

**METRO VANCOUVER REGIONAL DISTRICT
REGIONAL PLANNING COMMITTEE**

REGULAR MEETING

January 14, 2021

9:00 AM

28th Floor Boardroom, 4730 Kingsway, Burnaby, British Columbia

A G E N D A¹

OPENING REMARKS

Director Sav Dhaliwal, Board Chair

1. ADOPTION OF THE AGENDA

1.1 January 14, 2021 Regular Meeting Agenda

That the Regional Planning Committee adopt the agenda for its regular meeting scheduled for January 14, 2021, as circulated.

2. ADOPTION OF THE MINUTES

2.1 November 6, 2020 Regular Meeting Minutes

That the Regional Planning Committee adopt the minutes of its regular meeting held November 6, 2020, as circulated.

3. DELEGATIONS

4. INVITED PRESENTATIONS

5. REPORTS FROM COMMITTEE OR STAFF

5.1 2021 Regional Planning Committee Priorities and Work Plan

That the Regional Planning Committee endorse the work plan as presented in the report dated January 4, 2021 titled "2021 Regional Planning Committee Priorities and Work Plan".

5.2 Metro 2040 Climate Change and Natural Hazards Policy Review - Recommendations

That the MVRD Board endorse the *Metro 2040* Climate Change and Natural Hazards Policy Review recommendations as presented in the report dated January 6, 2021 titled "Metro 2040 Climate Change and Natural Hazards Policy Review -

¹ Note: Recommendation is shown under each item, where applicable.

Recommendations” as the basis for updating the climate change and natural hazards-related policies in the regional growth strategy.

5.3 Metro 2040 Implementation Section Policy Review - Policy Directions

That the Regional Planning Committee receive for information the report dated January 5, 2021, titled “Metro 2040 Implementation Section Policy Review - Policy Directions”.

5.4 Metro Vancouver Regional Industrial Lands Strategy - Endorsements

That the MVRD Board receive for information the report dated January 5, 2021, titled “Metro Vancouver Regional Industrial Lands Strategy - Endorsements”.

5.5 Manager’s Report

That the Regional Planning Committee receive for information the report dated January 7, 2021, titled “Manager’s Report”.

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 January 14, 2021.

Membership:

Coté, Jonathan (C) - New Westminster
Froese, Jack (VC) - Langley Township
Copeland, Dan - Delta
Dueck, Judy - Maple Ridge
Gambioli, Nora - West Vancouver

Guerra, Laurie - Surrey
Hurley, Mike - Burnaby
Kirby-Yung, Sarah - Vancouver
McEwen, John - Anmore
Muri, Lisa - North Vancouver District

Steves, Harold - Richmond
Vagramov, Rob - Port Moody
van den Broek, Val - Langley City
West, Brad - Port Coquitlam

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**METRO VANCOUVER REGIONAL DISTRICT
REGIONAL PLANNING COMMITTEE**

Minutes of the Regular Meeting of the Metro Vancouver Regional District (MVRD) Regional Planning Committee held at 9:00 a.m. on Friday, November 6, 2020 in the 28th Floor Boardroom, 4730 Kingsway, Burnaby, British Columbia.

MEMBERS PRESENT:

Chair, Mayor Jonathan Coté*, New Westminster
 Vice Chair, Mayor Jack Froese*, Langley Township
 Councillor Dan Copeland*, Delta
 Councillor Judy Dueck*, Maple Ridge
 Councillor Nora Gambioli*, West Vancouver (arrived at 9:03 a.m.)
 Councillor Laurie Guerra*, Surrey
 Mayor Mike Hurley*, Burnaby (arrived at 9:08 a.m.)
 Councillor Sarah Kirby-Yung*, Vancouver
 Mayor John McEwen*, Anmore
 Councillor Lisa Muri*, North Vancouver District
 Councillor Harold Steves*, Richmond
 Mayor Richard Stewart*, Coquitlam
 Mayor Rob Vagramov*, Port Moody (arrived at 9:03 a.m.)
 Mayor Val van den Broek*, Langley City
 Mayor Brad West*, Port Coquitlam

MEMBERS ABSENT:

None.

STAFF PRESENT:

Heather McNell, General Manager, Regional Planning and Housing Services
 Klara Kutakova, Deputy Corporate Officer

1. ADOPTION OF THE AGENDA

1.1 November 6, 2020 Regular Meeting Agenda

It was MOVED and SECONDED

That the Regional Planning Committee adopt the agenda for its regular meeting scheduled for November 6, 2020 as circulated.

CARRIED

*denotes electronic meeting participation as authorized by Section 3.6.2 of the *Procedure Bylaw*

2. ADOPTION OF THE MINUTES

2.1 October 9, 2020 Regular Meeting Minutes

It was MOVED and SECONDED

That the Regional Planning Committee adopt the minutes of its regular meeting held October 9, 2020 as circulated

CARRIED

3. DELEGATIONS

No items presented.

4. INVITED PRESENTATIONS

No items presented.

5. REPORTS FROM COMMITTEE OR STAFF

5.1 *Metro 2050 Q3/Q4 2020 Status Update*

Report dated October 14, 2020, from Erin Rennie, Senior Planner, Regional Planning and Housing Services, providing a summary of the technical and engagement work associated with each of the *Metro 2040* policy reviews that has taken place during the third and fourth quarters of 2020.

Members were provided with a presentation on the *Metro 2050* Update, including Metro 2050 engagement and implementation timeline, policy review status update, and the Committee's involvement in the policy reviews.

9:03 a.m. Councillor Gambioli and Mayor Vagramov arrived at the meeting.

9:08 a.m. Mayor Hurley arrived at the meeting.

Members commented on the emerging trends in the housing market, transportation, office space demands related to COVID-19 pandemic, opportunities for changes, such as in the area of the employment base distribution, and the need to continuously monitor, assess and incorporate these trends in future regional planning work.

Presentation material titled "*Metro 2050* Update" is retained with the November 6, 2020 Regional Planning Committee agenda.

It was MOVED and SECONDED

That the Regional Planning Committee receive for information the report dated October 14, 2020, titled, "*Metro 2050 Q3/Q4 2020 Status Update*" and direct staff to continue to engage the Committee on longer-term trends related to COVID-19 pandemic.

CARRIED

5.2 ***Metro 2040* Housing Policy Review – Policy Recommendations**

Report dated October 14, 2020, from Jessica Hayes, Senior Planner, Regional Planning and Housing Services, seeking Regional Planning Committee and MVRD Board endorsement of the *Metro 2040* Housing Policy Review recommendations.

Members were provided with a presentation on the *Metro 2040* Housing Policy Review recommendations, including changes in housing policy landscape since the adoption of *Metro 2040*, related Metro Vancouver plans, existing housing policies, stakeholder engagement, and outline of recommendations, with specifics provided for expansion of the regional growth strategy's role re housing, introduction of more robust requirements for the adoption of Housing Action Plans, and addition and improvements of housing performance measures and indicators.

Presentation material titled "Housing Policy Review – Recommendations - *Metro 2050*" is retained with the November 6, 2020 Regional Planning Committee agenda.

It was MOVED and SECONDED

That the MVRD Board endorse the *Metro 2040* Housing Policy Review recommendations as presented in the report dated October 14, 2020, titled "*Metro 2040* Housing Policy Review – Policy Recommendations" as the basis for updating the housing related policies in the regional growth strategy.

CARRIED

5.3 ***Metro 2040* Transport Policy Review – Policy Options and Recommendations**

Report dated October 16, 2020, from Mark Seinen, Senior Planner, Regional Planning and Housing Services, seeking endorsement from the Regional Planning Committee and MVRD Board for the *Metro 2040* Transport Policy Review recommendations and to proceed with preparing draft policy language.

Members were provided with a presentation on the *Metro 2040* Transport Policy Review recommendations, including engagement feedback and next steps, and specifics of recommendations related to the regional parking strategy, planned transportation investments, and consideration of inter-regional impacts.

Presentation material titled "Transport Policy Review – Recommendations - *Metro 2050*" is retained with the November 6, 2020 Regional Planning Committee agenda.

It was MOVED and SECONDED

That the MVRD Board endorse the Transport Policy Review recommendations as presented in the report dated October 16, 2020, titled "*Metro 2040* Transport Policy Review – Policy Options and Recommendations," as the basis for *Metro 2050* transportation policy updates.

CARRIED

5.4 Metro 2040 Complete Communities Policy Review Recommendations

Report dated October 15, 2020, from Alex Taylor, Senior Planner, Regional Planning and Housing Services, seeking endorsement by the Regional Planning Committee and MVRD Board of the *Metro 2040 Complete Communities Policy Review* recommendations.

Members were provided with a presentation on the *Metro 2040 Complete Communities Policy Review* recommendations, including review of the Strategy 4.2, existing topics, Metro Vancouver's current actions and trends, stakeholder engagement, policy recommendations and the next steps.

Presentation material titled "Complete Communities Policy Review - *Metro 2050*" is retained with the November 6, 2020 Regional Planning Committee agenda.

It was MOVED and SECONDED

That the MVRD Board endorse the Metro 2040 Complete Communities Policy Review recommendations as presented in the report dated October 15, 2020, titled "*Metro 2040 Complete Communities Policy Review Recommendations*" as the basis for updating Strategy 4.2 of the regional growth strategy.

CARRIED

5.5 Metro 2040 Rural Policy Review Recommendations

Report dated October 26, 2020, from Theresa Duynstee, Senior Planner, Regional Planning and Housing Services, conveying to the Regional Planning Committee and MVRD Board the *Metro 2040 Rural Policy Review* recommendations for endorsement to proceed with preparing draft *Metro 2040* rural policy language.

Members were provided with a presentation on the *Metro 2040 Rural Policy Review* recommendations, including rural regional land use designation, location of rural areas, rural land uses, *Metro 2040* rural policies, Strategy 1.3 protecting rural areas from urban development, rural use definition challenge, stakeholder engagement during the policy review, and recommendations outline.

Presentation material titled "Rural Policy Review - Recommendations - *Metro 2050*" is retained with the November 6, 2020 Regional Planning Committee agenda.

The Committee recommended that the Rural Policy Review recommendations include strengthening the Urban Containment Boundary.

It was MOVED and SECONDED

That the MVRD Board endorse the Rural Policy Review recommendations as presented in the report dated October 26, 2020, titled "*Metro 2040 Rural Policy Review Recommendations*", including the principle of strengthening of the Urban Containment Boundary, as the basis for updating Strategy 1.3 of the regional growth strategy.

CARRIED

- 5.6 The Future of B.C.'s Food System" Report – Alignment with Metro Vancouver Policies**
Report dated October 26, 2020, from Theresa Duynstee, Senior Planner, Regional Planning and Housing Services, seeking support from the Regional Planning Committee and MVRD Board regarding a response to the Province on the recommendations in *The Future of B.C.'s Food System* report in terms of alignment with Metro Vancouver policies, plans and actions.

Main Motion

It was MOVED and SECONDED

That the MVRD Board send correspondence to the Premier of British Columbia and the Minister of Agriculture to express:

- a) support for the first three B.C. Food Security Task Force recommendations in *The Future of B.C.'s Food System* report;
- b) concern regarding the proposal to establish an agri-industrial zone in the Agricultural Land Reserve; and
- c) support for maintaining the authority of the Agricultural Land Commission to determine the appropriateness of agritech uses in the Agricultural Land Reserve.

Members raised that expressing concern was not strong enough regarding the proposed agri-industrial zone in the Agricultural Land Reserve

Amendment to the Main Motion

It was MOVED and SECONDED

That the Regional Planning Committee amend the Main Motion by replacing the phrase "concern regarding" with the phrase "that it does not support".

CARRIED

Question on the Main Motion as Amended

Question was then called on the Main Motion as amended and it was

CARRIED

The Main Motion as amended now reads as follows:

That the MVRD Board send correspondence to the Premier of British Columbia and the Minister of Agriculture to express:

- a) support for the first three B.C. Food Security Task Force recommendations in *The Future of B.C.'s Food System* report;*
- b) that it does not support the proposal to establish an agri-industrial zone in the Agricultural Land Reserve; and*
- c) support for maintaining the authority of the Agricultural Land Commission to determine the appropriateness of agritech uses in the Agricultural Land Reserve.*

5.7 Metro Vancouver 2040: Shaping our Future - 2019 Annual Performance Monitoring Report

Report dated October 15, 2020, from Heidi Lam, Senior Policy and Planning Analyst, Regional Planning and Housing Services, providing the Regional Planning Committee and MVRD Board the 2019 annual performance monitoring report of the region's performance toward the goals of *Metro 2040* based on the key summary and context measures in Section G of the regional growth strategy, from plan adoption in 2011 to 2019, and the policy and land use designation amendments to date.

It was MOVED and SECONDED

That the MVRD Board receive for information the report dated October 15, 2020, titled "*Metro Vancouver 2040: Shaping our Future - 2019 Annual Performance Monitoring Report*" and forward a copy to the Province of BC's Ministry of Municipal Affairs and Housing, Local Government Division.

CARRIED

5.8 Manager's Report

Report dated October 22, 2020, from Heather McNell, General Manager, Regional Planning and Housing Services, providing an update on the Committee's 2020 Work Plan and informing about the October 8, 2020 Industrial Lands Densification Webinar, hosted by Regional Planning.

It was MOVED and SECONDED

That the Regional Planning Committee receive for information the report dated October 22, 2020, titled "Manager's Report".

CARRIED

6. INFORMATION ITEMS

No items presented.

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 November 6, 2020.

CARRIED

(Time: 10:51 a.m.)

Klara Kutakova,
Deputy Corporate Officer

Jonathan Côté, Chair

To: Regional Planning Committee

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

Date: January 4, 2021 Meeting Date: January 14, 2021

Subject: **2021 Regional Planning Committee Priorities and Work Plan**

RECOMMENDATION

That the Regional Planning Committee endorse the work plan as presented in the report dated January 4, 2021 titled “2021 Regional Planning Committee Priorities and Work Plan”.

EXECUTIVE SUMMARY

This report conveys the 2021 priorities and terms of reference for the Regional Planning Committee in 2021 and aligns with the 2021 Budget and Business Plan for the Regional Planning function, approved by the Metro Vancouver Regional District (MVRD) Board. Quarters 1 and 2 will be largely dedicated to policy development for *Metro 2050*. A draft of the regional growth strategy to be circulated for comment will be presented for Committee and Board consideration in June/July 2021, and the balance of the year will be dedicated to engagement with members and others on the draft. Concurrently, other studies / projects will be initiated in Quarters 2 and 3 including:

1. Land Use Model Development
2. Housing and Transportation Cost Burden Study Update
3. Regional Industrial Lands Strategy implementation (trade-oriented layer and buffering requirements)
4. 2021 Regional Agricultural Land Use Inventory

PURPOSE

To provide the Regional Planning Committee with the priorities and work plan for the year 2021.

BACKGROUND

At its October 30, 2020 meeting, the Regional Planning Committee reviewed the 2021 Budget and Annual Work Plans for the Regional Planning function, which served as the basis for the 2021 Budget approved by the MVRD Board on October 30, 2020. The 2021 Annual Work Plan(s) included in that budget a list of key actions that has been used to develop the Regional Planning Committee’s work plan presented in this report (Attachment 1).

The work plan presented in this report is consistent with the Regional Planning Committee’s terms of reference (Attachment 2) and with the *Board Strategic Plan* and is being brought forward for the Committee’s information, review and endorsement.

2021 WORK PLAN

The Regional Planning Committee is the standing committee of the Metro Vancouver Board that provides advice and recommendations on policies, bylaws, plans, programs, budgets, and issues related to the Regional Planning function.

Key actions in the 2021 Work Plan for the Committee are described below and listed according to the Committee responsibilities in its Terms of Reference.

Growth Management and Transportation

- **Metro 2050:** Metro Vancouver is updating *Metro 2040*, building on its strengths. The update is being undertaken to consider significant drivers of change including resiliency, equity, and climate change, integrate with the update to the Regional Transportation Strategy, and implement policy improvements. The project includes 11 Policy Reviews focused on different topic areas (e.g. transportation, environment, agriculture, housing). The Policy Reviews are mostly complete as of the end of 2020. The 2021 workplan is focused on additional policy research, primarily around implementation measures, integration with Transport 2050 and Climate 2050, the development of a draft of *Metro 2050*, circulation for comment and extensive engagement on the draft as per the Board adopted Engagement Plan. Budget implications for additional research include:
 - **Urban Centres and FTDA Policy Research:** To support further refinement of the policy framework in *Metro 2050* related to growth management and urban centres/corridors and explore opportunities to better integrate land use and transportation planning. In addition, this research will assist with alignment of policies for Transport 2050. This budget item is not included in the \$40,000 figure noted above.
 - **Climate Change Land Use Research:** To assist with understanding climate impacts on land use. These impacts will support the preparation of policy to form part of the Metro 2050 update.
- **Regional Land Use Assessment:** Undertake a targeted or region wide assessment of the 'best use' for lands throughout the region. The project was identified as a priority action in the Regional Industrial Lands Strategy and has the potential to be scoped at several granularities. Metro Vancouver is seeking funding from the Sustainability Innovation Fund and potential partnerships with the Province and Translink.
- **Housing and Transportation Cost Burden Study Update:** The 2015 Housing and Transportation Cost Burden Study provided a new way of looking at housing affordability in the region, including both housing and transportation costs, the two largest expenditures for most working households. It found that owners with mortgages paid 40% of their pre-tax income for H+T and renters paid on average 49%. Lower income renters feel the burden the most, and can spend up to 67% of their pre-tax income on H+T costs. The study was conducted using 2011 data, and will be updated in 2021, including consideration of day care costs.
- **Regional Industrial Lands Strategy Implementation:** Explore industrial Intensification including measures for various sectors and economic incentives to intensify / densify.

Implement and support the update to *Metro 2040* by exploring the development of a trade enabling regional land use designation, the role of the region in protecting employment lands, and opportunities/challenges of mixed uses and forms.

- **Where Matters – Phase II:** Ongoing research project in partnership with UBC, Real Estate Foundation of BC, MOTI, TransLink, Vancouver Coastal Health, and the Cities of Vancouver and North Vancouver. Intended to develop a performance based funding tool building on Phase I findings. The outcome would be a predictive tool to support municipal and regional planners and policy makers in projecting the quantified health benefits from different land use planning interventions
- **Frequent Transit Corridor Study:** Undertake a land use and transportation study for the Scott Road corridor, which will be done collaboratively with Surrey and Delta. Metro Vancouver undertakes annual corridor studies in partnership with members and TransLink – past initiatives include the Marine Main Corridor on the North Shore and the Lougheed Highway in Coquitlam / Pitt Meadows / Maple Ridge.

Environment and Agriculture

- **Ecosystem Services from Agricultural Land:** The purpose of this project is to document societal benefits provided by ecosystems on agricultural land in the Metro Vancouver region. Ecosystem services are “the benefits people obtain from ecosystems” and are an imperative strategy for protecting agricultural land and building resilience to a changing climate over the long term. This work will support policy preparation associated with Climate 2050 initiative.
- **Regional Agricultural Land Use Inventory:** The Agricultural Land Use Inventory (ALUI) identifies changes in land use and land cover in agricultural areas. Previous ALUIs were done in 2010-11 and 2016-17 to coincide with Statistics Canada’s Census of Agriculture, which provides complementary data on farm operations. This inventory will assist with agriculture policies that are to be updated in Metro 2050.
- **Sensitive Environmental Inventory (SEI):** to support maintenance and updates of the SEI dataset, and ensure consistency in approach and quality control. This dataset is also used by local municipalities through various application types. The SEI data will also be integrated into Metro 2050. The SEI will be updated in 2022.

Planning Analytics

- **Land Use Model Preparation and Software Purchase – Land Use Component:** Regional Planning is developing a new Regional Land Use Model with an aim to improved population, housing, employment and land use projections, more accurate municipal distribution by traffic zone, and improved ability to model the land use implications of significant infrastructure investments and policy portfolios. It will provide an improved platform for integrating with the Regional Travel Model.

- **Data/Projections Validation:** In support of Metro 2050, population projections and data require validation to ensure policy is prepared with the most up-to-date data. This will allow staff to understand current and future growth pattern impacts.

The 2021 Work Plan for the Regional Planning Committee is provided in Attachment 1, including the expected time frame for reports to this Committee. The Committee will be updated on the status of the actions and projects in this work plan on a monthly basis per the Committee's schedule.

ALTERNATIVES

1. That the Regional Planning Committee endorse the work plan as presented in the report dated January 4, 2021, titled "2021 Regional Planning Committee Priorities and Work Plan".
2. That the Regional Planning Committee endorse the work plan as presented in the report dated January 4, 2021, titled "2021 Regional Planning Committee Priorities and Work Plan" with the amendments provided at the Regional Planning Committee January 14, 2021 meeting.

FINANCIAL IMPLICATIONS

The priorities in the 2021 Work Plan of the Regional Planning Committee are consistent with the 2021 Budget approved by the MVRD Board on October 30, 2020 and with key actions included in the Annual Work Plans.

CONCLUSION

The work plan presented in this report identifies the priorities for the Regional Planning Committee in 2021 and is consistent with its terms of reference and the 2021 Budget approved by the MVRD Board. Staff recommends that Alternative 1 be approved.

Attachments

1. Regional Planning Committee 2021 Work Plan
2. Regional Planning Committee Terms of Reference

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5.1 ATTACHMENT 1

Regional Planning Committee 2021 Work Plan

Report Date: January 4, 2021

Priorities

1st Quarter	Status
Metro 2050 draft policies – Goal 1	In Progress
Metro 2050 draft policies – Goal 2	In Progress
Metro 2050 draft policies – Goal 3 (Includes Climate Research and SEI)	In Progress
Metro 2050 draft policies – Implementation Section	In Progress
Projections for Population, Housing and Employment (Data Projections)	In Progress
Housing and Transportation Cost Burden Study – Scope	Pending
Regional Agricultural Land Use Inventory - Scope	Pending
2020 Regional Industrial Lands Inventory	In Progress
2nd Quarter	
Metro 2050 draft policies – Goal 4	In Progress
Metro 2050 draft policies – Goal 5	In Progress
Regional Industrial Land Implementation Tools - Scope	Pending
Ecosystem Services from Agricultural Land – Scope	Pending
Regional Land Use Assessment – Implementation Tools – Scope	Pending
Draft Metro 2050 Refer for Comment	Pending
3rd Quarter	
Where Matters Phase II - Update	Pending
Land Use Model Preparation – Land Use Component – Report Out	Pending
Data/Projections Validation – Report Out	Pending
Land Use Model - Scope	Pending
Regional Agricultural Land Use Inventory – Update	Pending
4th Quarter	
Ecosystem Services from Agricultural Land – Report Out	Pending
Housing and Transportation Cost Burden Study - Report Out	Pending
Regional Land Use Assessment –Update	Pending
Regional Agricultural Land Use Inventory – Report Out	Pending
Land Use Model – Report Out	Pending
Regional Industrial Land Implementation Tools – Update and Report Out	Pending
Metro 2050 – Update on Comment Period	Pending



Regional Planning Committee

Terms of Reference

The Regional Planning Committee is the standing committee of the Metro Vancouver Board that provides advice and recommendations on plans, policies, programs, budgets and issues related to Metro Vancouver's Regional Planning service.

Committee Responsibilities

Within the scope of the *Board Strategic Plan*, *Metro 2040: Shaping Our Future*, and the *Metro Vancouver Financial Plan*, the Committee provides guidance and oversight to staff on the implementation of the annual work plans and business plans that govern the Regional Planning service. Specific Committee responsibilities include:

- **Regional Growth Strategy** – Guiding the development and implementation of the regional growth strategy: *Metro 2040: Shaping Our Future*; providing an annual report on progress made in achieving the goals of *Metro 2040*. Reviewing regional context statements submitted to the Board by member jurisdictions, sewerage extension application alignment with *Metro 2040* and all requested amendments to *Metro 2040*.
- **Shaping Growth** – Guiding the implementation of the region's growth management framework for the region based on containing growth within an Urban Containment Boundary and focusing growth into a network of Urban Centres and along transit corridors, with an aim to supporting the development of complete communities, the protection of important agricultural, industrial and ecologically important lands and the efficient provision of utilities and transit.
- **Complete Communities** – Initiating and facilitating coordination and dialogue between Metro Vancouver and agencies within the region that develop land use, housing and transportation plans and policies, and that make investments in the broader transportation network. Land use, housing and transportation plans, policies, investments and actions made or taken by other agencies must be carefully coordinated with the regional growth strategy in order to meet the objectives laid out in *Metro 2040*.
- **Agriculture** – Guiding policy analysis undertaken to develop strategies and actions aimed at protecting and enhancing agricultural lands throughout the region. Overseeing the implementation and updating of the *Regional Food System Strategy*, and considering input provided by the Board's Agricultural Advisory Committee (which reports to the Regional Planning Committee).
- **Environment** – Guiding policy analysis and monitoring to develop strategies and actions aimed at protecting and enhancing ecologically important lands throughout the region. Implementing and guiding the environmental policy actions in *Metro 2040*.

Committee Membership and Meetings

The Chair, Vice Chair and members are appointed annually by the Chair of the Metro Vancouver Board. The Committee meets monthly, except for August and December, and holds special meetings as required. A quorum of 50% plus one of the Committee membership is required to conduct Committee business.

Committee Management

The Committee Chair, or in the absence of the Chair the Vice-Chair, is the chief spokesperson on matters of public interest within the Committee's purview. For high profile issues the role of spokesperson rests with the Metro Vancouver Board Chair or Vice Chair. On technical matters or in cases where an initiative is still at the staff proposal level, the Chief Administrative Officer or a senior staff member is the appropriate chief spokesperson. Where necessary and practical, the Board Chair, Committee Chair and Chief Administrative Officer confer to determine the most appropriate representative to speak.

The Chief Administrative Officer assigns a Committee Manager for the Committee. The Committee Manager is responsible for coordinating agendas and serves as the principal point of contact for Committee members.

To: Regional Planning Committee

From: Edward Nichol, Regional Planner, Regional Planning and Housing Services

Date: January 6, 2021 Meeting Date: January 14, 2021

Subject: ***Metro 2040 Climate Change and Natural Hazards Policy Review - Recommendations***

RECOMMENDATION

That the MVRD Board endorse the *Metro 2040* Climate Change and Natural Hazards Policy Review recommendations as presented in the report dated January 6, 2021 titled “Metro 2040 Climate Change and Natural Hazards Policy Review - Recommendations” as the basis for updating the climate change and natural hazards-related policies in the regional growth strategy.

EXECUTIVE SUMMARY

The *Metro 2040* Climate Change and Natural Hazards Policy Review is one of several themed policy reviews being undertaken to inform *Metro 2050*. The purpose of the review is to identify ways to strengthen the regional growth strategy’s climate change and natural hazard policies. The policy review identified that the regional growth strategy is underutilized as a tool to meet the region’s climate change objectives, and that content related to adaptation and natural hazards is a notable gap. The recommendations focus on:

- applying a climate lens to *Metro 2050* with an emphasis on integrating with *Climate 2050*;
- ensuring member jurisdictions specify how they will meet the region’s GHG emissions reduction target;
- identifying and mapping regional-scale natural hazards, risks and vulnerabilities; and
- encouraging regional growth patterns that incorporate emergency management, utility planning, and climate change adaptation considerations.

PURPOSE

To seek Regional Planning Committee and MVRD Board endorsement of the *Metro 2040* Climate Change and Natural Hazards Policy Review recommendations as the basis for updating the climate change and natural hazards-related policies in the regional growth strategy.

BACKGROUND

In support of the update to the regional growth strategy (*Metro 2050*), Metro Vancouver staff are completing a series of themed policy reviews to inform the development of refined and new policy language as part of the second phase of work planned for 2021. The purpose of the *Metro 2040* Climate Change and Natural Hazards Policy Review is to identify opportunities to strengthen GHG emissions reduction, climate change adaptation, and natural hazard policies in the regional growth strategy.

At its February 7, 2020 meeting, the Regional Planning Committee received a report titled “*Metro 2040* Climate and Natural Hazards Policy Review Scope of Work” which presented the process and key milestones for the *Metro 2040* Climate Change and Natural Hazards Policy Review (Reference 1).

KEY POLICY ISSUES

Several key policy issues were identified through the Policy Review. The following policy issues, in addition to the feedback collected through engagement, formed the basis of the recommended directions set out in this report (Attachment 1).

1. Climate change considerations are not well-integrated throughout all goal areas of the regional growth strategy – Climate change and natural hazards strategies comprise 50% of *Metro 2040*'s Goal 3. While there are some policy actions in *Metro 2040*'s other goal areas that support climate change action, they are generally not framed as such (see Reference 2, Figure 3 for an example of how this relationship is communicated in *Metro 2040*). The update to the regional growth strategy is an opportunity to critically assess existing policies from a climate change perspective, to more clearly communicate the relationship between policies and their associated climate change outcomes, and to refine or embed new climate change policies throughout all goal areas of the plan.

2. The regional growth strategy is underutilized as a tool to meet the region's new MVRD Board - adopted GHG emissions reduction target (i.e. a carbon neutral region by 2050) – On February 28, 2020, *Metro 2040* was amended with the region's new GHG emissions reduction target to achieve a carbon neutral region by the year 2050 (Reference 3). While several of *Metro 2040*'s key tenets support GHG emission reduction and carbon storage, there is a heightened need to unify commitments from the region and member jurisdictions to meet this new GHG emissions reduction target going forward. A review of local GHG emissions reduction targets reveals that 50% of member jurisdictions have updated their local target to reach carbon neutrality by 2050.

3. The regional role related to climate change adaptation and natural hazards is not well-defined in the regional growth strategy – In *Metro 2040*, Metro Vancouver's role related to climate change adaptation and natural hazards is ambiguously defined, and there are few policy actions included for Metro Vancouver and member jurisdictions; i.e. the majority of policy actions are requested of other levels of government and agencies. *Metro 2050* presents an opportunity to more clearly define the policy framework and the collaborative implementation approach to address current and emerging resilience challenges in the region.

The recommendations that follow have considered these emerging key issues, with the aim to ensure that *Metro 2050* adequately responds to them.

POLICY REVIEW RECOMMENDATIONS

Recommendation	Benefit
<p>1. Apply a 'climate lens' to the regional growth strategy.</p> <p>This is an overarching recommendation for all of <i>Metro 2050</i>.</p>	<p>To apply this overarching perspective, Metro Vancouver will:</p> <ul style="list-style-type: none">• embed new climate change policies in all goals (e.g. pertaining to urban centres and design, transportation, ecosystems) to supplement existing GHG emissions reduction and resilience policies;• integrate policies from <i>Climate 2050</i> where appropriate; and

	<ul style="list-style-type: none"> consider ecosystem services such as carbon storage and flood protection in regional growth strategy amendment decisions.
<p>2. Member jurisdictions are to specify how they will meet the current regional GHG emissions reduction target through Regional Context Statements [3.3.4 a)].</p>	<p>Local governments are required to include GHG emission reduction targets, policies and actions in their respective official community plans. <i>Metro 2040's</i> 3.3.4 a) requires that municipalities identify, through their Regional Context Statement, how their land development and transportation strategies will meet their own GHG emission reduction targets, and to <i>consider</i> how their targets contribute to the regional target. Strengthening the policy framework between local actions and the adopted regional target will help to unify and better support the region's collective commitment to reach carbon neutrality by 2050.</p>
<p>3. Quantify the influence of land use and carbon storage on regional GHG emissions to support Metro Vancouver's Lower Fraser Valley Air Emission Inventory and Forecast.</p>	<p>Metro Vancouver's Lower Fraser Valley Air Emission Inventory and Forecast accounts for GHG emissions from building and transportation sources; however, the influence of land use on these sources is not quantified, and carbon storage levels within natural systems are not accounted for. Measuring the influence of land use and carbon storage on regional GHGs could inform both: a) the linkage between <i>Metro 2050</i> policies and regional GHG emissions, and b) <i>Metro 2050</i> performance monitoring.</p>
<p>4. Ensure policies aim to reduce energy consumption and GHG emissions based on current standards and best practices in the building and energy sector.</p>	<p>Since <i>Metro 2040</i> was adopted, new standards (e.g. the BC Energy Step Code), and best practices (e.g. resilient buildings, embodied carbon policies, green demolition requirements, etc.) have emerged in the building and energy sector. Updating 3.3.2 a), 3.3.4 b), and 3.3.8 a) will ensure that <i>Metro 2050</i> is current and relevant.</p>
<p>5. Identify and map regional-scale natural hazards, risks and vulnerabilities, and clarify the Strategy 3.4 policy framework.</p>	<p>Currently, 3.4.6.a) requests other governments and agencies to identify areas that are vulnerable from climate change and natural hazard risks; however, this information is not well-coordinated at the regional scale. This recommendation encourages Metro Vancouver to take a proactive role in coordinating with others (e.g. Province, member jurisdictions, other agencies) to develop a shared understanding of hazards, risks, and vulnerabilities in the region, and action policies 3.4.6 and 3.4.7. 3.4.3 and 3.4.4 conflate protecting existing communities from risks with encouraging settlement patterns and new development away from hazardous and high risk areas. Distinguishing these</p>

	concepts as two separate policies will provide clarity, and encourage member jurisdictions to focus new growth and development to more resilient areas, as appropriate.
6. Encourage regional growth patterns that incorporate emergency management, utility planning, and climate change adaptation considerations at both the regional and local scale.	Strategy 3.4 addresses climate change impacts and natural hazard risks. These impacts and risks are typically addressed by land use planners, emergency managers, utility planners, and climate change adaptation experts. Greater collaboration between these disciplines at both the regional and local scales can result in more effective responses to both current and future resilience challenges for the region.
7. Support regional flood management via the Fraser Basin Council's Lower Mainland Flood Management Strategy.	The Lower Mainland Flood Management Strategy process has advanced a greater understanding of flood hazard and risk across the region. As the strategy is developed, Metro Vancouver can support its implementation as appropriate.

FURTHER ANALYSIS

The recommendations set out in this report will be refined and informed through additional analysis while draft policy language is developed. This additional analysis will include:

1. *Climate 2050, Clean Air Plan, and GHG Modelling* – Research deliverables, engagement opportunities and policy outcomes will be shared (where appropriate) to ensure that *Climate 2050*, the *Clean Air Plan* and *Metro 2050* are mutually supportive. Regional Planning is coordinating with staff in Metro Vancouver's Air Quality and Climate Change Division to model whether new policies can reduce GHG emissions from our current trajectory in the region (the "Business as Planned" scenario) to a "Carbon Neutral" scenario by testing, for example, the GHG emission implications of increased growth density in Urban Centres and along frequent transit corridors.
2. *Social Equity and Resiliency* – Opportunities to improve social equity within the Region will be identified through a separate project. Information gathered will inform the drafting of proposed policy language for *Metro 2050* in all of the themed policy review areas. In addition, Metro Vancouver and TransLink are collaborating on the development of a Resiliency Framework which will also inform the policy directions of both *Metro 2050* and *Transport 2050*.
3. *Performance Monitoring* – An additional policy review is underway to assess existing *Metro 2040* Performance Measures relative to new and / or existing policy.

NEXT STEPS

If the Policy Review recommendations are endorsed by the Regional Planning Committee and MVRD Board, staff will begin to draft policy language for *Metro 2050*. There will be further opportunities for members of Regional Planning Advisory Committee, the Intergovernmental Advisory Committee and

the Regional Planning Committee and Board to consider and shape policy wording in this and the other policy areas of the regional growth strategy.

ALTERNATIVES

1. That the MVRD Board endorse the *Metro 2040* Climate Change and Natural Hazards Policy Review recommendations as presented in the report dated January 6, 2021, titled “*Metro 2040* Climate Change and Natural Hazards Policy Review - Recommendations” as the basis for updating the climate change and natural hazards-related policies in the regional growth strategy.
2. That the Regional Planning Committee receive for information the report dated January 6, 2021, titled “*Metro 2040* Climate Change and Natural Hazards Policy Review - Recommendations” and provide alternate direction to staff

FINANCIAL IMPLICATIONS

The 2020 Board approved Regional Planning budget includes \$30,000 to support the *Metro 2040* Climate Change and Natural Hazards Policy Review and associated GHG emissions reduction / climate change adaptation work. This budget amount was allocated to a consultant to provide recommendations for the Policy Review (a summary of this work is provided in Attachment 2).

CONCLUSION

To support the development of *Metro 2050*, staff have conducted 11 themed policy reviews to identify opportunities to enhance the goals, strategies, and policies of the regional growth strategy. Based on the research and engagement undertaken to date, seven recommendations to strengthen climate change and natural hazards policies in *Metro 2040* are summarized in this report. There will be additional opportunities for engagement with the Regional Planning Committee on draft policy language during Phase 2 of the *Metro 2050* process beginning in early 2021. Staff recommend Alternative 1.

Attachments (42649482)

1. “Climate Change and Natural Hazards Policy Review: Summary Report”, dated November 6, 2020 and revised December 10, 2020
2. “Consultant Report in Support of Climate Change and Natural Hazard Policy Development in *Metro 2050* and *Climate 2050*: Project Summary”, dated November, 2020

References

1. [Metro 2040 Climate and Natural Hazards Policy Review Scope of Work](#)
2. [Strategies 3.3 and 3.4 of Metro Vancouver 2040: Shaping our Future](#)
3. [Amending Metro Vancouver 2040: Shaping our Future to Align with the IPCC Special Report on Global Warming of 1.5°C](#)

Metro 2040 Climate Change and Natural Hazards Policy Review Recommendations

Summary Report

Metro Vancouver Regional Planning and Housing Services

November 2020

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Introduction

The Metro Vancouver region is growing rapidly. The population is increasing by ~30,000 residents each year and it is anticipated that the regional population could reach 3.7 million people by the year 2050. The location of new homes, businesses and institutions strongly influences both greenhouse gas (GHG) emissions and the exposure to risks associated with climate change and natural hazards.

Metro Vancouver and its member jurisdictions are working to reduce GHGs and store carbon by focusing growth in a network of transit-oriented urban centres, and building compact, complete communities that offer amenities close to home. This focused growth has three key climate change benefits: first, it reduces development pressure in areas that naturally store carbon (such as conservation and recreation areas); second, it reduces emissions by supporting sustainable transportation options such as walking, cycling and public transit and by reducing the distances people typically have to drive for essential trips; and third, it tends to encourage multi-family development forms which are, on average, more energy efficient than detached homes.

Where and how the region accommodates growth also determines the degree to which residents, businesses, and infrastructure are exposed to the physical risks associated with climate change and natural hazards, such as flood risk from rivers and a rising sea level. Land use policies and decisions that minimize new growth in at-risk areas can limit the exposure to hazards, as can protecting existing communities and natural areas that serve to buffer climate change impacts.

The development of *Metro 2050*, the update to *Metro 2040: Shaping our Future (Metro 2040)*, the regional growth strategy, presents an opportunity to strengthen the climate change and natural hazards policies throughout the document. This report provides an overview of the process Metro Vancouver staff took to review the climate change and natural hazards policies in *Metro 2040* and describes the policy recommendations under consideration for *Metro 2050*.

Background, Purpose, and Objectives

The *Metro 2040* Climate Change and Natural Hazards Policy Review commenced in November 2019 when staff presented the scope of work to the Regional Planning Advisory Committee at its November 22, 2019 meeting.

The purpose of the Climate Change and Natural Hazards Policy Review is to strengthen GHG emissions reduction, climate change adaptation, and natural hazard policies in the regional growth strategy.

The objectives of this policy review were to:

1. Assess existing policies in the regional growth strategy from a GHG emissions reduction, climate change adaptation, and natural hazards perspective;
2. Better communicate the linkage between land use policies and climate change outcomes in the regional growth strategy, and build knowledge among the regional and local planning communities;
3. Recommend new policies to strengthen GHG emissions reduction and adaptation actions throughout all of the policy areas of the regional growth strategy;
4. Consider updates to content related to natural hazards; and

5. Provide supportive content for the *Climate 2050* Land Use and Growth Management Roadmap.

Scope

The primary focus of the Climate Change and Natural Hazards Policy Review is Strategy 3.3 and 3.4 (see Figure 1) of *Metro 2040*'s Goal 3: Protect the Environment and Respond to Climate Change Impacts.

Figure 1: Key Climate Change Strategies in Goal 3 of Metro 2040

Strategy 3.3 - *Encourage land use and transportation infrastructure that reduce energy consumption and greenhouse gas emissions, and improve air quality*

Strategy 3.4 - *Encourage land use and transportation infrastructure that improve the ability to withstand climate change impacts and natural hazard risks*

The secondary focus of the Climate Change and Natural Hazards Policy Review is to assess each policy area in *Metro 2040* through a "climate lens". To apply a climate lens, Metro Vancouver set out to:

- Embed new climate change policies in other goal areas to supplement the existing policies in Strategy 3.3 and Strategy 3.4;
- Integrate policies from *Climate 2050* into *Metro 2050*, where appropriate; and
- Consider ecosystem services such as carbon storage and flood protection in Regional Growth Strategy amendment decisions (*expected after Metro 2050 is adopted*).

Process

Summary of Key Milestones

Phase 1: Scoping and GHG Emissions Reduction Target Amendment (Q4 2019 – Q1 2020)

- Develop scope of work report;
- Develop project plan;
- Amend *Metro 2040* with the region's new GHG emissions reduction target (to pursue a carbon neutral region by 2050) following the MVRD Board meeting on February 28, 2020.

Phase 2: Research and Analysis (Q4 2019 – Q4 2020)

- Scan and analyze Regional Context Statements for Strategy 3.3 and Strategy 3.4;
- Assess local GHG emission reduction targets across the region;
- Coordinate research to support both *Climate 2050* and *Metro 2050*;
- Review Strategy 3.3 and Strategy 3.4 with internal departments (i.e. Liquid Waste Services, Water Services, Air Quality and Climate Change);
- Review Strategy 3.4 with the Integrated Partnership for Regional Emergency Management (IPREM);

- Secure a consultant to: assess existing *Metro 2040* policies from a climate change perspective, review best practices from other jurisdictions, and recommend new *Metro 2050* policy ideas for staff consideration; and
- Host the session “A Resilient Metro Vancouver 2050” at the 2020 Understanding Risk BC online symposium (see Figure 2 for a graphical recording of this session, highlighting the key themes discussed).

Phase 3: Recommendations (Q4 2020 – Q1 2021)

- Develop policy recommendations based on the results of Phase 1 and Phase 2; and
- Present policy recommendations report to Regional Planning Advisory Committee (November 2020), Regional Planning Committee (January 2021), and MVRD Board.

Phase 4: Application of the Climate Lens (Q4 2020 – Q1 2021)

- Embed new climate change policies in the other goal areas, as appropriate, to supplement the existing policies in Strategy 3.3 and Strategy 3.4 (*early 2021*);
- Integrate policies from *Climate 2050* into *Metro 2050* and vice versa, where appropriate (*early 2021*); and
- Consider ecosystem services such as carbon storage and flood protection in regional growth strategy amendment decisions (*expected once Metro 2050 is adopted*).

Summary of Engagement Activities

The key stakeholders for the Climate Change and Natural Hazards Policy Review include:

- Regional Planning Advisory Committee;
- Intergovernmental Advisory Committee;
- Regional Planning Committee;
- Internal Metro Vancouver departments (Liquid Waste Services, Water Services, Air Quality and Climate Change);
- IPREM;
- Researchers, subject matter experts, planners, emergency managers; and
- Provincial staff.

Other relevant stakeholders include the staff of Fraser Basin Council, Vancouver Coastal Health, and Fraser Health. The *Metro 2050* public engagement and joint Phase 1 Engagement work completed with TransLink included relevant public input on climate change and natural hazards, and this input was considered as part of the Climate Change and Natural Hazards Policy Review. Table 1 summarizes the engagement activities, both completed and pending as of November 2020, for the Climate Change and Natural Hazards Policy Review.

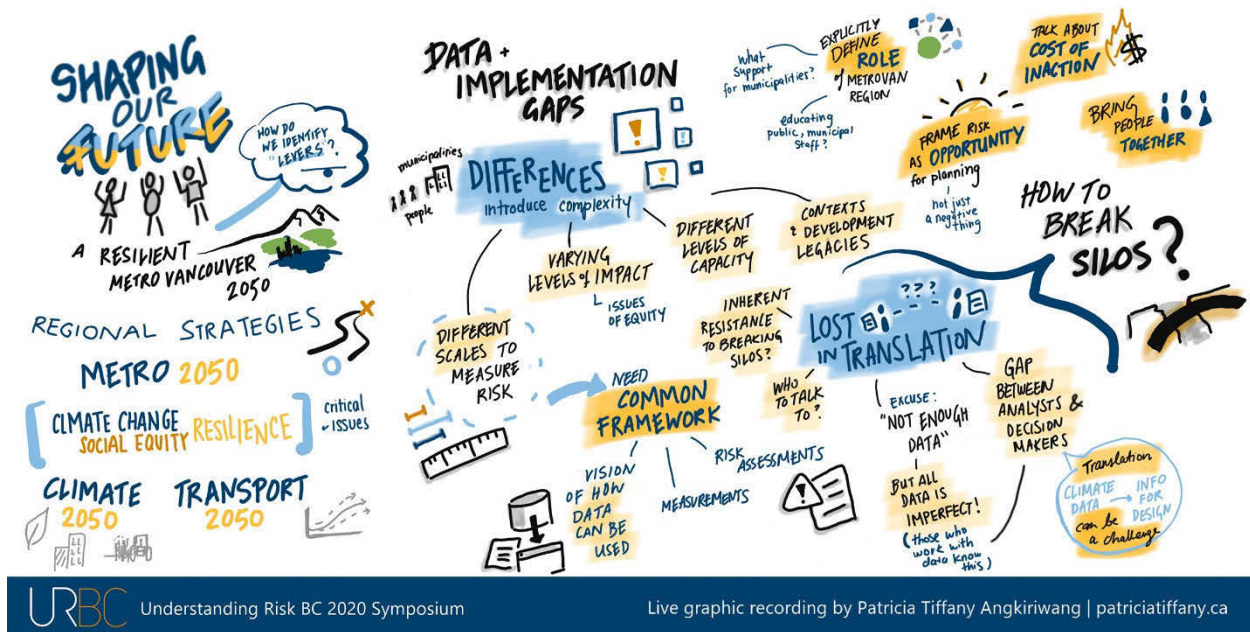


Figure 2: Graphic Recording of the Session “A Resilient Metro Vancouver 2050” at the 2020 Understanding Risk BC online symposium held on September 29, 2020.

Table 1: Engagement Summary

COMMITTEE/EVENT	ENGAGEMENT TOPIC	ENGAGEMENT TYPE	DATE	STATUS
Regional Planning Advisory Committee	Policy Review Scope of Work	Report, presentation, discussion	November 22, 2019	COMPLETE
Intergovernmental Advisory Committee	Policy Review Scope of Work	Report, presentation, discussion	January 17, 2020	COMPLETE
Regional Planning Committee	Policy Review Scope of Work	Report, presentation, discussion	February 7, 2020	COMPLETE
Meetings with Metro Vancouver Departments	Strategy 3.3/3.4 Policy Discussions with Metro Vancouver Departments (Liquid Waste Services, Water Services, Air Quality and Climate Change)	Policy discussion	June 2020 – August 2020	COMPLETE

COMMITTEE/EVENT	ENGAGEMENT TOPIC	ENGAGEMENT TYPE	DATE	STATUS
Meetings with Integrated Partnership for Regional Emergency Management	Strategy 3.4 Policy Discussions with IPREM	Policy discussion	July 2020 – August 2020	COMPLETE
Understanding Risk British Columbia (Online Symposium)	Shaping our Future: A Resilient Metro Vancouver 2050	Engagement session led by Metro Vancouver staff	September 29, 2020	COMPLETE
Regional Planning Advisory Committee	Recommendations	Report, presentation, discussion	November 20, 2020	COMPLETE
Meetings with Provincial Ministries	Recommendations	Policy discussion	December 3, 2020	COMPLETE
Regional Planning Committee	Recommendations	Report, presentation, discussion	January 2021	
MVRD Board	Recommendations	Report, presentation, discussion	February 2021	

Summary of Key Comments Received

- Consider new policy actions that support Metro Vancouver’s role in terms of collaboration (e.g. with agencies such as IPREM), convening, and sharing regional hazard and risk data;
- Consider stronger commitments to the regional GHG emissions reduction target and stronger policy actions to both protect existing communities and discourage new development in at-risk areas;
- Consider the linkages between land use planning, emergency management planning, utility planning, and resilience to climate change / natural hazards;
- Consider potential synergies and shared directions between *Metro 2050* and *Climate 2050* policies; and
- Consider new risk and resilience targets / metrics at the regional scale.

Key Policy Issues

Several key policy issues were identified through the Climate Change and Natural Hazards Policy Review:

1. Climate change considerations are not well-integrated throughout all goal areas of the regional growth strategy.

Currently, climate change and natural hazards strategies comprise 50% of *Metro 2040*'s Goal 3. While there are currently policy actions in *Metro 2040*'s other goal areas that support climate action, they are generally not framed as such. *Metro 2050*, the regional growth strategy update, is an opportunity to critically assess existing policies from a climate change perspective, to more clearly communicate the relationship between policies and their associated climate change outcomes, and to refine or embed new climate change policies throughout all goal areas of the plan.

2. The regional growth strategy is underutilized as a tool to meet the region's new MVRD Board - adopted GHG emissions reduction target (a carbon neutral region by 2050).

On February 28, 2020, *Metro 2040* was amended to include the region's new GHG emissions reduction target (to pursue a carbon neutral region by the year 2050). While several of *Metro 2040*'s key tenets support GHG emission reduction and carbon storage, there is a heightened need to unify commitments to meet the new GHG emissions reduction target in the regional growth strategy. Since the adoption of *Metro 2040*, 50% of member jurisdictions with Regional Context Statements have updated their local target to reach carbon neutrality by 2050.

3. The regional role related to climate change adaptation and natural hazards is not well-defined in the regional growth strategy.

In *Metro 2040*, Metro Vancouver's role related to climate change adaptation and natural hazards is ambiguously defined, and there are few policy actions for Metro Vancouver and member jurisdictions; rather, the majority of policy actions are requested of other governments and agencies. *Metro 2050* presents an opportunity to more clearly define the policy framework and the collaborative implementation approach to address current and emerging resilience challenges.

The recommendations that follow have considered these emerging issues, and aim to ensure that *Metro 2050* adequately responds to them.

Recommendations

Overarching Recommendation

Recommendation
<p>1. Apply a climate lens to the regional growth strategy.</p> <p>To apply this overarching perspective, Metro Vancouver will:</p> <ul style="list-style-type: none"> • Embed new climate change policies in other goal areas to supplement the existing policies in Strategy 3.3 and Strategy 3.4; • Integrate policies from <i>Climate 2050</i> into <i>Metro 2050</i>, where appropriate; and • Consider ecosystem services such as carbon storage and flood protection in regional growth strategy amendment decisions.

Recommendations Specific to Strategy 3.3 and Strategy 3.4 of *Metro 2040*

Recommendation	Benefit
2. Require member jurisdictions to specify how they will meet the current regional GHG emissions reduction target through Regional Context Statements [3.3.4 a)].	Local governments are required to include GHG emission reduction targets, policies and actions in their respective official community plans. <i>Metro 2040</i> strategy 3.3.4 a) requests that municipalities identify how their land development and transportation strategies will meet their own GHG emission reduction targets, and to <i>consider</i> how their targets contribute to the regional target. Strengthening the connection between local actions and the regional target will help to unify the region's collective commitment to reach carbon neutrality by 2050.
3. Quantify the influence of land use and carbon storage on regional GHG emissions to support Metro Vancouver's Lower Fraser Valley Air Emission Inventory and Forecast.	Metro Vancouver's Lower Fraser Valley Air Emission Inventory and Forecast accounts for GHG emissions from building and transportation sources; however, the influence of land use on these sources is not quantified, and carbon storage levels within natural systems are not accounted for. Measuring the influence of land use and carbon storage on regional GHGs could inform both: a) the linkage between <i>Metro 2050</i> policies and regional GHG emissions, and b) <i>Metro 2050</i> performance monitoring.
4. Update the policies that aim to reduce energy consumption and GHG emissions based on current standards and best practices in the building and energy sector.	Since <i>Metro 2040</i> was adopted, new standards (e.g. the BC Energy Step Code), and best practices (e.g. resilient buildings, embodied carbon policies, green demolition requirements, etc.) have emerged in the building and energy sector. Updating strategies 3.3.2 a), 3.3.4 b), and 3.3.8 a) as appropriate will ensure that <i>Metro 2050</i> is current and relevant.
5. Identify regional-scale natural hazards, risks and vulnerabilities , and develop a multi-hazard map for the region.	Currently, 3.4.6. a) in <i>Metro 2040</i> requests other governments and agencies to identify areas that are vulnerable from climate change and natural hazard risks; however, this information is not well-coordinated at the regional scale. This gap in knowledge makes it challenging to develop informed policies that address hazards and risks at the regional scale. This recommendation encourages Metro Vancouver to take a proactive role in coordinating with others (e.g. province, member jurisdictions, other agencies, etc.) to develop a shared understanding of hazards, risks, and vulnerabilities in the region.
6. Clarify the policy framework in Strategy 3.4.	The majority of the existing policies in Strategy 3.4 are requested of other governments and agencies. This proposed recommendation would result in a

	<p>more clearly defined set of policies, as well as an opportunity to leverage Metro Vancouver's Regional Planning core services - and the strengths and expertise of other agencies - in order to action the existing policies in Strategies 3.4.6 and 3.4.7. Revised policies could be related to: Hazard data acquisition and sharing; collaboration with and advocacy to key organizations such as the federal and provincial governments, IPREM, and member jurisdictions; and development and sharing of resources and guidance materials.</p>
<p>7. Clarify the regional vision in Strategies 3.4.3 and 3.4.4.</p>	<p>The current policy language in Strategies 3.4.3 and 3.4.4 conflates protecting existing communities from risks (associated with climate change and natural hazards) with encouraging settlement patterns and new development away from hazardous and high risk areas (as defined in recommendation #5 above). Distinguishing these concepts as two separate policy options will clarify the intent of the existing policies, and encourage member jurisdictions to focus new growth and development to more resilient areas (as appropriate).</p>
<p>8. Support regional growth patterns that incorporate emergency management, utility planning, and climate change adaptation considerations at both the regional and local scale.</p>	<p>Strategy 3.4 addresses climate change impacts and natural hazard risks. These impacts and risks are typically addressed by land use planners, emergency managers, utility planners, and climate change adaptation experts; however, these disciplines rarely collaborate with each other on these matters. Encouraging greater collaboration between these disciplines at both the regional and local scales can result in mutually-supportive policies, and a more coordinated and effective response to both current and future resilience challenges.</p>
<p>9. Support regional flood management via the continued development of Fraser Basin Council's Lower Mainland Flood Management Strategy.</p>	<p>The Lower Mainland Flood Management Strategy development process has successfully incorporated regional perspectives, provided regional scale deliverables, and advanced a greater understanding of flood hazard and risk across municipalities in the region. As the strategy is developed, Metro Vancouver can support its implementation, as appropriate, encourage participation from member jurisdictions and signatories to <i>Metro 2050</i>, and advocate to higher order levels of government on behalf of its members.</p>

Further Analysis

The recommendations set out in this report will be refined and informed through additional analysis before and as draft policy language is developed. This additional analysis will include:

1. *Climate 2050, Clean Air Plan, and GHG Modelling*: Research deliverables, engagement opportunities and policy outcomes will be shared (where appropriate) to ensure that *Climate 2050*, the *Clean Air Plan* and *Metro 2050* are mutually supportive. Regional Planning is coordinating with Metro Vancouver's Air Quality and Climate Change Division to model whether new policies can reduce GHG emissions from our current trajectory in the region (the "Business as Planned" scenario) to a "Carbon Neutral" scenario by testing, for example, the GHG emission implications of increased growth in Urban Centres and along frequent transit corridors.
2. *Social Equity and Resiliency*: Opportunities to improve social equity within the Region will be identified through a separate project. Information gathered will inform proposed policy language for *Metro 2050*, in any of the themed policy review areas. In addition, Metro Vancouver and TransLink are collaborating on the development of a Resiliency Framework which will also inform the policy directions of both *Metro 2050* and *Transport 2050*.
3. *Performance Monitoring*: An additional policy review is underway to assess existing *Metro 2040* Performance Measures relative to new and/or existing policy.

Next Steps

Based on the research and engagement undertaken to date, nine broad recommendations have been developed to strengthen climate change and natural hazards policies in the regional growth strategy. These recommendations will be used to guide the development of new policy language in *Metro 2050* in early 2021.

Consultant Report in Support of Climate Change and Natural Hazard Policy Development in Metro 2050 and Climate 2050: Project Summary



Project Background

Metro Vancouver is undertaking a comprehensive update to *Metro Vancouver 2040: Shaping our Future (Metro 2040)*, the regional growth strategy. To develop the updated strategy (*Metro 2050*), Metro Vancouver is conducting several themed policy reviews, including a policy review on Climate Change and Natural Hazards.

Metro Vancouver is also developing a regional climate action strategy (*Climate 2050*). *Climate 2050* is organized around ten issue areas, including 'Land Use and Growth Management'.

To support this work, Pinna Sustainability reviewed existing *Metro 2040* policies (Task 1) and policies from other leading jurisdictions (Task 2). The purpose of Tasks 1 and 2 was to identify high-level policy opportunities (either through *Metro 2050* or *Climate 2050*) to increase the resilience¹ of the region to climate change and natural hazards, and accelerate a reduction in regional greenhouse gas (GHG) emissions (Task 3).

Key Questions Addressed

- 1) How well do the existing policies and policy actions in *Metro 2040* influence resilience to climate change and natural hazards, as well as regional GHG emissions?
- 2) How are other leading jurisdictions - both within the Metro Vancouver region and across the world – supporting climate action through innovative and emerging land use policies and practices?
- 3) What big ideas could be implemented in the Metro Vancouver region? What new or revised regional growth strategy policies would improve regional resilience to the impacts of climate change and natural hazards, and accelerate the reduction of GHG emissions?

Methods

The review consisted of three iterative components:

- **Task 1: A gap analysis of *Metro 2040* policies relative to climate change adaptation, natural hazards resilience, and GHG emissions reduction.** The GHG emissions reduction gap analysis was completed based on best practices knowledge and comparison to other jurisdictions (as carried out iteratively with the jurisdictional scan in Task 2 below). The adaptation and resilience gap analysis included the combination of best practice knowledge, comparison with other jurisdictions and an evaluation of *Metro 2040* against two frameworks: the Sendai-based United Nations [Disaster Resilience Scorecard for Cities](#) and the [Cities Resilience Index](#). A detailed summary of the methodology and results is provided in the Task 1 deliverable, and in the Climate Change Action Review Spreadsheet.
- **Task 2: A jurisdictional scan of innovative land use and growth management policies and practices.** This task involved reviewing over 40 plans and strategies from nearby regions and international jurisdictions based on the gap areas identified in Task 1. Over 200 policy examples from growth strategies, regional land use plans and climate strategies are linked to their associated gaps, and their relevance to existing *Metro 2040* strategies. The outcomes of Task 2 are contained in the Climate Change Action Review Spreadsheet.
- **Task 3: Considerations for future policy development in *Metro 2050* and *Climate 2050*.** Based on the results of Task 1 and Task 2, policy recommendations are provided to inform the development of *Metro 2050*. These recommendations are organized under existing *Metro 2040* strategies. Language adjustments of the existing policies were also suggested for

¹ 100 Resilient Cities defines resilience as the capacity of individuals, communities, institutions, businesses, and systems within a city to survive, adapt, and grow no matter what kinds of chronic stresses and acute shocks they experience.

consideration. While intended to primarily inform the development of *Metro 2050*, some recommendations may be better suited to other policy vehicles, such as *Climate 2050*.

Summary of Findings

Task 1:

The majority of gaps identified were specific to climate change adaptation and natural hazard resilience. This finding indicates that while local and regional resilience work is advancing, much of this progress has been made since *Metro 2040* was first adopted. Fewer policy gaps pertaining to GHG emissions reduction were identified, as GHG emissions reduction policy is more advanced and is strongly reflected in the key tenets of *Metro 2040*. The key GHG emissions reduction gaps identified include embodied carbon, waste reuse, and mobility pricing. Key natural hazard resilience gaps include an improved understanding of hazard risk incorporated into land use, enhanced collaboration and information sharing between disciplines and among stakeholders, and incorporation of future risks exacerbated by climate change across *Metro 2040* goals.

Task 2:

Pinna reviewed over 45 documents from Canada, US, Asia, Europe, and Australasia. The focus of this review included regional land use plans, policy discussion papers, regional climate strategies, regional growth strategies and Official Community Plans. The results of this task illustrate that there are many jurisdictions that have demonstrated leadership and successfully considered and addressed the policy gaps identified in Task 1 through regional-scale land use policies and planning.

Task 3:

Table 1 in the Task 3 deliverable provides the list of specific recommendations by regional growth strategy goal or strategy area. Themes and highlights from the recommendations include:

- **Identify hazards and use them to inform decision making:** Develop a better and shared understanding of hazardous areas in the region to inform decision-making (including land use decisions across goal areas and across actors).
- **Support resilient local food systems, and low carbon agricultural practices:** Define the connection between agricultural lands and climate change. Agriculture supports regional resilience through local food production, and crops and soil can capture and store carbon. While climate change impacts may threaten traditional agricultural practices, innovative practices have been shown to reduce and capture GHG emissions.
- **Address the health impacts of climate change in the regional growth strategy:** Land use and building design can help reduce exposure and sensitivity to natural hazards, which in turn, impact human health. Protecting biodiversity, enhancing the urban forest and facilitating response shelters are all policy options connected to positive physical and mental health outcomes.
- **Highlight the value of natural areas:** Intact and healthy ecosystems help to moderate the impacts of climate change and store carbon. Protecting biodiversity and taking a climate-sensitive approach to protection, conservation and recreation are critical steps to enhancing regional resilience.
- **Enhance policy support for low carbon transportation:** Continuing to move people, goods and service delivery around the region through low to carbon-free / electric transportation can create significant health and economic co-benefits.
- **Collaborate with multiple organizations and agencies:** Continuing and enhancing regional collaboration between stakeholders working on climate action, emergency management and community planning will strengthen the collective response to future resilience challenges and reduce regional GHG emissions.
- **Provide guidance on natural hazard risk reduction:** Providing guidance on land use tools that reduce risk today and into the future will enhance regional resilience.

To obtain a copy of the deliverables for Task 1-3, please contact Metro Vancouver staff at RegionalPlanning@metrovancouver.org.

To: Regional Planning Committee

From: Sean Galloway, Director, Regional Planning and Electoral Area Services and
Eric Aderneck, Senior Planner, Regional Planning and Housing Services

Date: January 5, 2021 Meeting Date: January 14, 2021

Subject: ***Metro 2040 Implementation Section Policy Review: Ideas for Exploration***

RECOMMENDATION

That the Regional Planning Committee receive for information the report dated January 5, 2021, titled "*Metro 2040 Implementation Section Policy Review: Ideas for Exploration*"

EXECUTIVE SUMMARY

To inform the update to the regional growth strategy, Metro Vancouver is undertaking a series of Policy Reviews, including for the Implementation Section (*Metro 2040* Section F), which considers the procedural issues with implementing, administering, and amending the regional growth strategy. Taking into account the knowledge and experience gained from administering *Metro 2040* since its adoption in 2011, as well as policy research, best practices, and input from member jurisdictions, the following are policy ideas that are being explored:

1. the effectiveness of a regional public hearing as a means for engagement for Type 2 minor amendments;
2. change the type of minor amendment from a Type 3 to a Type 2 for the conversion of Industrial to General Urban;
3. increasing MVRD Board weighted voting thresholds for minor amendment types; and
4. reviewing the provision for municipal flexibility clause.

Staff are seeking Committee feedback on each of these issue areas at the January 14, 2021 Regional Planning Committee meeting.

PURPOSE

To provide the Regional Planning Committee with an opportunity to discuss and provide feedback on the policy ideas stemming from the *Metro 2040* Implementation Policy Review.

BACKGROUND

The Implementation Policy Review is one of a series of reviews that will provide inputs into the regional growth strategy update, anticipated to be complete by mid-2022. The policy review scope of work report was received by the Regional Planning Advisory Committee (RPAC) on March 20, 2020, and the Regional Planning Committee on May 1, 2020 (Reference 1). The Policy Review's 'Policy Ideas' were discussed by RPAC at its meeting on November 20, 2020; the comments received from RPAC were limited, but have been incorporated into the options set out in this report.

Any changes to the minor amendment process of the regional growth strategy are considered a Type 1 (Major) Amendment by the *Local Government Act*, which requires the approval of all signatories.

Should the MVRD Board support any changes to the amendment provisions, given that the current regional growth strategy update is itself a Type 1 amendment, there is an opportunity to simultaneously also amend those procedures without having to initiate a separate major amendment process. This review is also an opportunity for administrative refinements to the current strategies to support clear interpretation and more effective implementation.

METRO 2040 IMPLEMENTATION SECTION

The *Metro 2040's* Implementation Section (Section F, 6.1 to 6.15) outlines the process to administer and amend the regional growth strategy, and is organized as follows:

- 6.1 - Implementation Framework
- 6.2 - Regional Context Statements (including provisions for municipal flexibility)
- 6.3 - Categories of Amendments (Types 1, 2, 3)
- 6.4 - Procedures for Amendments (including notifications)
- 6.5, 6.6, 6.7 - Coordination with First Nations, TransLink, Other Governments / Agencies
- 6.8 - Coordination with Greater Vancouver Boards
- 6.9 - Sewerage Area Extensions
- 6.10 - Special Study Areas
- 6.11 - Jurisdiction
- 6.12, 6.13 - Maps, Tables / Figures, Performance Measures
- 6.14, 6.15 - Interpretation, Guidelines

SCOPE AND OBJECTIVES

The purpose of the Implementation Policy Review is to identify implementation challenges and opportunities to improve administration efficiency and effectiveness. The review considers such aspects as: administrative process, clarity about steps in the regional context statement and minor amendment processes and requirements, greater protection or reasonable flexibility for some types of regional land use designation amendments, and enhanced balance / clarity of regional and local roles.

The past shared knowledge and experience of member jurisdictions and Metro Vancouver staff gained from stewarding, implementing, and amending *Metro 2040* since its adoption in 2011 is being considered, as well as research, best practices, and legislative requirements. This work explores what is working, not working, and missing, in order to more effectively implement the regional growth strategy's goals and objectives.

Objectives and Outcomes

The main objective for the Implementation Policy Review is to explore improvements that are supported by the strategy's signatories, considering specifically:

- an efficient and consistent implementation process;
- clear requirements and process for amendments;
- clear and consistent definitions of terms found throughout the regional growth strategy;
- a meaningful regional public engagement process when considering amendments;
- ease of reporting and tracking changes over time;

- assess voting thresholds for, and types of, minor amendments;
- review municipal flexibility provisions;
- Sewerage Area extension provisions;
- effectiveness of Special Study Areas;
- enhanced coordination with First Nations and regional stakeholders; and
- administrative refinements.

Following the adoption of *Metro 2050*, it is anticipated that a number of updates to supporting documents will be needed to support implementation, including:

- the update of all existing Implementation Guidelines, and potentially adding new ones (Reference 2);
- the development of a new Regional Context Statement template to assist member jurisdictions and promote efficiency and consistency; and
- exploration of other possible implementation tools to support implementation.

Integration with Other Policy Reviews

Some aspects of the Implementation Policy Review are based on the results of the other themed *Metro 2040* Policy Reviews, such as those associated with voting thresholds, definitions, and land use designation amendments.

RESEARCH FINDINGS

Metro 2040 includes a three-tiered amendment process to guide the administration of proposed amendments, both for policy changes and land use designation changes; generally, the more regionally-significant the amendment, the more rigorous the process.

Under the provisions of the *Local Government Act*, regional districts can include provisions for minor amendments in their respective regional growth strategy, provided that they include: criteria for determining whether a proposed amendment is minor; the means for obtaining and considering the views of affected local governments; the means for providing notice to affected local governments; and procedures for adopting a minor amendment bylaw.

Since adoption of *Metro 2040*, between 2011 and 2019 there have been 31 requested minor amendment applications, with an average processing time of 26 weeks (excluding an outlier). All municipalities have submitted, and the Board has approved Regional Context Statements (some have been updated).

IMPLEMENTATION POLICY REVIEW IDEAS FOR EXPLORATION

Table 1 sets out possible policy changes, associated considerations and implications, and a question for Committee consideration. Policy ideas should be considered in the context of recommendations from other *Metro 2040* Policy Reviews.

Table 1 – Possible Changes and Considerations / Implications for Implementation Section

Possible Policy Change	Considerations and Implications	Question for Regional Planning Committee members
<p>1) Explore the effectiveness of a regional public hearing as a means for engagement for Type 2 minor amendments</p> <p>As reminder: Type 2 minor amendments are considered more regionally significant than Type 3 minor amendments and include changes to the Urban Containment Boundary and conversion of Agricultural, Rural or Conservation and Recreation lands. They require a bylaw passed by a two-thirds weighted vote at the MVRD Board <i>and</i> a regional public hearing. In contrast, Type 3 minor amendments require an amendment bylaw passed by a simple majority at the MVRD Board and no regional public hearing. Both require an opportunity for all member jurisdictions and other regional interests to comment.</p>	<ul style="list-style-type: none"> • Feedback from some Regional Planning Committee members and member jurisdiction staff have suggested that the regional public hearing for Type 2 minor amendments can become a duplication of local public hearings (i.e. same attendees with same comments), and has generally received limited participation by members of the general public. • An alternative to a regional public hearing could be providing another means for public input, such as enhancing the amendment notifications on the Metro Vancouver website with opportunities for the public to provide written comments, which would be included in the report to the Regional Planning Committee and MVRD Board, and also delegation presentations. • Removing the regional public hearing associated with Type 2 minor amendments would simplify the process for making decisions for things such as: Urban Containment Boundary adjustments; amendment of Agricultural, Conservation and Recreation, and Rural land use designations to Urban • Removing the regional public hearing may be seen as limiting opportunities for public input / engagement and transparency on changes to the shared regional vision and significant regional interests. 	<ul style="list-style-type: none"> • What are your thoughts regarding the importance, efficacy, and need for a regional public hearing as a means for public engagement for Type 2 minor amendments?

Possible Policy Change	Considerations and Implications	Question for Regional Planning Committee members
<p>2) Change the type of minor amendment from a Type 3 to a Type 2 for the redesignation of Industrial to General Urban</p>	<ul style="list-style-type: none"> • Through the development of <i>Metro 2040</i>, the regional federation determined that the conversion of agricultural land, and the movement of the Urban Containment Boundary were significant regional issues that warranted a higher voting threshold at the regional level than other types of minor amendments such as the conversion of Industrial or Mixed Employment lands. • Through the development of the Regional Industrial Lands Strategy (RILS), many stakeholders recommended the voting threshold for Industrial land conversion be raised to a Type 2 minor amendment. The rationale is that the loss of industrial land in the region is a growing and significant challenge, and that the regional growth strategy is a critical and effective tool for supporting its ongoing protection. • The Industrial Lands Strategy Task Force identified increasing regional protection for industrial lands through the Regional Growth Strategy as the most effective and feasible priority action in the Regional Industrial Lands Strategy. • In this proposal, amending the regional land use designation for Industrial or ‘trade-oriented industrial’ lands would be a Type 2, rather than a Type 3 minor amendment. When presented as part of the Industrial and Mixed Employment Policy Review Recommendations, this proposal received both support and opposition. The Board directed staff to continue to explore this option. 	<ul style="list-style-type: none"> • What are your thoughts about changing the type of minor amendment from a Type 2 to a Type 3 for Industrial lands? • Note: This recommendation was supported by the RILS Task Force and RILS stakeholder engagement process

Possible Policy Change	Considerations and Implications	Question for Regional Planning Committee members
3) Increase MVRD Board weighted voting thresholds for minor amendment types	<ul style="list-style-type: none"> Feedback from some member jurisdiction officials and staff have suggested that the 50%+1 weighted vote of the MVRD Board for Type 3 minor amendments may not be high enough given that this amendment type can deal with complex and sensitive issues like the conversion of lands to other designations. This issue could be resolved by increasing the required voting threshold for Type 3 and / or Type 2 minor amendments, or by introducing a new minor amendment type, for example by: increasing the requirement for Type 3 amendments from the current 50%+1 level (e.g. to 60%) and increasing the requirement for Type 2 amendments from the current two-thirds level (e.g. to 75%). 	<ul style="list-style-type: none"> What are your thoughts about increasing the voting thresholds for Type 2 and Type 3 minor amendments?
4) Review the provision for municipal flexibility clause (Metro 2040 Section 6.2.7) The 'Flexibility Clause' permits municipalities to make adjustments to boundaries of regional land use designations without MVRD Board approval, subject to satisfying specific criteria.	<ul style="list-style-type: none"> One member jurisdiction has expressed interest in seeing additional flexibility to make 'small' adjustments (one or three hectares, depending on the case / criteria) to regional land use designations without requiring a minor amendment. S.6.2.7 of <i>Metro 2040</i> limits the aggregate total area of regional land uses adjusted to two percent of the jurisdiction's land. Since the regional growth strategy was adopted in 2011, the same member jurisdiction has expressed interest in 'resetting' the flexibility calculation with the adoption of <i>Metro 2050</i>. A consideration for 'resetting' calculation of the maximum 2 percent provision is that it would allow jurisdictions that have already taken advantage of the flexibility clause to obtain more regional land use re-designations than those that have not yet utilized it. This may lead to accelerated loss of regionally-important lands such as Conservation and Recreation, Agricultural, Rural, and Industrial without the scrutiny of the regional federation through the minor amendment process. 	<ul style="list-style-type: none"> What are your thoughts about increasing municipal flexibility for minor land use designation amendments?

ENGAGEMENT AND NEXT STEPS

The primary stakeholders for this policy review are: member jurisdiction staff and elected officials, Metro Vancouver Regional Planning, Utilities and Legal Services staff, as well as TransLink. Informed by input from multiple sources regarding possible changes to the Implementation section of *Metro 2040*, staff are advancing this report to the Regional Planning Committee and MVRD Board, setting out policy ideas for consideration. Based on the direction received, new or amended policy language will be prepared for Section F in consultation with the Intergovernmental Advisory Committee in early 2021.

Staff in Metro Vancouver's Legal Services and Indigenous Relations Department will also provide support in the review and development of any new or amended policies for *Metro 2050*, in order to ensure compliance and consistency with the *Local Government Act*.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

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

CONCLUSION

Effective administration is a key to the successful, efficient, and consistent implementation of the regional growth strategy. The purpose of the *Metro 2040* Implementation Policy Review is to explore and identify the challenges and opportunities to improve administration, taking into account the knowledge and experience gained from stewarding, implementing, and amending *Metro 2040* since its adoption in 2011, as well as policy research, best practices, and input from member jurisdictions.

The Regional Planning Advisory Committee, Intergovernmental Advisory Committee, Regional Planning Committee and Board will have opportunities to consider and provide comments to inform the implementation section policy writing work. The identified enhancements will be brought forward for consideration in *Metro 2050* over 2021.

References

1. [Metro 2040 Implementation Policy Review Scope of Work](#)
2. [Resource Webpage – Implementation Guidelines](#)
3. [Metro 2040 - 2019 Procedural Report](#)

42432934

To: Regional Planning Committee

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

Date: January 5, 2021

Meeting Date: January 14, 2021

Subject: **Metro Vancouver Regional Industrial Lands Strategy - Endorsements**

RECOMMENDATION

That the MVRD Board receive for information the report dated January 5, 2021, titled “Metro Vancouver Regional Industrial Lands Strategy - Endorsements”.

EXECUTIVE SUMMARY

The Metro Vancouver Regional Industrial Lands Strategy was approved by the MVRD Board on July 3, 2020. The Strategy was sent to member jurisdictions and non-voting Industrial Lands Strategy Task Force member agencies requesting their endorsement and implementation, as appropriate. To date, four organizations have formally responded:

- Two member jurisdiction Councils have endorsed the Strategy noting the relationship between it and municipal plans and objectives;
- The Squamish-Lillooet Regional District Board supports the development of a provincial framework for economic and land use planning coordination between neighbouring regions, and the identification of options to expand economic linkages with trade-oriented and industrial uses along major highway and rail corridors; and
- The Agricultural Land Commission emphasizes that the protection of the existing industrial land supply should be further pursued, including through an Industrial Land Reserve, and expresses support for the assertion in the Strategy that agricultural land conversion is not an appropriate solution to the industrial land supply shortage.

PURPOSE

To provide the Regional Planning Committee and MVRD Board with a status report on the endorsements of the Metro Vancouver Regional Industrial Lands Strategy by member jurisdictions and agencies.

BACKGROUND

In early 2018, recognizing both the shortage and importance of industrial lands in the region to the economy, Metro Vancouver’s Board Chair struck the Industrial Lands Strategy Task Force to guide the development of a Regional Industrial Lands Strategy. After over two years of research and engagement, the Metro Vancouver Regional Industrial Lands Strategy (Strategy) was completed and approved by the Metro Vancouver Board on July 3, 2020.

The Strategy identifies 34 recommendations to respond to the 4 principal challenges facing the region’s industrial lands, with 10 priority actions for early implementation. The Strategy attempts to balance diverse interests while striving to achieve its vision: to ensure sufficient industrial lands to

meet the needs of a growing and evolving regional economy to the year 2050. The priority actions identified each require a level of support from relevant stakeholders to advance as part of the Strategy's implementation program.

The Strategy responds to the main challenges facing the region's industrial land base and interests, identified as:

- 1) A constrained land supply and critical industrial land shortage
- 2) Pressures on industrial lands to convert to non-industrial purposes
- 3) Site and adjacency issues with challenges bringing industrial lands to market
- 4) A complex jurisdictional environment requiring collective and concerted efforts.

As reminder, the Strategy's 10 priority actions for early implementation are:

1. **Define 'Trade-Oriented' Lands** – These large sites associated with the transportation of goods to and through the region serve a national function and are crucial to the economy. A clear, consistent and collaboratively-developed definition will support their protection.
2. **Undertake a Regional Land Use Assessment** – Proactively, in collaboration with municipalities, identify the 'best' locations for different types of land uses based on a set of criteria.
3. **Strengthen Regional Policy** – In *Metro 2040*, the regional growth strategy, explore stronger policy measures such as higher voting thresholds to amend the regional Industrial land use designation.
4. **Seek Greater Consistency in Local Government Zoning Definitions and Permitted Uses** – Collectively develop consistent definitions for permitted industrial uses on Industrial lands and seek implementation through municipal plans and bylaws.
5. **Facilitate the Intensification / Densification of Industrial Forms Where Possible** – Promote multi-level industrial buildings or other development forms, by removing regulatory barriers like zoning height and density limits to encourage a more efficient use of the limited land supply; also consider mixed-use on Mixed Employment lands near rapid transit stations.
6. **Prepare Bring-to-Market Strategies for Vacant or Under-Developed Industrial Lands** – Proactively address issues preventing the development of vacant or under-utilized industrial lands, which may have unique site challenges, such as servicing limitations, soil qualities, and ownership assembly.
7. **Ensure Transportation Connectivity** – Critical for industrial businesses, work together to coordinate investment in the transportation network, implement the Regional Goods Movement Strategy, enhance the regional truck route network, and promote efficient container drayage and transit for industrial workers.
8. **Coordinate Strategies for Economic Growth and Investment** – Profile the importance of industrial lands for the economy, and link with municipal economic development objectives and the Metro Vancouver Regional Economic Prosperity Service, to attract investment to the region.

9. **Improve Data and Monitoring** – Update the Metro Vancouver Regional Industrial Lands Inventory to have a better shared understanding of the current land uses and supply, and conduct a Regional Employment Survey.
10. **Develop a Framework for Coordination** – For cross-boundary economic and land use planning matters, work with the adjacent regional districts and the Province to advance coordinated infrastructure investments, land use planning, and economic development.

In addition, the MVRD Board directed staff to continue to explore a Provincial Regional Industrial Land Reserve for industrial or ‘trade-oriented’ lands in the region.

Successfully achieving the vision of the Regional Industrial Lands Strategy requires a collaborative approach and sustained effort on the part of various governing bodies and stakeholders with overlapping, yet distinct areas of business and jurisdictions. Implementation of the Strategy will require the continued close collaboration with stakeholders, and a long-term commitment by Metro Vancouver and member jurisdictions. The results of the Regional Industrial Lands Strategy are also being used to inform the industrial and employment policy review associated with the update of Metro 2040, the regional growth strategy.

ENDORSEMENTS

Subsequent to endorsing the Regional Industrial Lands Strategy, the MVRD Board circulated it to member jurisdictions and agencies and other organizations in July 2020 asking for their endorsement and implementation of actions relevant within each of their organizational mandates.

To date, formal responses from the following organizations have been received (Attachment):

- City of North Vancouver
- City of Port Moody
- Squamish Lillooet Regional District
- Agricultural Land Commission

The City of North Vancouver and the City of Port Moody Councils both endorsed the Regional Industrial Lands Strategy, with staff reports noting the important relationship between it and municipal plans and objectives.

The Squamish-Lillooet Regional District Board is supportive of the development of a provincial framework for economic and land use planning coordination between neighbouring regions, and identification of options to expand the Lower Mainland’s economic linkages with trade-oriented and industrial uses along major highway and rail corridors.

The Agricultural Land Commission states that the protection of the existing industrial land supply should be further pursued including through a Regional Industrial Land Reserve, and strongly emphasizes that agricultural land conversion is not be an appropriate solution to industrial land supply shortages.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

There are no financial implications associated with this report.

CONCLUSION

The Metro Vancouver Regional Industrial Lands Strategy was approved by the MVRD Board on July 3, 2020, and was circulated to member jurisdictions and agencies and other organizations asking for their endorsement and implementation. To date, four organizations have formally responded, as summarized in this report. Metro Vancouver also takes this opportunity to restate its request that other members and organizations endorse the Regional Industrial Lands Strategy and the actions applicable as per their mandate.

Metro Vancouver will continue to work with member jurisdictions and agencies to advance the Regional Industrial Lands Strategy's recommendations. Implementation of the Strategy will require the continued close collaboration with stakeholders and a long-term commitment by Metro Vancouver and member jurisdictions.

Attachment (42453737)

Correspondence re Metro Vancouver Regional Industrial Lands Strategy Endorsements

References

[Metro Vancouver Regional Industrial Lands Strategy – Report](#)

[Metro Vancouver Regional Industrial Lands Strategy – Executive Summary](#)

[Metro 2050 Policy Review Summary – Industrial and Mixed Employment](#)

[Metro Vancouver – Industrial Lands Website](#)

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November 5, 2020

BY EMAIL ONLY: (chair@metrovanancouver.org; eric.aderneck@metrovanancouver.org)

Attn: Sav Dhaliwal
Chair, Metro Vancouver Board
Metrotower III, 4730 Kingsway, Burnaby, BC V5H 0C6

Dear Chair Dhaliwal and Metro Vancouver Board,

Re: Approved Metro Vancouver Regional Industrial Lands Strategy

The Squamish-Lillooet Regional District (SLRD) Board received covering correspondence and the approved *Metro Vancouver Regional Industrial Lands Strategy* on August 6, 2020. The correspondence requests SLRD endorsement of the *Regional Industrial Lands Strategy*. There is also a request to “work collaboratively to implement the actions attributed to your specific mandate and jurisdiction”.

SLRD staff have reviewed the approved *Regional Industrial Lands Strategy*, including 34 recommendations with 10 priority actions. Recommendation 32 speaks to planning coordination between neighbouring regions, including the SLRD.

At the October 28 & 29, 2020 SLRD Board meeting, the following resolutions were passed:

THAT the Squamish-Lillooet Regional District Board send a letter in response to Metro Vancouver’s referral, incorporating the following comments:

- Development by the Province of a provincial framework for economic and land use planning coordination between neighbouring regions in the broader southwestern BC economic region to support industrial land use protection include expanded engagement with neighbouring regional districts and member municipalities, particularly the SLRD and member municipalities; and
- Identification of options to expand the Lower Mainland’s economic linkages with trade-oriented and industrial uses along major highway and rail corridors in the SLRD, Thompson-Nicola Regional District, and Regional District of Okanagan-Similkameen, prioritizing low-carbon, efficient and green transportation options.

And,

THAT the Squamish-Lillooet Regional District Board endorse recommendation 32, bullet three of the *Metro Vancouver Regional Industrial Lands Strategy* as follows:

That the Province develop a framework for economic and land use planning coordination between neighbouring regions in the broader southwestern BC economic region to support industrial land use and protection. The components and benefits of the framework could include the following: ...

- *identifying options to expand the Lower Mainland's economic linkages with trade-oriented and industrial uses along major highway and rail corridors in the Squamish- Lillooet Regional District, Thompson-Nicola Regional District, and Regional District of Okanagan-Similkameen...*

THAT the Squamish-Lillooet Regional District Board support the vision and general intentions of the *Metro Vancouver Regional Industrial Lands Strategy*.

Sincerely,



Tony Rainbow
SLRD Board Chair

CC: SLRD Board (*via email only*)
M. Helmer, SLRD Chief Administrative Officer (*via email only*)
K. Needham, SLRD Director of Planning and Development Services (*via email only*)



Agricultural Land Commission

201 – 4940 Canada Way
Burnaby, British Columbia V5G 4K6
Tel: 604 660-7000 | Fax: 604 660-7033
www.alc.gov.bc.ca

November 23, 2020

ALC Planning Review: 46661
Your File: RD 2020 Jul 3

Reply to the attention of Shannon Lambie

Sav Dhaliwal
Chair, Metro Vancouver Board

Delivered Electronically

Re: Approved Metro Vancouver Regional Industrial Lands Strategy

Thank you for forwarding a copy of the Approved Metro Vancouver Regional Industrial Lands Strategy (the "Strategy") for endorsement and implementation by the Agricultural Land Commission (ALC).

The Strategy adopted by the Metro Vancouver Board on July 3, 2020, was reviewed and considered by the Full Commission (the "Commission") in October who resolved by Resolution #079N/2020, the endorsement of Metro Vancouver's Regional Industrial Land Use Strategy as proposed. In doing so, the Commission further resolved that a Regional Industrial Land Reserve, which was endorsed as a separate resolution by Metro Vancouver, is imperative to the sustainability of the region and should be pursued as a critical priority.

The Commission further commits to working collaboratively with Metro Vancouver and other impacted stakeholders on the implementation of the recommendations in the Strategy and offers the following comments on the Strategy:

Recommendation 1: That Metro Vancouver, in collaboration with member jurisdictions, First Nations, regional agencies, and other relevant stakeholders, conduct a comprehensive regional land use assessment.

The Commission acknowledges and commends Metro Vancouver for stating that the conversion or use of agricultural land for industrial use is not an endorsed approach. The Commission would like to very strongly emphasize that agricultural land conversion would not be an appropriate solution to industrial land supply shortages given the provincial priority placed on agricultural land preservation due to the limited supply of agriculturally suitable lands in the Province.

The Commission would also like to clarify its perspective on the use of the ALR for agri-tech or agri-industrial land uses. It is important to acknowledge that agricultural land is often targeted for agri-tech or agri-industrial conversion. Often these uses have little-to-no ties to agriculture and serve to erode the agricultural land base. Thus, the Commission encourages Metro Vancouver to amend the Strategy further and indicate that the conversion of agricultural lands for agri-tech or agri-industrial uses is also not an endorsed approach.

Finally, the Commission would like to emphasize that the Commission is of the opinion that the Strategy does not go far enough on the issue of protecting the existing industrial land supply; a Regional Industrial Land Reserve, an idea which has been contemplated for decades, should be pursued fervently.

Recommendation 10: *That the Ministry of Agriculture, in consultation with the Agricultural Land Commission, amend legislation to define under what conditions, if any, large-scale organic waste processing facilities are permitted in the Agricultural Land Reserve (ALR);*

AND

Recommendation 11: *That the Ministry of Agriculture produce guidelines or amend legislation to: define the metrics used to measure the 50/50 rule (i.e. volume, weight, value, etc.) to facilitate consistent application; and clarify the permitted value-added infrastructure of an approved use on an agricultural parcel and define a cap on building infrastructure footprint.*

The Commission supports the Strategy's recommendation that the Ministry of Agriculture develop guidelines or amend legislation to further clarify the 50% threshold for processing of on-farm products. This recommendation aligns with the *Revitalizing the Agricultural Land Reserve and the Agricultural Land Commission* report which also discusses clarifying the 50% threshold (page 71).

The Commission confirms that although the 50% threshold for processing in the Use Regulation (Section 11 of BC Use Regulation 20/2019) ensures that any processing facility established on agricultural land is done to support local primary agricultural production, it does not establish or regulate the scale or type of processing facility relative to the size of the parcel and/or farming operation upon which it is located. Agri-food processing facilities that are not compliant with the existing regulation, or do not have a connection to on-farm agricultural production are more appropriately located on industrially zoned lands, or alternately may approach the ALC through the application process and be considered on a case-by-case basis based on the merits of the proposal, within the parameters of the purposes of the ALC Act.

Recommendation 13: *That Metro Vancouver, in consultation with member jurisdictions, develop guidelines for land use policies along the edge of planned or developing industrial areas where no natural or other physical buffer already exists.*

The Commission supports this recommendation and suggests that Metro Vancouver make use of the Minister's [Guide to Edge Planning](#) recommendations for the development of any land use policies along the edge of planned or developing Industrial/Agricultural areas.

Recommendation 20: *That the Province work with municipalities and industry partners to understand, forecast, plan for, and mitigate the impact of the land demands for truck traffic and truck parking related to good movement and drayage.*

The Commission recognizes that truck parking and storage is key to a functioning industrial economy, however, it is also a frequent issue of non-compliance in the ALR. The Commission would like to reiterate that truck parking and vehicle storage is not a permitted use in the ALR, and that it is unlikely this use would be permitted through the ALC application process.

Recommendation 27: *That Metro Vancouver, in collaboration with member jurisdictions, conduct a regional employment survey on a bi-annual basis.*

The Commission supports this recommendation and further suggests that the scope of the survey query rates of agricultural employment, along with age and gender demographic information. This information could be useful to and inform agricultural policy development.

Recommendation 34: *That the federal government, in implementing the Port's Modernization Review, take a broader provincial perspective for ports in British Columbia, in part to alleviate land pressure in the Lower Mainland.*

The Commission supports this recommendation. Agricultural land in the region is experiencing increasing Port development pressure, and as such, this recommendation would serve to alleviate Port development pressure on the ALR, as well.

If you have any questions about the above comments, please contact the undersigned at 236-468-2026 or by e-mail (shannon.lambie@gov.bc.ca).

Yours truly,




PROVINCIAL AGRICULTURAL LAND COMMISSION

A handwritten signature in blue ink, consisting of a series of loops and a trailing line.

Jennifer Dyson, Chair

cc: Ministry of Agriculture – Travis Shaw



 Department Manager	 Director	 CAO
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The Corporation of **THE CITY OF NORTH VANCOUVER**
PLANNING & DEVELOPMENT DEPARTMENT

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Renée de St. Croix, Manager, Long Range and Community Planning

Subject: METRO VANCOUVER REGIONAL INDUSTRIAL LANDS STRATEGY

Date: November 25, 2020 File No: 13-6440-01-0001/2020

The following is a suggested recommendation only. Refer to Council Minutes for adopted resolution.

RECOMMENDATION

PURSUANT to the report of the Manager, Long Range and Community Planning, dated November 25, 2020, entitled "Metro Vancouver Regional Industrial Lands Strategy Endorsement":

THAT the City of North Vancouver endorse the *Metro Vancouver Regional Industrial Lands Strategy* and direct staff to consider and recommend opportunities to implement the *Strategy's* actions, as appropriate.

ATTACHMENTS

1. Metro Vancouver Regional Industrial Lands Strategy (CityDocs [#1996027](#))
2. Metro Vancouver Regional Industrial Lands Strategy – Executive Summary (CityDocs [#1996026](#))
3. Summary of Regional Industrial Lands Strategy Recommendations and their Application to the City of North Vancouver – Appendix A (CityDocs [#1995803](#))
4. Metro 2040 Industrial and Mixed Employment Policy Review Recommendations (CityDocs [#1996108](#))

PURPOSE

The purpose of this report is to provide an update and overview of the *Metro Vancouver Regional Industrial Lands Strategy*, outline its relationship to the City of North Vancouver, describe how it relates to the *Metro Vancouver Regional Growth Strategy* Update work on the *Industrial and Mixed Employment Lands Policy Review*, and recommend that Council endorse the *Regional Industrial Lands Strategy*.

BACKGROUND

The *Regional Industrial Lands Strategy (RILS)* was created to address challenges in the Metro Vancouver Region related to industrial lands.

On July 3, 2020 the Board of Directors of the Metro Vancouver Regional District approved the *Metro Vancouver Regional Industrial Lands Strategy* (see Attachment #1). At the time of approval, the Board adopted a resolution that the *Strategy* be forwarded to member jurisdictions and to request the endorsement and implementation of the actions attributed to each specific organization.

DISCUSSION

The following sections provide:

- An overview of the *Regional Industrial Lands Strategy (RILS)*;
- The relationship of the *RILS* to the City of North Vancouver; and,
- The relationship of the *RILS* to the *Metro Vancouver Regional Growth Strategy Update*

Overview of the Regional Industrial Lands Strategy

The intent of the *Regional Industrial Lands Strategy (RILS)* is to “ensure sufficient industrial lands to meet the needs of a growing and evolving regional economy to the year 2050.”

Defining Industrial Lands

The definition of ‘Industrial’ for the purposes of the *RILS* includes light and heavy industrial production, distribution, repair, construction materials and equipment, infrastructure, outdoor storage, and wholesale. In addition to the more traditional industrial uses, the *RILS* recognizes other uses that may be compatible with industrial uses (based on a criteria), which include other employment, non-industrial, or context specific uses.

Challenges for Industrial Lands

The main challenges that Metro Vancouver’s industrial lands face include:

- Constrained land supply
- Pressure on industrial lands
- Site and adjacency issues
- Complex jurisdictional environment

Vision

Ensure sufficient industrial lands to meet the needs of a growing and evolving regional economy to the year 2050.

Big Moves and Actions

The big moves are to:

1. Protect remaining industrial lands
2. Intensify and optimize industrial lands
3. Bring the existing land supply to market and address site issues
4. Ensure a coordinated approach

The *RILS* includes 34 actions under these big moves - ten of which have been identified as 'Priority Actions' for early implementation. The 'Priority Actions' are formed, in part, by packaging together related actions from the list of 34 actions.

Metro Vancouver staff intend to continue to work on the recommendations within the *RILS* and look forward to collaborating with the various organizations and partners. In addition, Metro Vancouver staff have been directed to continue to explore the feasibility of an industrial land reserve, and other potential policy measures and initiatives, and report back on the findings.

Relationship of the *RILS* to the City of North Vancouver

"Industrial lands are crucial to supporting a prosperous, sustainable regional economy, and to providing space to accommodate the industrial services needed in our growing region."

The City of North Vancouver has a land area of 11.85km². Of that, approximately 7% is designated Industrial (excludes water lots) and 4% is designated Mixed Employment.

Table 1. City of North Vancouver Land Area

	Total Area in City of North Vancouver	Total Area in CNV Owned by the Vancouver Fraser Port Authority
Designated Industrial Use	1.19km ²	0.81km ²
Land	0.84km ²	0.63km ²
Water Lots	0.35km ²	0.18km ²
Designated Mixed Employment Use	0.43km ²	0 km ²

The Metro Vancouver Region has 113.31km² of designated industrial lands. The North Shore is home to approximately 4% of those lands, with less than 1% located within the City of North Vancouver.

The Metro Vancouver Region has 33.7km² of designated mixed employment lands. The City of North Vancouver is home to approximately 1.3% of those lands.

The *Regional Industrial Lands Strategy (RILS)* is largely focused on the more suburban / larger scale industrial lands that are primarily south of the Fraser. However, there are a number of the actions / recommendations that are pertinent to the City:

For the full summary of thirty-four Actions and their application to the City, see Attachment 3.

Table 2. Summary of Regional Industrial Lands Strategy Actions and their Application to the City

Recommendations (Actions)	Application to CNV
1. Undertake a Regional Land Use Assessment	CNV would participate as required
2. Strengthen Regional Policy (RGS)	<p>Given CNV's dense, mixed-use environment, this could have ramifications in the future should there be a desire to transition from industrial and employment designations to other designations.</p> <p>Providing there is flexibility within the RGS policies related to proximity with Frequent Transit Networks and the ability to meet other RGS objectives, these changes should be manageable.</p>
3. Define 'Industrial' Use and Create Guidelines for Primary and Secondary Uses	As part of the Regional Context Statement update, CNV would commit to review and potentially update the Zoning Bylaw using the guidelines as a resource to amend the permitted uses in the local industrial and employment lands zones.
4. Define Trade-Oriented Lands and Develop an Overlay	<p>CNV would participate as required.</p> <p>CNV would seek to ensure that the overlay does not eliminate the opportunity to intensify adjacent lands, where appropriate. In addition, the overlay should not negatively impact the desired street character designations near or within the overlay, particularly as it relates to trucking routes.</p>
5. Consider Trade-Oriented Zoning	CNV would be judicious in applying any new zoning so as not to limit flexibility and future use that this zoning could place on these lands.
7. Facilitate Intensification / Densification	CNV would review the Zoning Bylaw and other policies to determine if any opportunities to make such adjustments exist and prepare policy options for consideration.
13. Manage Land Use Conflicts through Buffering Policies and Guidelines	<p>CNV would participate as required.</p> <p>CNV would seek to ensure flexibility in the guidelines' application so that lands adjacent to light industrial and employment lands are able to reasonably redevelop.</p>
17. Ensure Transportation Connectivity – Regional Truck Route Network	<p>CNV will continue to monitor and bring forward changes as required.</p> <ul style="list-style-type: none"> • This could impact CNV's most important commercial high streets (i.e. Lonsdale Avenue, East and West Esplanade). • CNV needs to form part of the conversation concerning the route planning for commercial and heavy vehicles. • CNV and regional bodies need to explore all options to develop appropriate solutions to protect our residents and create vibrant, liveable, and healthy urban environments, while still accommodating the required heavy vehicles.
24. Reduce Environmental Impacts	CNV continues to work on this through its policy efforts including the upcoming Mobility Strategy, Environment Strategy, Economic Investment Strategy, and more.

It is important to note that the City of North Vancouver continues to be a leader in maintaining and directing regional goods movement through our community. However, given that many of our goods movement corridors are routes for other transportation users, such as cyclists, pedestrians, and transit, staff will be seeking to establish policy guidance and actions to better manage the movement of goods and services on City streets. This will enable the continued support of a prosperous regional gateway and local economy while maximizing neighbourhood livability and safety for all road users. TransLink, Metro Vancouver, and key stakeholders will be engaged to provide key input into this process through 2021. The City will also continue to work with the Gateway Transportation Collaboration Forum to implement priority trade corridor infrastructure and collaborate with neighbouring municipalities through NXSTPP to ensure that trade and goods movement infrastructure is appropriately integrated within our local context.

The City recognizes the importance of sustaining and growing employment across all sectors, including the industrial sector, and that coupled with the delivery of diverse housing types and amenities, the City will be able to reduce commutes while enhancing economic prosperity.

In addition, the City is undertaking an Economic Investment Strategy, which will also review and incorporate key components of the *RILS* and *RGS* related to mixed employment and industrial lands to support our economy into the future.

Overall, the City of North Vancouver is supportive of the *Regional Industrial Land Strategy* and staff will participate in its ongoing implementation.

Relationship of the RILS to the Metro Vancouver Regional Growth Strategy Update

The *Industrial and Mixed Employment Policy Review*, which is a component of the *Metro Vancouver Regional Growth Strategy (RGS)* update, began in early 2020 with the intent to explore: what's working, what's not working, and what's missing. In 2021, Metro Vancouver Staff will be creating new and refined policy language for this component as a part of Phase 2 of the *RGS* update.

At the Metro Vancouver Regional District Board meeting of October 30, 2020, the Board received for information the *Metro 2040 Industrial and Mixed Employment Policy Review Recommendations* report (see Attachment #4) outlining the directions that will guide the new and refined policies for this component of the *RGS* update.

The directions outlined in the report were shaped using the approved *Regional Industrial Lands Strategy (RILS)*. The *RILS* contains specific recommendations for updating the Industrial and Mixed Employment policies in the *RGS*. The intent for this work is to use the *RILS* to inform and improve the policies in the *RGS*.

The key issues for the City to consider as the *RGS* update progresses include:

- Direction #2a – The proposed minor amendment to the voting threshold could have ramifications in the future should there be a desire to transition from

industrial and employment designations to other designations. The City would seek to ensure flexibility for lands in proximity to Frequent Transit Networks or for lands that could achieve other *RGS* objectives.

- Direction #2b – The City would seek to ensure that the regional overlay for trade-oriented land does not eliminate the opportunity to intensify adjacent lands, where appropriate. In addition, the overlay should allow flexibility in the role and function of local streets and/or corridor types near or within the overlay to accommodate diverse needs.
- Direction #3 – Consideration should be given to allowing non-industrial uses (i.e. commercial and residential) in association with employment based uses (not industrial). This would have an impact on the Capilano Mall area and the Lower Lonsdale Area (E Esplanade), particularly as it relates to future transit investments in those areas.

Please note that these issues are similar to the comments noted in Table 2 above because this work is the implementation of those *RILS* actions that recommended changes to the *RGS*.

Staff will continue to monitor and participate in the *RGS* update and review the new and refined policies as these items come forward from Metro Vancouver. Staff will also continue to provide updates to Council at key milestones.

SUSTAINABILITY COMMENTS

A key component of both the *Regional Industrial Land Strategy* and of the *Metro Vancouver Regional Growth Strategy* update, as noted above, is to improve on climate action and other environmental considerations:

- *RILS* – Recommendation #24 states: Regional organizations and stakeholders continue to investigate and implement options designed to reduce the environmental impacts related to the transportation of goods and people in the region, through their respective plans and policies.
- *RGS* Update – Direction #6: Improve Climate Action.

In addition, the climate impacts relating to industrial and mixed employment lands will be considered in the City's upcoming Environment Strategy, Mobility Strategy, and Economic Investment Strategy.

FINANCIAL IMPLICATIONS

There are no direct financial implications to the City, however there would be a moderate amount of staff time required to participate in the *RILS* implementation and *RGS* update, which is part of existing work plans.

INTER-DEPARTMENTAL IMPLICATIONS

This report has been prepared with input from the Community and Partner Engagement department. Planning staff will continue to work with CPE staff in undertaking future actions related to mixed employment and industrial lands.

STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

This work supports the following *Official Community Plan* objectives:

- 7.2.6 Maintain the City's industrial land base and enhance the contribution of the Port to the local economy by supporting improved rail access, goods movement and attainable housing for workers in addition to identifying potential opportunities for local businesses to supply more goods and services to the Port operators;
- 7.2.7 Maintain the City's mixed employment areas which provide light industrial and service commercial uses in the City;
- 7.2.9 Provide a high level of public services and infrastructure for commercial and industrial lands; and,
- 7.2.12 Ensure that permitted uses on designated industrial lands are most appropriate for an industrial location (as opposed to being better suited to a commercial location), allow for intensification of industrial lands and prohibit residential as a principal use.

In addition, this work supports the *2018-2022 Council Strategic Plan* priority of "A Prosperous City supports a diverse economy by creating an environment where new and existing businesses can grow and thrive."

RESPECTFULLY SUBMITTED:



Renée de St. Croix
Manager, Long Range and Community Planning

Summary of Regional Industrial Lands Strategy Recommendations and their Application to the City of North Vancouver

Recommendations (Actions)	Intent	Application to CNV
1. Undertake a Regional Land Use Assessment	Identify, based on a defined set of criteria and cross-jurisdictional considerations, opportunities for more optimized locations and uses of land in order to support regional and local policy objectives and to inform policy changes.	CNV would participate as required
2. Strengthen Regional Policy (RGS)	<ul style="list-style-type: none"> • Increase the voting threshold required for a minor amendments; • Explore 'no net loss of land' as part of the amendment; • Clarify the definitions and permitted uses on the Industrial and Mixed Employment regional land use designations; and, • Explore permission of mixed-use on Mixed Employment lands immediately proximate to Rail Rapid Transit Stations as long as existing industrial space is maintained or expanded and other RGS objectives are met. 	<p>Given CNV's dense, mixed-use environment, this could have ramifications in the future should there be a desire to transition from industrial and employment designations to other designations.</p> <p>Providing there is flexibility within the RGS policies related to proximity with Frequent Transit Networks and the ability to meet other RGS objectives, these changes should be manageable.</p>
3. Define 'Industrial' Use and Create Guidelines for Primary and secondary uses	<ul style="list-style-type: none"> • Create a consistent definition of 'industrial' uses • Create guidelines for which primary and secondary (or ancillary) land uses should be permitted in Industrial and Mixed Employment designated areas 	As part of the Regional Context Statement update, CNV would commit to review and potentially update the Zoning Bylaw using the guidelines as a resource to amend the permitted uses in the local industrial and employment lands zones.
4. Define Trade-Oriented Lands and Develop an Overlay	<ul style="list-style-type: none"> • Create a clear definition of Trade-Oriented Lands. • Develop a Trade-oriented land use Overlay in the RGS. 	<p>CNV would participate as required.</p> <p>CNV would seek to ensure that the overlay does not eliminate the opportunity to intensify adjacent lands, where appropriate. In addition, the overlay should not negatively impact the desired street character designations near or within the overlay, particularly as it relates to trucking routes.</p>
5. Consider Trade-Oriented Zoning	Consider zoning that would limit or restrict non-industrial uses and the fragmentation of parcels with an aim to protect these lands for trade-oriented activity.	CNV would be judicious in applying any new zoning so as not to limit flexibility and future use that this zoning could place on these lands.

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6. Define Permitted Tenures	The province grant Municipalities the ability to define permitted forms of tenure.	CNV would participate as required.
7. Facilitate Intensification / Densification	Municipalities to facilitate intensification / densification through: <ul style="list-style-type: none"> removing restrictions to density or height limits, where appropriate; planning space to accommodate new, smaller industrial uses; allowing mixing of industrial with other employment; and exploring opportunities to encourage intensification in target areas via incentives. 	CNV would review the Zoning Bylaw and other policies to determine if any opportunities to make such adjustments exist and prepare policy options for consideration.
8. Undertake Metro Vancouver Financial Study	Metro Vancouver to conduct a study of the financial factors and other issues that prevent the development of multi-storey industrial spaces.	CNV would participate as required.
9. Review Taxation Approach	The Province review the current approach to property tax assessment and tax rates.	CNV would support this review.
10. Clarity on Agri-Industrial Uses in the ALR	Define under what conditions, if any, large-scale organic waste processing facilities are permitted in the ALR.	N/A
11. Clarity on Agri-Industrial Uses in the ALR	Ministry of Agriculture produce guidelines or amend legislation to: <ul style="list-style-type: none"> define the metrics used to measure the 50/50 rule; and, clarify the permitted value-added infrastructure and define a cap on building infrastructure footprint. 	NA
12. Undertake Regional Flood Management Strategy	The Fraser Basin Council recognize industrial lands and their economic contributions to the broader region when identifying and prioritizing measures to adapt to rising sea levels & flood events.	CNV would participate as required
13. Manage Land Use Conflicts through Buffering Policies and Guidelines	<ul style="list-style-type: none"> Develop guidelines for land use policies along the edge of planned or developing Industrial areas. The guidelines would serve as reference on how to mitigate the potential for conflict with other sensitive uses. 	<p>CNV would participate as required.</p> <p>CNV would seek to ensure flexibility in the guidelines' application so that lands adjacent to light industrial and employment lands are able to reasonably redevelop.</p>

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14. Enable Warning of Anticipated Nuisance Effects on the Title	The Province enable municipalities the discretion to place a warning of anticipated nuisance effects on the title of the lands with sensitive uses that are being developed within defined proximity of an established or planned industrial use or goods movement corridor.	CNV would support this
15. Adopt Railway Proximity Guidelines	Municipalities consider adopting the Railway Association of Canada and FCM Guidelines for New Development in Proximity to Railway Operations when considering development permissions and changes of use in proximity to active railway corridors and other major goods movement corridors.	CNV typically considers proximity issues through its development process CNV will review the guidelines to consider their adoption
16. Develop Local Bring-to-Market Strategies	Municipalities with vacant or under-developed industrial lands prepare a bring-to-market strategy.	N/A
17. Ensure Transportation Connectivity – Regional Truck Route Network	TransLink, Metro Vancouver, the Port of Vancouver, the Vancouver Airport Authority and municipalities continue to work together to proactively designate, manage, and regularly update the Regional Truck Route Network in line with the recommendations of the Regional Goods Movement Strategy.	CNV will continue to monitor and bring forward changes as required. <ul style="list-style-type: none"> • This could impact CNV's most important commercial high streets (i.e. Lonsdale Avenue, East and West Esplanade). • CNV needs to form part of the conversation concerning the route planning for commercial and heavy vehicles. • CNV and regional bodies need to explore all options to develop appropriate solutions to protect our residents and create vibrant, liveable, and healthy urban environments, while still accommodating the required heavy vehicles.
18. Ensure Transportation Connectivity – Transit Linages	TransLink, as part of the update to the Regional Transportation Strategy and implementation through Investment Plans, continue to identify viable new opportunities to create and improve transit linkages between the region's industrial areas and local workers.	CNV would participate as required CNV will review this as a part of the Mobility Strategy
19. Support the Optimization and Safety of Goods Movement	Port of Vancouver, Metro Vancouver, TransLink, Vancouver Airport Authority, and rail line operators, work together to identify policies & actions that support the optimization and safety of goods movement to and from industrial lands.	CNV would participate as required

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20. Understand Land Demands for Truck Traffic and Truck Parking	The Province work with municipalities and industry partners to understand, forecast, plan for, and mitigate the impacts of the land demands for truck traffic and truck parking.	CNV would participate as required
21. Optimize Port-Related Land Uses	Port of Vancouver continue to work with Metro Vancouver and TransLink to optimize port-related land uses and container drayage.	CNV would participate as required
22. Greater Vancouver Gateway Council	Greater Vancouver Gateway Council continue its efforts to attract grants and other funding, and leverage their success towards improved infrastructure linkages and capital investments that support regional and local policy goals.	CNV would participate as required
23. Greater Vancouver Urban Freight Council	Greater Vancouver Urban Freight Council continue its efforts to coordinate the implementation of the Regional Goods Movement Strategy between its member organizations.	CNV would participate as required
24. Reduce Environmental Impacts	Regional organizations and stakeholders continue to investigate and implement options designed to reduce the environmental impacts related to the transportation of goods and people in the region, through their respective plans and policies.	CNV continues to work on this through its policy efforts including the upcoming Mobility Strategy, Environment Strategy, Economic Investment Strategy, and more.
25. Improve Data and Monitoring	Metro Vancouver produce an annual report that summarizes changes to the Industrial Lands Inventory, while continuing to publish a comprehensive Regional Industrial Land Inventory every five years.	CNV would participate as required
26. Provide a Summary Report of Local Development Activity	Municipalities provide a summary report of local development activity on lands in the Metro Vancouver Industrial Lands Inventory as part of their regional Development Cost Charge reporting, once per year.	CNV would produce this report on an annual basis
27. Conduct an Employment Survey	Metro Vancouver, in collaboration with member jurisdictions, conduct a regional employment survey on a bi-annual basis.	CNV would participate as required
28. Expand Data Sharing Partnerships	Major regional industrial land users and organizations consider expanding data sharing partnerships for the purpose of improving economic development and infrastructure investment, guiding land	CNV would participate as required

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	use and goods movement planning, and informing the development of associated policies.	
29. Regional Economic Coordination	Metro Vancouver, in consultation with member jurisdictions, First Nations and relevant stakeholder organizations, document and promote the region's value proposition from an industrial economy perspective.	CNV would participate as required
30. Enhance Regional Collaboration	Metro Vancouver seek to enhance collaboration across the region to encourage economic growth and diversity, including on industrial lands.	CNV would participate as required
31. Bring-to-Market Strategies Support	Metro Vancouver assist member jurisdictions seeking to develop and update their own local bring-to-market strategies by providing data and research support in line with its mandate.	N/A
32. Coordinate with Neighbouring Regions	The Province develop a framework for economic and land use planning coordination between neighbouring regions in the broader southwestern BC economic region to support industrial land use and protection.	CNV would participate as required
33. Memorandum of Understanding with the FVRD	Metro Vancouver Regional District and the Fraser Valley Regional District develop and sign a memorandum of understanding that outlines their shared priorities regarding and commitment to the effective and efficient management, protection, and development of industrial lands within the Lower Mainland.	CNV would participate as required
34. Port's Modernization Review	The Federal government, in implementing the Port's Modernization Review, take a broader provincial perspective for ports in British Columbia, in part to alleviate land pressure in the Lower Mainland.	N/A

November 26, 2020

File: 01-0480-20-03

Via email: Chris.Plagnol@metrovancover.org

Chris Plagnol
Director/Corporate Officer, Board and Information Services
Metro Vancouver
4730 Kingsway
Burnaby, BC V5H 0C6

Dear Mr. Plagnol:

Re: Metro Vancouver Regional Industrial Lands Strategy

At the Regular Council meeting held on November 24, 2020, Council considered the attached report dated November 6, 2020 from the Community Development Department – Policy Planning Division Regarding Metro Vancouver Regional Industrial Lands Strategy passed the following resolution:

RC20/443

THAT the Regional Industrial Lands Strategy be endorsed and staff be directed to consider opportunities to implement the Strategy's actions as appropriate as recommended in the report dated November 6, 2020 from the Community Development Department – Policy Planning Division Regarding Metro Vancouver Regional Industrial Lands Strategy.

Sincerely,



Tracey Takahashi
Deputy Corporate Officer

Encl.



City of Port Moody

Report/Recommendation to Council

Date: November 6, 2020
 Submitted by: Community Development Department – Policy Planning Division
 Subject: Metro Vancouver Regional Industrial Lands Strategy

Purpose

To bring forward a request from Metro Vancouver Regional District Board for endorsement of the Regional Industrial Lands Strategy and implementation of relevant actions.

Recommended Resolution

THAT the Regional Industrial Lands Strategy be endorsed and staff be directed to consider opportunities to implement the Strategy's actions as appropriate as recommended in the report dated November 6, 2020 from the Community Development Department – Policy Planning Division Regarding Metro Vancouver Regional Industrial Lands Strategy.

Background

On July 3, 2020, the finalized Regional Industrial Lands Strategy (RILS) was approved by the Metro Vancouver Regional District (MVRD) Board and forwarded to member jurisdictions requesting endorsement and implementation of actions attributed to each organization's specific mandate and jurisdiction (**Attachment 1**). The RILS identifies 35 recommendations to respond to the four principal challenges facing the region's industrial lands, with ten priority actions for early implementation (**Attachment 2**).

Industrial Land Uses

Metro Vancouver's industrial lands are used mainly for transportation/warehousing, wholesale trade, retail trade, manufacturing, and professional/technical services. Many of the activities on the region's industrial lands provide for the local day-to-day needs of the region's population, providing locations for services like regional utilities, vehicle repair, hotel laundry services, catering companies, couriers, breweries, small scale manufacturing, and craft/artisan design space. In our port-based region, a significant amount of land is also needed for container storage, warehousing, freight forwarding, and other distribution functions that keep the region connected to Canada and the rest of the world.

Issues and Challenges

Due to a constrained land base and strong demand for all types of land uses, the regional supply of industrial land is under significant pressure for conversion to residential, retail, and commercial uses, all of which currently command higher land values. Demand for industrial land is also increasing, and under current levels of densification, the shortage of industrial lands in the region is expected to worsen over the next ten to 15 years.

The shortage of industrial lands and associated increasing land costs could slow job growth, discourage businesses from locating or expanding in the region, result in some firms leaving the region, and potentially result in some industries advocating for the industrial utilization of non-industrial lands. Conversely, negative regional impacts associated with some types of industrial activity, such as noise, odour, and transportation congestion, may be alleviated by slower industrial growth in the Metro Vancouver region and/or by encouraging some industrial growth to focus in areas outside of the Metro Vancouver region.

Regional Industrial Lands Strategy

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. Industrial lands are crucial to supporting a prosperous, sustainable regional economy and to providing space to accommodate the industrial services needed in our growing region. In 2011, about 23% (275,000) of the region's jobs were accommodated on industrial lands.

The Strategy attempts to balance the diverse opinion of stakeholders as identified during the engagement process while striving to achieve its vision which is to ensure sufficient industrial lands to meet the needs of a growing and evolving regional economy to the year 2050.

The Strategy is organized into the following four 'Big Moves':

1. Protect Remaining Industrial Lands
2. Intensify and Optimize Industrial Lands
3. Bring the Existing Land Supply to Market & Address Site Issues
4. Ensure a Coordinated Approach

A detailed description of the four big moves in the RLIS is included at **Attachment 3**. The RLIS' ten priority actions for early implementation are located in **Attachment 4**.

Discussion

Industrial Uses in Port Moody

Port Moody's industrial lands are zoned either: (1) Light Industrial (M1) which permits uses including Animal Daycare, Commercial Athletic and Recreation, Laboratory, Light Industrial, Recycling Return Centre, Trade School, and Veterinary Clinic. Secondary permitted uses include Artist Studio – Type B, Office, Retail, Unenclosed Storage, and Accessory Food Service; and (2) General Industrial (M2) which provides for land that, because of the need for large parcel size or proximity to the waterfront, rail, or other transportation routes, is best suited for the accommodation of general Industrial activities.

In Port Moody, there are 108 parcels (12.4 hectares) zoned M1 and 49 parcels (436 hectares) zoned M2 (excluding Suter Brook). A map showing lands designated as Industrial Business and General Industrial in the OCP is included in **Attachment 5**. A map showing areas zoned M1 and M2 is included in **Attachment 6**.

Staff recommend endorsement of the RILS. There will be a number of opportunities to consider implementation of the Strategy's actions through the OCP update underway, as well as through other local economic development studies and initiatives, where appropriate. At a regional level, it is expected that the recommendations of the RILS will also be considered and advanced through the update of the regional growth strategy Metro 2050 underway, as well as by other means.

In general terms, Port Moody has a limited amount of light industrial space with much of it in areas with OCP direction for mixed-use communities. Many of the heavy industrial areas are also in close proximity to transit access and/or residential development. Considering construction costs and competing demands in metropolitan environments, new industrial buildings will likely house emerging urban industrial uses such as prototyping, small scale manufacturing, and quasi office enterprises in smaller unit sizes. Industrial mixed use may be feasible with residential due to lower impact operations, though the industrial designation creates added complexities to comply with building code standards. Older industrial buildings will continue to provide many important local-serving functions such as machinery, auto servicing, warehousing, and food manufacturing, although these areas are under threat like many industrial districts in the region.

Other Option

THAT the following comments be provided to the Metro Vancouver Regional Board...

Financial Implications

There are no financial implications associated with endorsement of this report.

Communications and Civic Engagement Initiatives

There are no communications or engagement initiatives associated with endorsement of this report.

Council Strategic Plan Objectives

The recommendation in this report aligns with the Council 2019-2022 Strategic Plan Objectives through the following:

- Economic Prosperity:
 - Attract well-paid jobs and new businesses in key sectors.
- Community Evolution
 - Ensure future community growth is carefully considered and strategically managed consistent with the targets approved in our Official Community Plan.

Attachments

1. Letter from the Metro Vancouver Regional District Board Chair dated July 30, 2020.
2. Regional Industrial Lands Strategy Report -
http://www.metrovancouver.org/services/regional-planning/PlanningPublications/Regional_Industrial_Lands_Strategy_Report.pdf
3. Implementation of Regional Industrial Lands Strategy
4. Regional Industrial Lands Strategy - 10 Priority Actions for Implementation
5. Map showing lands designated as Industrial Business and General Industrial in the OCP.
6. Map showing areas zoned M1 and M2.

Report Author

Jess Daniels
Policy Planner

Report Approval Details

Document Title:	Metro Vancouver Regional Industrial Lands Strategy.docx
Attachments:	<ul style="list-style-type: none"> - Attachment 1 - Letter from Metro Vancouver regarding Regional Industrial Land Strategy.pdf - Attachment 2 - Regional Industrial Lands Strategy Report.pdf - Attachment 3 - Implementation of the Regional Industrial Lands Strategy.pdf - Attachment 4 - Regional Industrial Lands Strategy 10 Priority Actions.pdf - Attachment 5 - Industrial Designation OCP Map.pdf - Attachment 6 - Industrial Zoning Map.pdf
Final Approval Date:	Nov 16, 2020

This report and all of its attachments were approved and signed as outlined below:

Mary De Paoli, Manager of Policy Planning - Nov 12, 2020 - 12:38 PM

Kate Zanon, General Manager of Community Development - Nov 12, 2020 - 1:01 PM

Dorothy Shermer, Corporate Officer - Nov 12, 2020 - 8:35 PM

Rosemary Lodge, Manager of Communications and Engagement - Nov 13, 2020 - 1:06 PM

Paul Rockwood, General Manager of Finance and Technology - Nov 15, 2020 - 3:51 PM

Tim Savoie, City Manager - Nov 16, 2020 - 12:05 PM

Office of the Chair
 Tel. 604 432-6215 Fax 604 451-6614

July 30, 2020

File: CR-12-01
 Ref: RD 2020 Jul 3

Mayor Rob Vagramov and Council
 City of Port Moody
 PO Box 36 - 100 Newport Drive
 Port Moody, BC V3H 5C3

Dear Mayor Vagramov and Council:

Approved Metro Vancouver Regional Industrial Lands Strategy

In response to the challenges facing industrial lands and the interests of stakeholders in the region, Metro Vancouver, with the support of the Industrial Lands Strategy Task Force, prepared the *Regional Industrial Lands Strategy*. Over the past two years, this work has been informed by significant research and engagement.

At its July 3, 2020 regular meeting, the Board of Directors of the Metro Vancouver Regional District (Metro Vancouver) adopted the following resolutions:

That the MVRD Board:

- a) *approve the Metro Vancouver Regional Industrial Lands Strategy as presented in the report dated May 22, 2020, titled "Metro Vancouver Regional Industrial Lands Strategy – Revised for Approval", and as revised by the Industrial Lands Strategy Task Force at its June 11, 2020 meeting;*
- b) *forward the Regional Industrial Lands Strategy to member jurisdictions and non-voting Industrial Lands Strategy Task Force member agencies requesting endorsement and implementation of actions attributed to each specific organization; and*
- c) *forward the Regional Industrial Lands Strategy to the Squamish-Lillooet Regional District, Fraser Valley Regional District, Vancouver Airport Authority, and Commercial Real Estate Development Association requesting endorsement, and seeking implementation collaboration opportunities.*

The *Regional Industrial Lands Strategy* seeks to ensure sufficient industrial lands to meet the needs of a growing and evolving regional economy to the year 2050. This vision speaks to both the timeframe for the Strategy and acknowledges the changing nature of work within and beyond our region. The approved Strategy identifies 34 recommendations with 10 priority actions for early implementation (enclosed). Taken together, these actions will help ensure that Metro Vancouver's industrial lands

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continue to provide attractive and viable locations for industrial businesses to locate, grow, and prosper.

As stated in the Strategy, “successfully achieving the vision of the *Regional Industrial Lands Strategy* will require a collaborative approach and sustained effort on the part of various governing bodies and stakeholders with overlapping, yet distinct areas of business and jurisdictions in the region.” No single interest can achieve the strategy’s vision alone. As a result, the Metro Vancouver Board requests that your organization endorse the *Regional Industrial Lands Strategy*, and work collaboratively to implement the actions attributed to your specific mandate and jurisdiction. Metro Vancouver will monitor endorsements and implementation, and the Strategy will be periodically reviewed for effectiveness.

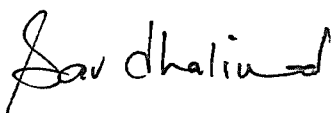
As a separate motion, at its July 3, 2020, regular meeting the Metro Vancouver Board of Directors also adopted the following resolution:

That staff be directed to continue to explore the feasibility of an Industrial Land Reserve, and other potential policy measures and initiatives, and report back the findings to a future Board meeting.

Further work on the above resolution and the recommendations of the Strategy is forthcoming. Staff look forward to collaborating and would be pleased to meet with you and your organization as we move forward in supporting industrial opportunities within our region. More information about the *Regional Industrial Lands Strategy* and associated background materials can be found on the Metro Vancouver website: www.metrovancouver.org (search “Industrial Lands”).

If you have any questions, please contact Eric Aderneck, Senior Planner, Regional Planning and Housing Services, by phone at 604-436-6991 or by email at Eric.Aderneck@metrovancouver.org.

Yours sincerely,



Sav Dhaliwal
Chair, Metro Vancouver Board

SD/JWD/HM/ea

cc: Andre Boel, General Manager of Planning and Development, City of Port Moody

Encl: Plan dated June 2020, titled “Metro Vancouver Regional Industrial Lands Strategy” (Doc #39834697)

Attachment 3 - Implementation of the Regional Industrial Lands Strategy

Considering the “four big moves” in the RILS, the MVRD will seek the City's (and other member jurisdictions) collaboration and participation through the following actions:

1. Protect Remaining Industrial Lands:

- Work with member jurisdictions to establish a definition for trade-oriented lands;
- Conduct a targeted or region-wide assessment of land use to proactively identify the ‘best’ locations for different land uses based on a collaboratively developed set of criteria;
- Strengthen regional policy to confirm a consistent definition for Industrial, higher voting thresholds to amend the regional Industrial land use designation, and exploration of ‘no net loss’ as part of the amendment criteria;
- Develop a consistent definition of ‘industrial’ and guidelines for permitted uses. Member jurisdictions, through regional context statement updates, will review and update their zoning bylaws using the established guidelines to seek greater consistency in Local Government Zoning definitions and Permitted Uses.

2. Intensify and Optimize Industrial Lands:

- Municipalities will review and remove unnecessary restrictions to density or height limits where appropriate; plan space to accommodate new, smaller industrial uses when older, centrally located industrial areas densify; allow mixing of industrial with other employment uses so long as the industrial component is secured as a condition of redevelopment; and explore opportunities to encourage intensification / densification in target areas. Metro Vancouver will explore allowing mixed use with residential on Mixed Employment lands immediately proximate to Rail Rapid Transit Stations (distance to be determined, but suggest 200 metres) as long as existing industrial space is maintained or expanded and other Metro 2040 objectives are met (e.g. affordable, rental housing).

3. Bring the Existing Land Supply to Market & Address Site Issues:

- Municipalities with vacant or under-developed industrial lands will prepare a bring-to-market strategy for their industrial land that addresses strengths, weaknesses, opportunities and challenges, to encourage reinvestment and more intensive use, considers municipal assembly and consolidation of fragmented parcels;
- TransLink, Metro Vancouver, the Port, the Airport and municipalities will continue to work together to coordinate investments in the transportation network, implement the Regional Goods Movement Strategy, enhance the regional truck route network, support efficient container drayage and provide transit for industrial workers.

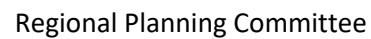
4. Ensure a Coordinated Approach

- Coordinate strategies for economic growth and investment to retain and support the expansion of local businesses;
- Support information sharing for Metro Vancouver to update the Industrial Lands Inventory;
- Develop a framework for coordinating economic and land use planning between neighbouring regions in the broader southwestern BC.

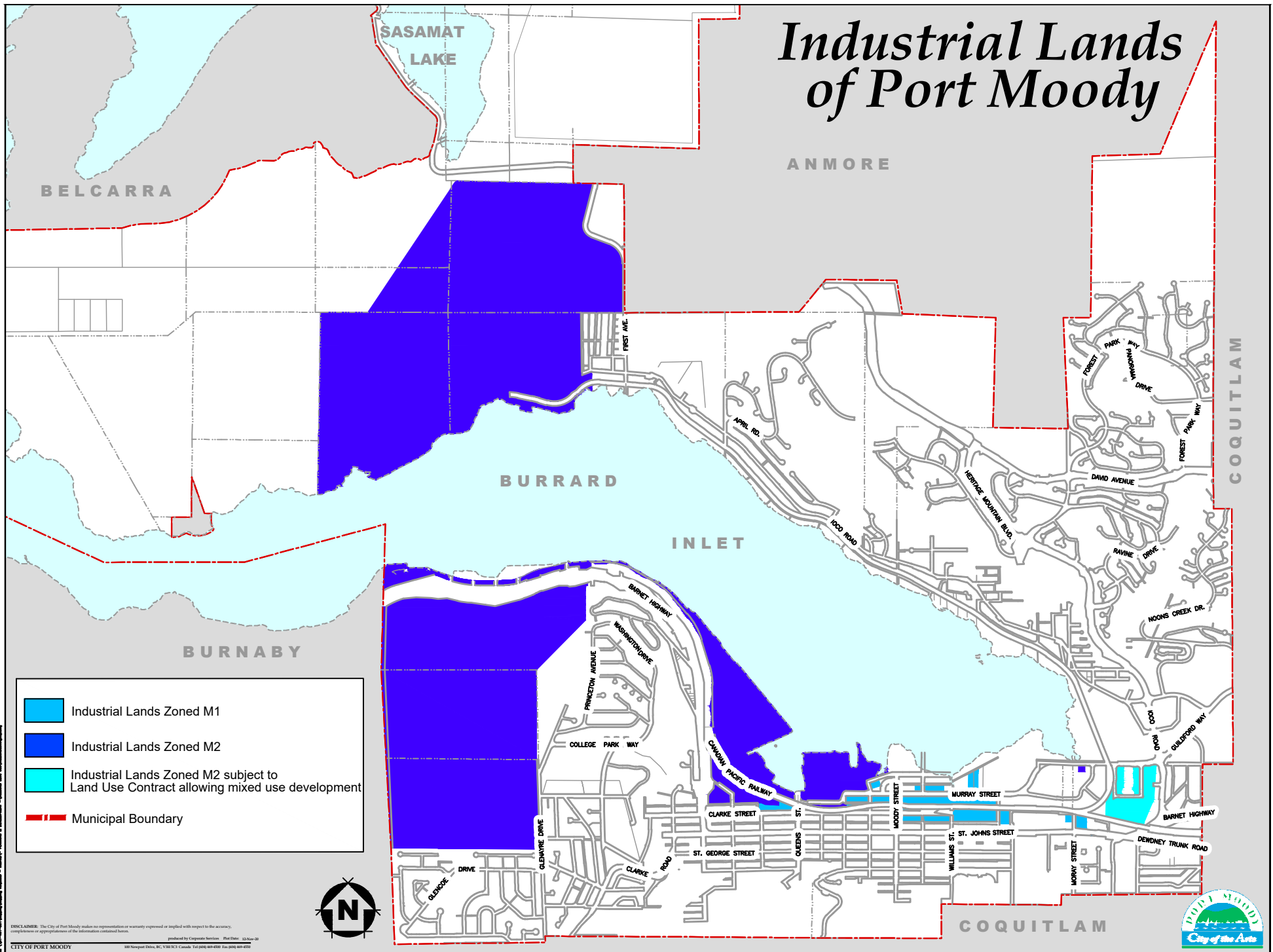
Attachment 4 - Regional Industrial Lands Strategy – 10 Priority Actions for Implementation

1. Define trade-oriented lands (2020) – large sites associated with the transportation of goods to and through the region, such as by rail and the port, which serve a national function and are crucial to the economy, warranting additional attention and possible protection for these strategic lands.
2. Undertake a regional land use assessment (2021) – proactively, in collaboration with member jurisdictions, identify the 'best' locations for different types of land uses based on a set of criteria.
3. Strengthen regional policy (2022) – explore implementation changes, such as higher voting thresholds to amend regional Industrial land use designations, as part of the update of the regional growth strategy.
4. Seek greater consistency in local government zoning definitions and permitted uses (2022) – stricter definition consistency of permitted industrial uses on industrial lands through municipal plans and bylaws, supported by guidelines and best practices.
5. Facilitate the intensification / densification of industrial forms where possible (2020) – multi level industrial buildings or other development forms, with either providing incentives or removing regulatory barriers like zoning height and density limits to encourage a more efficient use of the limited land supply.
6. Prepare bring-to-market strategies for vacant or under-developed industrial lands (2022) – proactively address issues preventing the development of vacant or under-utilized industrial lands, which may have unique site challenges, such as servicing limitations, soil qualities, and ownership assembly.
7. Ensure transportation connectivity (ongoing) – that serves industrial areas for both the movement of goods and workers, through coordinated investment in the transportation network, implementation of the regional goods movement strategy, enhanced regional truck route network, efficient container drayage, and transit for industrial workers.
8. Coordinate strategies for economic growth and investment (2022) – profile the importance of industrial lands for the economy, and link with municipal economic development objectives and the Metro Vancouver Regional Economic Prosperity Service, to attract investment to the region.
9. Improve data and monitoring (2020 + 2021) – update the Metro Vancouver Regional Industrial Lands Inventory to have a better understanding of the current land uses and supply, and conduct a survey of industrial businesses to better understand their employment needs.
10. Develop a framework for coordination (2021) – for cross-boundary economic and land use planning matters, work with the neighbouring regional district of Fraser Valley and Squamish-

Lillooet as well as the Province, to advance further linkages through coordinated infrastructure investments, land use planning, and economic development initiatives.



Industrial Lands of Port Moody



To: Regional Planning Committee

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

Date: January 7, 2021 Meeting Date: January 14, 2021

Subject: **Manager's Report**

RECOMMENDATION

That the Regional Planning Committee receive for information the report dated January 7, 2021, titled "Manager's Report".

VIRTUAL ATTENDANCE AT 2021 STANDING COMMITTEE EVENTS

Participation at external events provides important learning and networking opportunities. The following events that fall under the purview of the Regional Planning Committee were included in the 2021 Leadership and Engagement budget. Only virtual attendance will be considered given travel restrictions under the COVID-19 pandemic. Regional Planning Committee members are requested to submit their interest in virtually attending an event to the Committee Chair by January 24, 2021.

American Planning Association National Planning Conference 2021

Date: May 1 – 4, 2021

Place: Virtual attendance, if available (Boston, M.A)

Number of attendee(s): 2

The American Planning Association is a professional organization representing the field of urban planning. Its main function is to serve as a forum for the exchange of ideas between people interested in the field of urban planning. The association holds an annual conference. The 2021 program for the conference has a number of sessions related to topics relevant to regional planning.

Canadian Institute of Planners Conference 2021

Date: July 6 – 9, 2021

Place: Virtual attendance, if available (Halifax, NS)

Every year, CIP hosts a conference to bring together planners from across the country and from all areas of practice to address key issues and topics that impact the profession. CIP often partners with the local planning Provincial and Territorial Institutes and Association to ensure the conference showcases the best the region has to offer. Both CIP and the PTIA work with local and national volunteers to determine the conference program, social events, and to identify sponsorship opportunities.

Rail~volution 2021

Date: October 31 – November 2, 2021

Place: Virtual attendance, if available (Phoenix, A.Z.)

Number of attendee(s): 1

Each year, Rail~volution brings the conference to cities around North America that are making great strides with their public transportation systems and in building livable communities. The 2021 program has a number of workshops and mobile workshops that connect transit, livability and community building.

RESILIENT REGION STRATEGIC FRAMEWORK

At its meeting held July 31, 2020 the MVRD Board endorsed the development of a Resilient Region Strategic Framework aimed at providing a consistent approach to integrating resilience across the organization starting with long-range management plans under development. The framework will seek to adopt a broad view of resilience, encompassing economic prosperity and equity, as well as physical and environmental conditions.

The Metro Vancouver region faces many challenges, now and into the future. The secondary economic impacts of the COVID-19 pandemic have accelerated, aggravated, and exposed existing vulnerabilities in our regional economy. Many of Metro Vancouver's fastest growing industries pre-pandemic were lower-skilled, temporary worker-dominated service industries, such as retail trade, tourism, and hospitality. These industries were most impacted by the COVID-19 pandemic. In the first six months of 2020, Metro Vancouver was one of the hardest hit urban centres in Canada in terms of unemployment and economic output, as well as the hardest hit region in British Columbia. The contraction of our economy has disproportionately impacted youth, women, racialized workers, and recent immigrants, all of whom are more likely to be low-wage and part-time workers within these low-skill service sectors.

Metro Vancouver as an organization is also faced with the challenge of ensuring regional utility services are able to manage and respond to shocks and stresses and the urgent need to take action on climate change.

Given these challenges, the Resilient Region Strategic Framework will support Metro Vancouver in:

- enhancing our capacity to prepare for and recover from acute shocks and manage chronic stresses;
- ensuring our contribution to shared prosperity throughout the region; and,
- advancing our ability to integrate social equity considerations into our work across the region.

The framework is intended to cover the wide range of services that Metro Vancouver undertakes and will capture synergies between departments and support continuous improvement. Specific impacts to areas within the Regional Planning Committee's purview will likely include:

- explore broader integration of resilience concepts in the update to *Metro 2040*, the regional growth strategy and other relevant plans; and,
- evaluation of additional opportunities to improve resilience through increased use of Regional Planning data to enhance decision-making.

A Board Strategic Planning workshop will be held February 26 and 27, 2021 to receive the Board's direction on potential updates to the *2019-2022 Board Strategic Plan* in light of these critical issues.

POLICY REVIEW SUMMARIES - UPDATE TO *METRO 2040*: THE REGIONAL GROWTH STRATEGY

Metro Vancouver has been working on a review and update of *Metro Vancouver 2040: Shaping our Future (Metro 2040)*, the regional growth strategy since mid-2019. The regional growth strategy is the long-term plan of our regional federation, building on decades of shared regional planning objectives and principles.

An important first phase of this work is coming to a close with the completion of a series of themed policy reviews based on different topic areas in *Metro 2040*. The recommendations coming out of these reviews will be used to determine the extent to which the strategies and policy actions in *Metro 2040*, should be adjusted to better reflect the current practices, opportunities and challenges in this region and support our shared aspirations as a regional federation.

The Metro Vancouver Board has received and endorsed the policy recommendations from eight of the topic areas, and we are pleased to provide summaries of four of those policy reviews pertaining to:

- Urban Centres and Frequent Transit Development Areas
- Agriculture
- Industrial and Mixed Employment
- Environment

The summaries of the remaining policy review recommendations will be distributed as they are finalized. The summaries are meant to provide all regional growth strategy signatories (member jurisdiction councils) an update on the current process and the policy directions for each topic area in the regional growth strategy. Metro Vancouver looks forward to continuing strong collaboration with member jurisdictions on the update to the regional growth strategy and would be pleased to meet with staff and / or present to councils on any of the policy areas or recommendations.

More information about the development of *Metro 2050* and the associated background materials (Reference) can be found on the Metro Vancouver website: www.metrovancouver.org/metro2050.
<http://www.metrovancouver.org/services/regional-planning/metro-vancouver-2040/metro-2050/about/Pages/default.aspx>

PRESENTATION ON COVID TRENDS AND INFORMATION AND IMPLICATIONS FOR PLANNING

Staff are preparing a presentation, as requested by Regional Planning Committee, to share data that provides an understanding of current trends relating to CoVID-19 and the long range planning for our region. The presentation will be provided at the February 2021 Regional Planning Committee Meeting.

FROM PARIS TO PORTLAND: THE 15-MINUTE CITY GOES MAINSTREAM

Raising the bar on the 20-minute neighborhood model, cities around the world are embracing the appeal of the 15-minute city during the coronavirus pandemic.

- <https://www.planetizen.com/node/111269>
- <https://www.bloomberg.com/news/features/2020-11-12/paris-s-15-minute-city-could-be-coming-to-an-urban-area-near-you>

References:

About Metro 2050 - Policy Reviews

- [Policy Review Summary – Urban Centres and Frequent Transit Development Areas](#)
- [Policy Review Summary – Industrial and Mixed Employment](#)
- [Policy Review Summary – Agriculture](#)
- [Policy Review Summary – Environment](#)

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