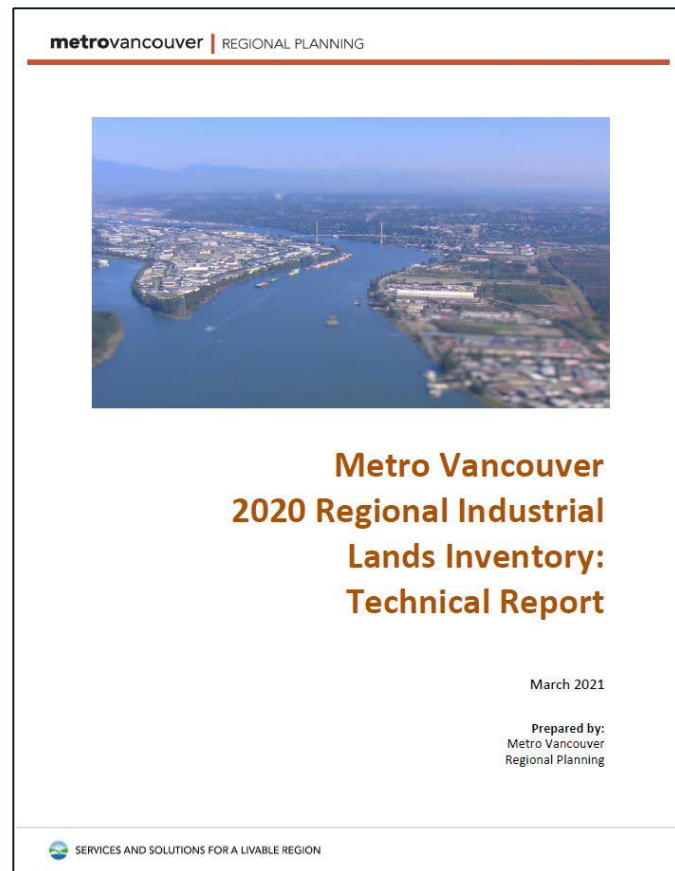
NEXT STEPS

Inventory Results:

- MVRD Board
- Distribute

Further Work:

- Industrial Lands Intensification
- Regional Land Use Assessment





Thank you

metrovancouver
Together we make our region strong



Employment Lands and Mixed Use Adjacent to Rapid Transit Stations

Sean Galloway, MCIP, RPP

DIRECTOR, REGIONAL PLANNING AND ELECTORAL AREA SERVICES

Regional Planning Committee, April 9, 2021

44822507

Regional Planning Committee



metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

Policy Objectives

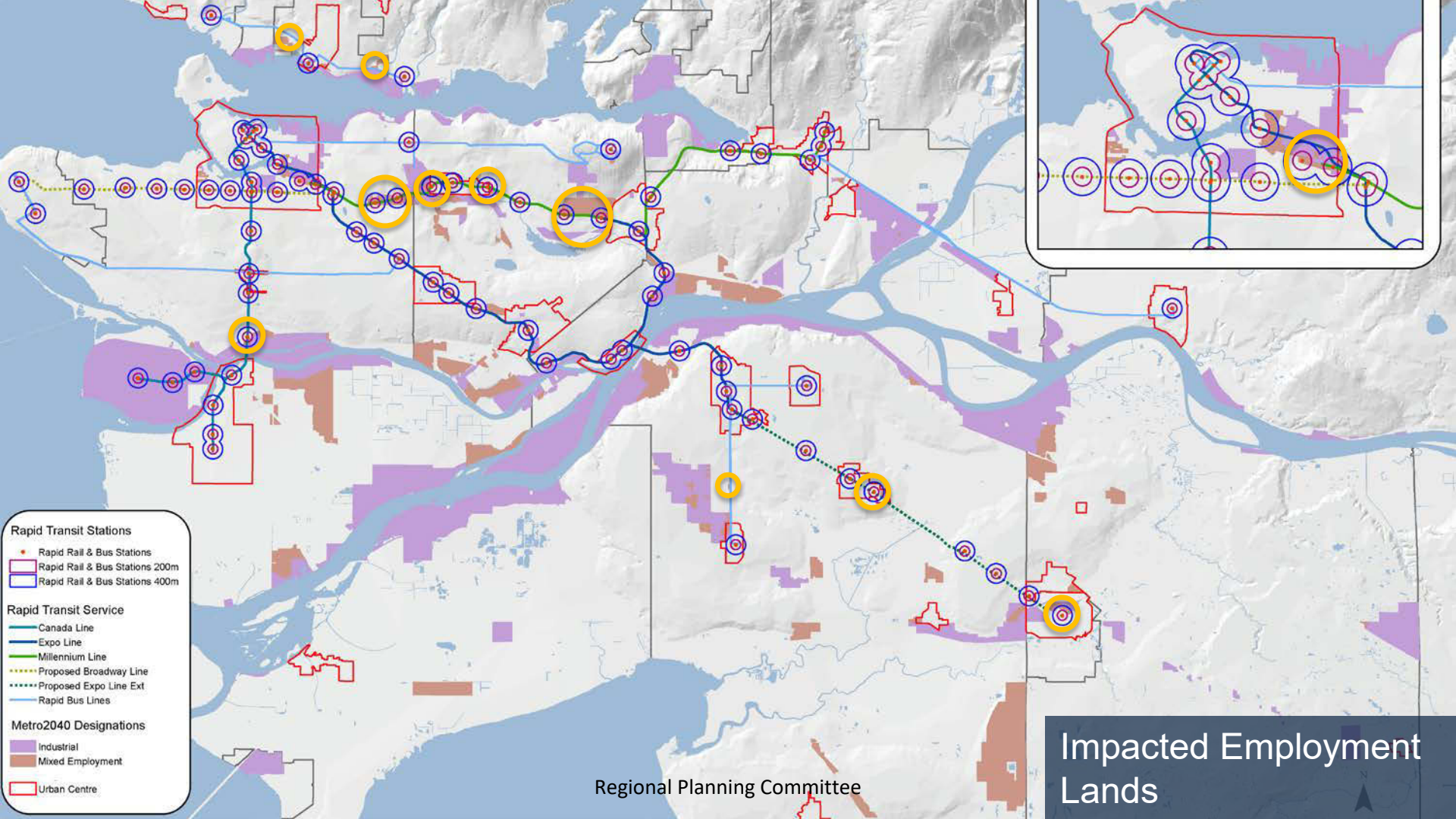
- Implement the Board-endorsed priority actions in the Regional Industrial Lands Strategy
- Protect Employment Lands from the pressures of rapid transit investment
- Provide opportunities for affordable rental housing near rapid transit stations

Policy Rationale

- Provides opportunities for affordable rental housing near rapid transit
- Provides better access to varying job types
- Ensures greater protection for industrial lands across the region
- Does not displace employment uses in broader employment areas
- When presented through RILS and to RPAC, significant concern from members about the impacts on employment lands of *any* radius permitting housing

200 Radius from Rapid Transit Stations

- The 200m radius balances protection of employment lands and provision of opportunity for affordable rental housing on upper floors proximate to rapid transit stations.
- Increase of available lands for residential by 45.2 ha across the region – opt in for municipalities via compatible designation / zoning
- Expanding the radius to 400m means an impact to 174.8 ha of Employment lands - significant



Questions



metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

Regional Planning Committee