# Metro Vancouver

## Industrial Intensification Analysis

**Russell Whitehead** Associate Vice President
**Christopher Kuno** Senior Planner
**Colliers Strategy & Consulting Group**

Accelerating success.

# Agenda

## 1 Study Overview

- Background
- RILS
- Objectives
- Definitions
- Measures
- Benefits

## 2 Summary of Considerations

- Common Formats
- Tenant Types
- Locational Factors
- Design/Development

## 3 Summary of Key Findings

- Considerations
- Lessons Learned
- Overview

## 4 Challenges & Recommendations

- Challenges
- Opportunities
- Recommendations

## 5 Questions & Answers

- Questions
- Answers
- Discussion

# Background

## Regional Industrial Lands Strategy (2020)

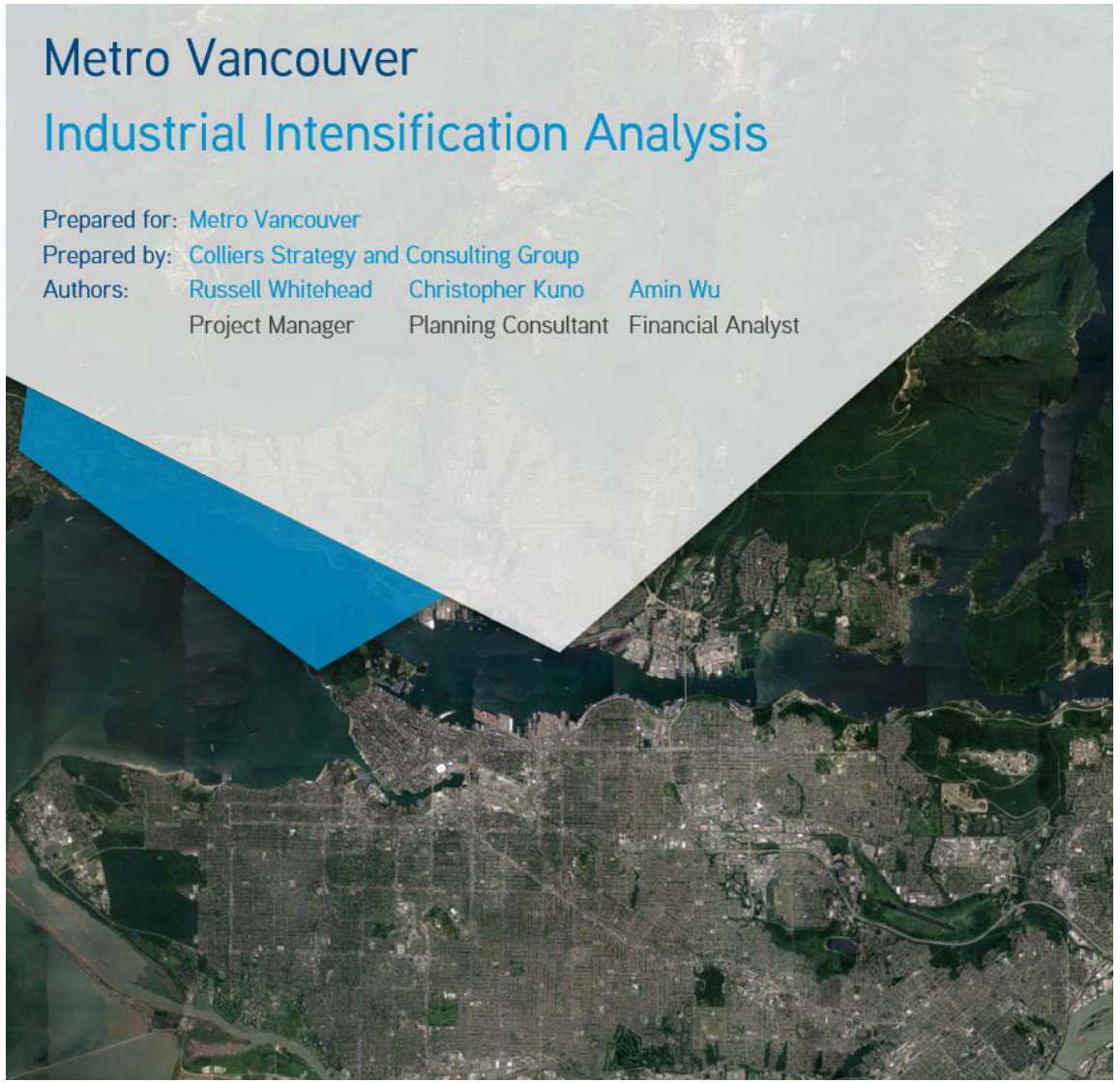
- Constrained industrial land supply
- Consistently growing demand
- Key supportive action items within RILS

1. Remove unnecessary restrictions
2. Plan to accommodate new industrial users
3. Allow mixture of industrial with compatible uses
4. **Explore opportunities for intensification**

# Study Objectives

## Industrial Intensification Analysis (2020)

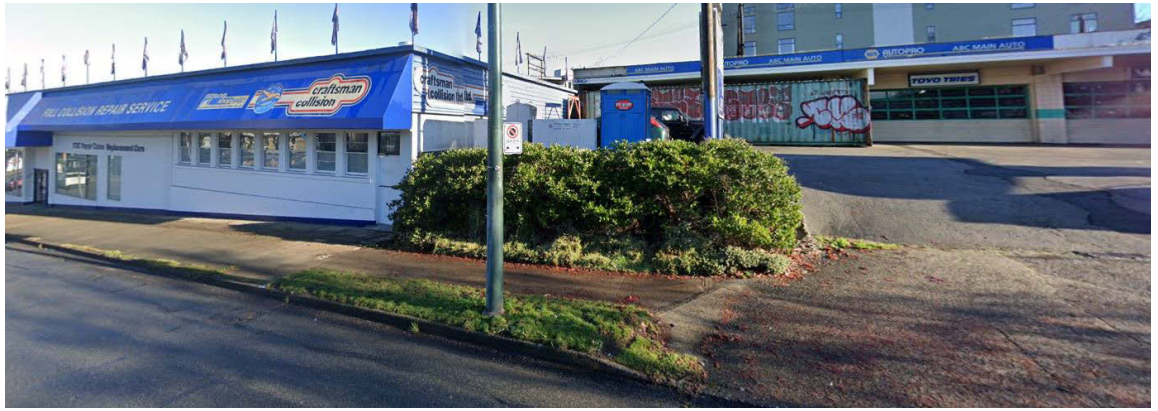
- Summarize past research
- Examine market trends
- Profile key drivers of industrial intensification
- Review common forms of development
- Understand key challenges
- Provide recommendations to consider



# Definition, Measures, and Benefits

## Utilization of Industrial Land

- **Intensity** – amount of activity
  - Jobs, value of goods, volume processed, etc.
- **Density** – amount of building
  - Floor area, site coverage, building heights, etc.
- **Key benefits**
  1. More efficient use of land
  2. Capacity for businesses to grow
  3. Greater employment opportunities
  4. Clustering of co-located operations
  5. Better connected transportation system



# Intensified Formats

## Emerging Formats of Development

- **Large Scale Industrial**
  - Riverbend 5 – Big Bend, Burnaby
  - 3733 192 Street – Campbell Heights, Surrey
- **Flex Industrial with Office Above**
  - Riverworks – Marine Drive, Vancouver
  - Marine Landing – Marine Drive, Vancouver

Riverbend 5 – Big Bend, Burnaby

# Intensified Formats

## Emerging Formats of Development

- **Large Scale Industrial**
  - Riverbend 5 – Big Bend, Burnaby
  - 3733 192 Street – Campbell Heights, Surrey
- **Flex Industrial with Office Above**
  - Riverworks – Marine Drive, Vancouver
  - Marine Landing – Marine Drive, Vancouver

3733 192 Street – Campbell Heights, Surrey

# Intensified Formats

## Emerging Formats of Development

- **Large Scale Industrial**
  - Riverbend 5 – Big Bend, Burnaby
  - 3733 192 Street – Campbell Heights, Surrey
- **Flex Industrial with Office Above**
  - Riverworks – Marine Drive, Vancouver
  - Marine Landing – Marine Drive, Vancouver

Riverworks – Marine Drive, Vancouver

# Intensified Formats

## Emerging Formats of Development

- **Large Scale Industrial**
  - Riverbend 5 – Big Bend, Burnaby
  - 3733 192 Street – Campbell Heights, Surrey
- **Flex Industrial with Office Above**
  - Riverworks – Marine Drive, Vancouver
  - Marine Landing – Marine Drive, Vancouver

Marine Landing – Marine Drive, Vancouver

# Suitable Users

## Emerging Tenant Types

- Logistics / last-mile distribution
- Manufacturing
- Emerging Technology
- Film industry / creative economy
- Food processing

# Suitable Users

## Emerging Tenant Types

- Logistics / last-mile distribution
- Manufacturing
- Emerging Technology
- Film industry / creative economy
- Food processing

# Suitable Users

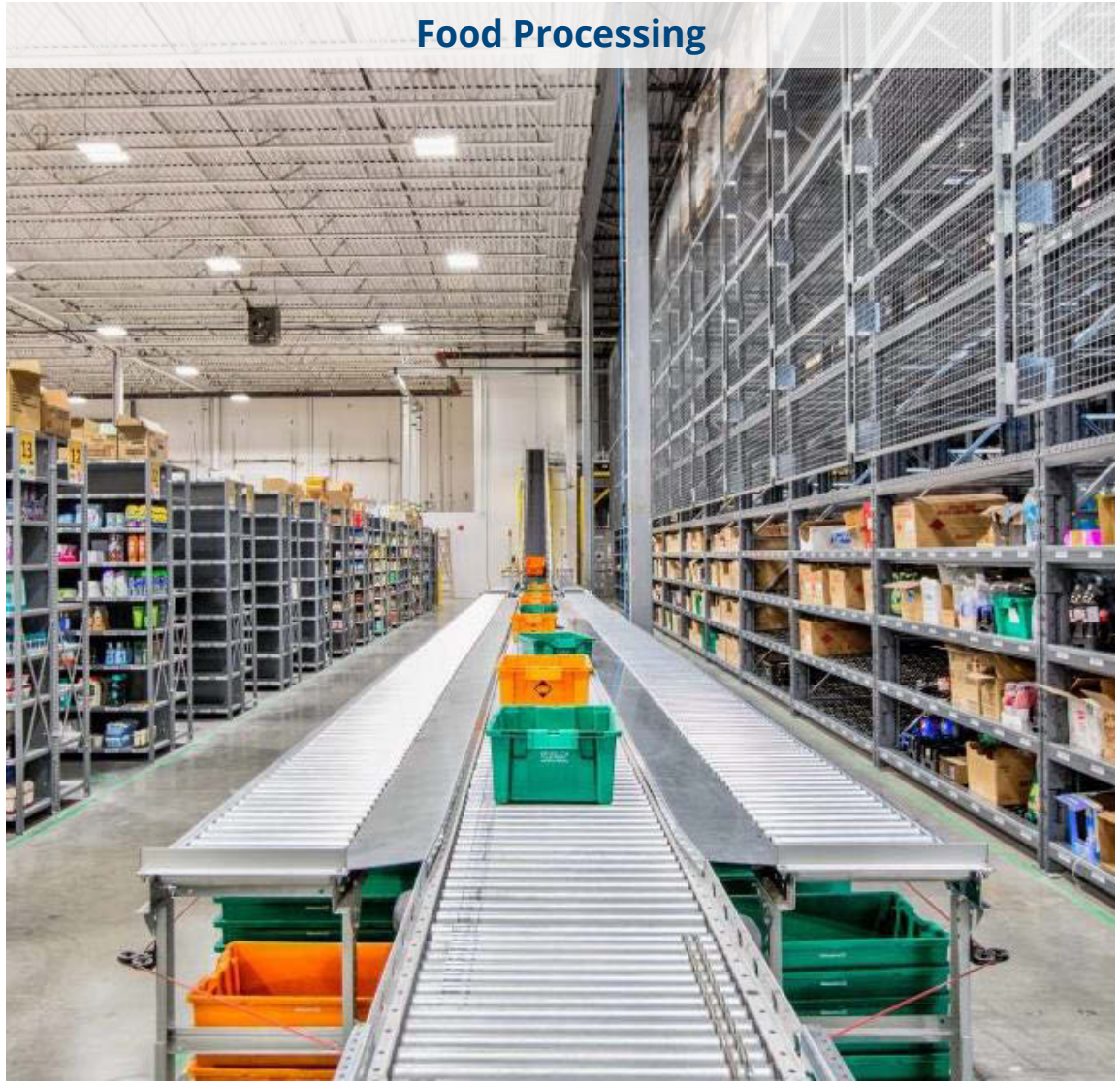
## Emerging Tenant Types

- Logistics / last-mile distribution
- Manufacturing
- Emerging Technology
- Film industry / creative economy
- Food processing

# Suitable Users

## Emerging Tenant Types

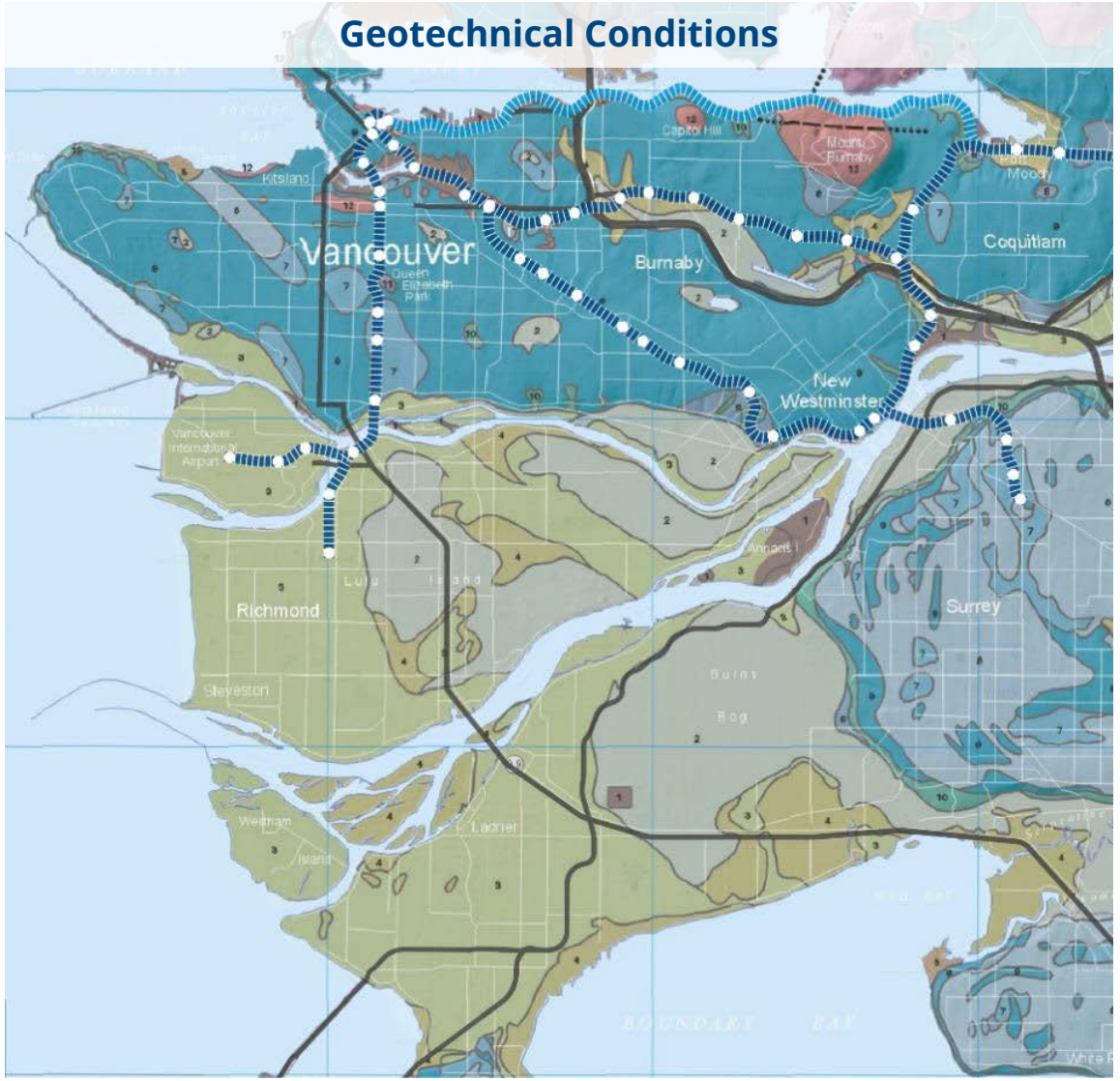
- Logistics / last-mile distribution
- Manufacturing
- Emerging Technology
- Film industry / creative economy
- Food processing


Food Processing

# Locational

## Conditions Impacting Viability

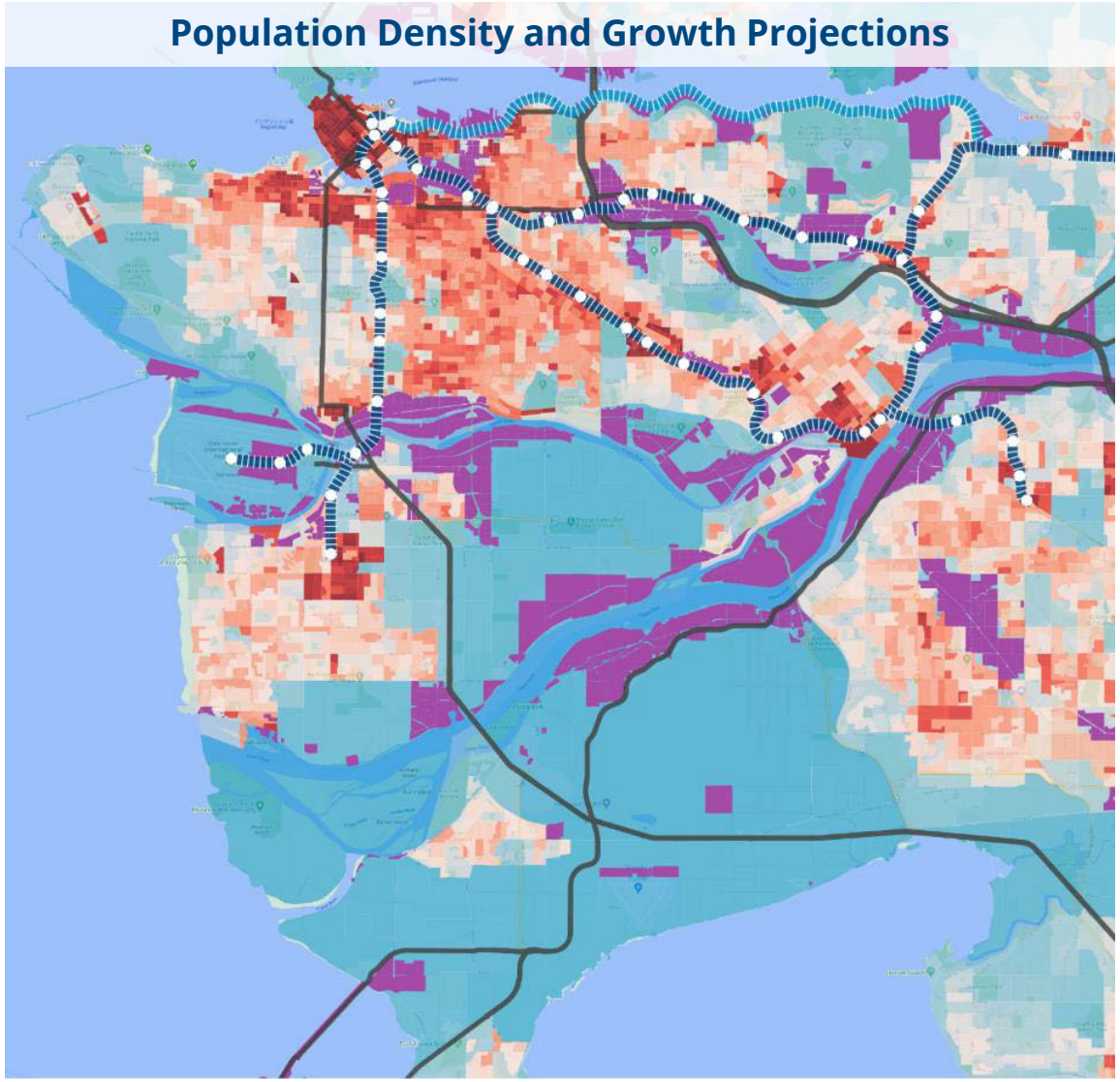
- Geotechnical conditions
- Population density and growth projections
- Accessibility and amenities
- Development format and lot size



# Locational

## Conditions Impacting Viability

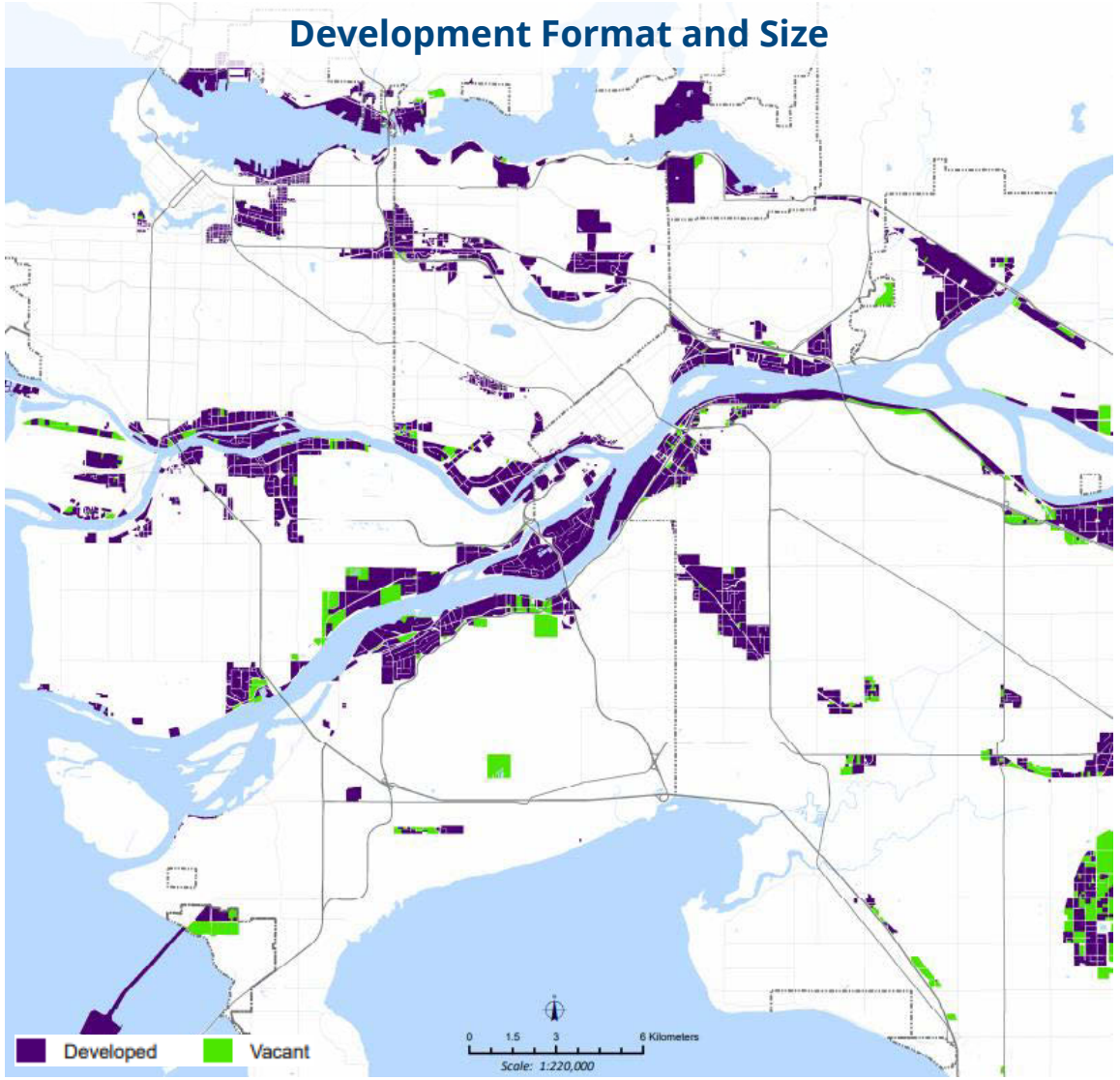
- Geotechnical conditions
- Population density and growth projections
- Accessibility and amenities
- Development format and lot size



# Locational

## Conditions Impacting Viability

- Geotechnical conditions
- Population density and growth projections
- Accessibility and amenities
- Development format and lot size



# Design and Development Factors

## Site, Planning, and Tenant Dynamics

- Site coverage and floor area ratios
- Building height requirements
- Tenant space requirements
- Loading/access/parking
- Integration/scale of accessory uses
- Physical site features

# Design and Development Factors

## Site, Planning, and Tenant Dynamics

- Site coverage and floor area ratios
- Building height requirements
- Tenant space requirements
- Loading/access/parking
- Integration/scale of accessory uses
- Physical site features

# Design and Development Factors

## Site, Planning, and Tenant Dynamics

- Site coverage and floor area ratios
- Building height requirements
- Tenant space requirements
- Loading/access/parking
- Integration/scale of accessory uses
- Physical site features

**Physical Site Features**

# Key Findings

## Summary of Key Considerations

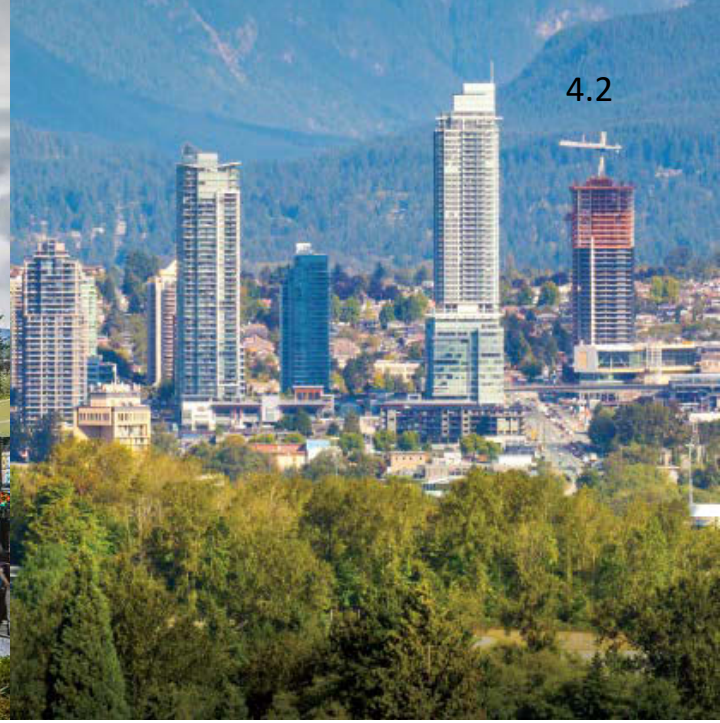
- Many factors influence feasibility and demand
- Recent wave of higher-density projects
- Service-oriented users are driving demand
- Emerging flex-industrial sectors
- 2nd floor construction is costly/less desirable
- Upper-level office space can help viability
- Multi-level light industrial projects with mezzanine and office above are most common

# Recommendations

## How Can Municipalities Help?

- Align policies/regulations with market drivers
- Remove barriers to development
- Recognize varying needs of industrial users
- Focus on land suitable for intensification
- Explore municipal fees and approvals
- Modernize industrial use definitions
- Examine density, height, and coverage limits
- Review parking regulations

# Questions and Discussion



# METRO VANCOUVER REGIONAL RESILIENCE FRAMEWORK

## Project Overview

Regional Planning Committee – May 7, 2021
Presenter: Adrian Lightstone, National Manager, Advisory Services, WSP

# Project Context

- Metro Vancouver & TransLink are in the process of updating two long -range plans:
  - Regional Growth Strategy (RGS / Metro 2050)
  - Regional Transportation Strategy (RTS / Transport 2050)

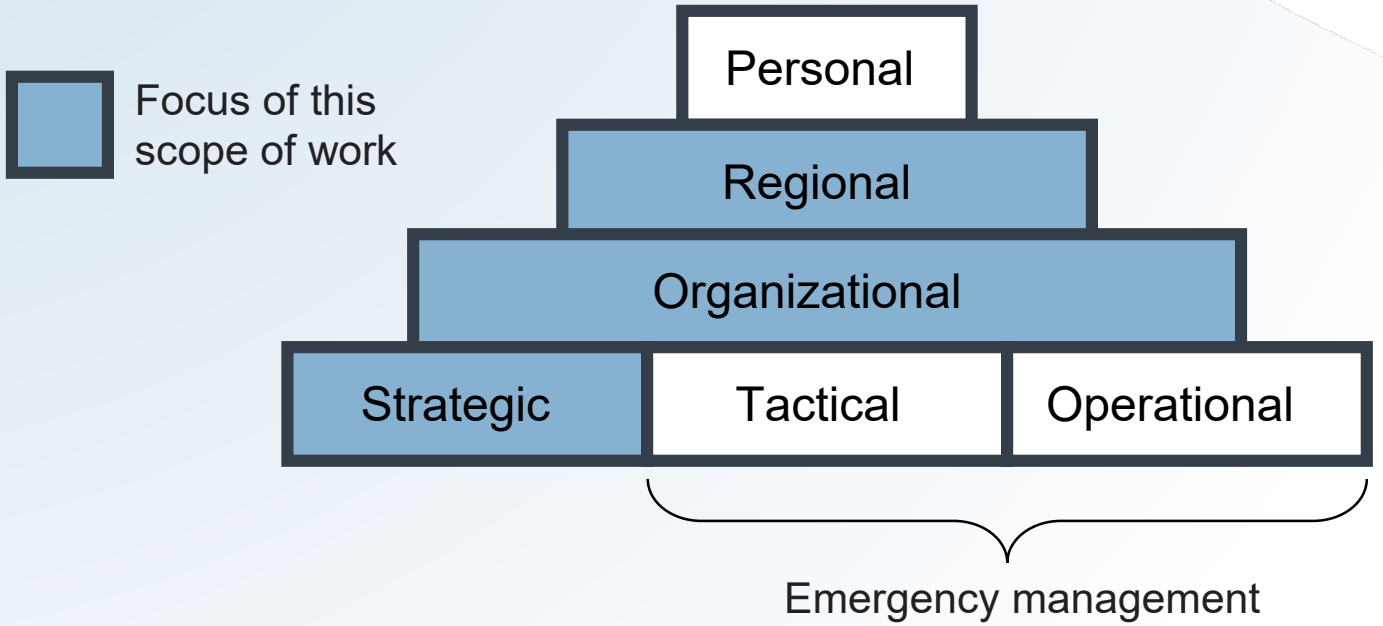
- As part of building an evidence base and overarching thematic review, the topic of resilience was explored in greater detail.

# Project Objectives & Key Questions

- **Define Regional Resilience**
  - What is a resilient region?
- **Develop a Resilience Evaluation Framework**
  - How can we measure resilience?
  - How can we assess the resilience of different polices, strategies and actions?
  - How do we incorporate resilience into decision-making?
- **Determine Strategies for Resilience**
  - What existing strategies and actions improve resilience that the region should commit to continuing?
  - What new actions could improve regional resilience through Metro 2050 and Transport 2050?

# Project Objectives & Key Questions

- Looks at resilience from a strategic aspect
- Pertains to regionally significant stresses and shocks
- Focuses on Metro Vancouver & TransLink Mandate

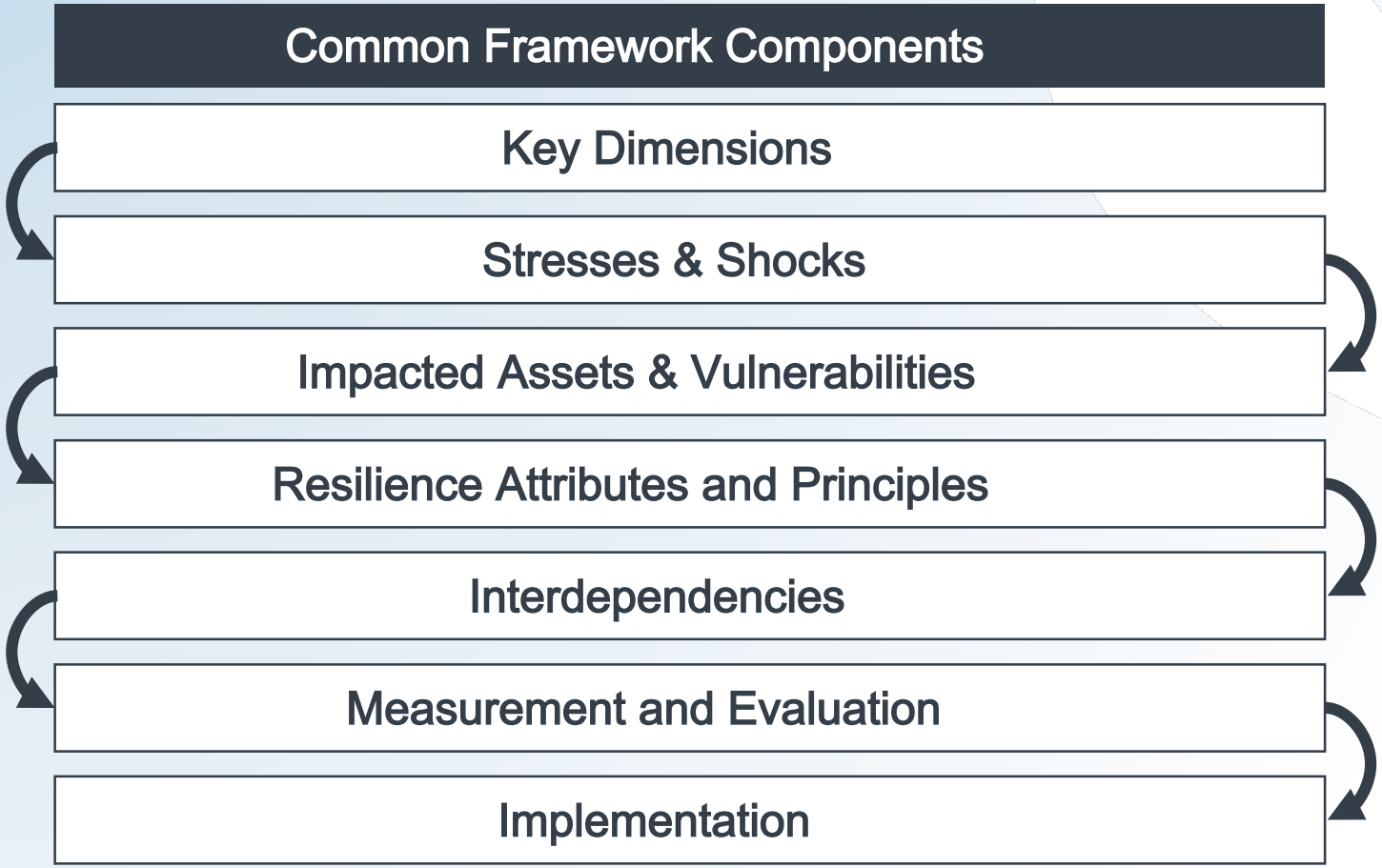


# Regional Resilience Definition

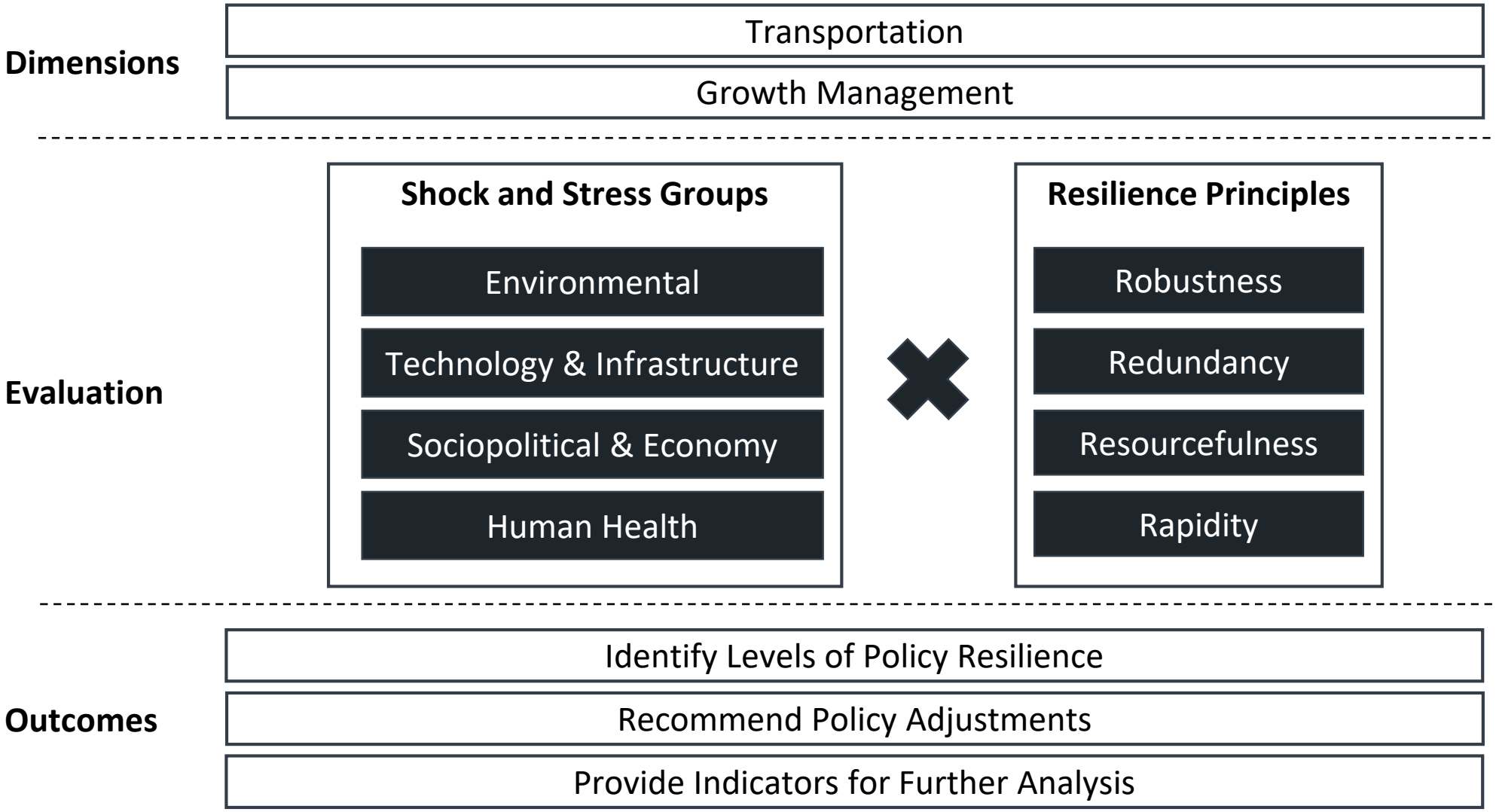
Regional resilience is the capacity of regional communities and organizations to prepare, avoid, absorb, recover and adapt to the effects of shocks and stresses in an efficient manner through the preservation, restoration, and adaptation of essential services and functions, while learning from events to build back better.

- *Adapted from UNDRR, 2015, and Tierney & Bruneau, 2007.*

# Components of Resilience Frameworks



# Resilience Evaluation Framework



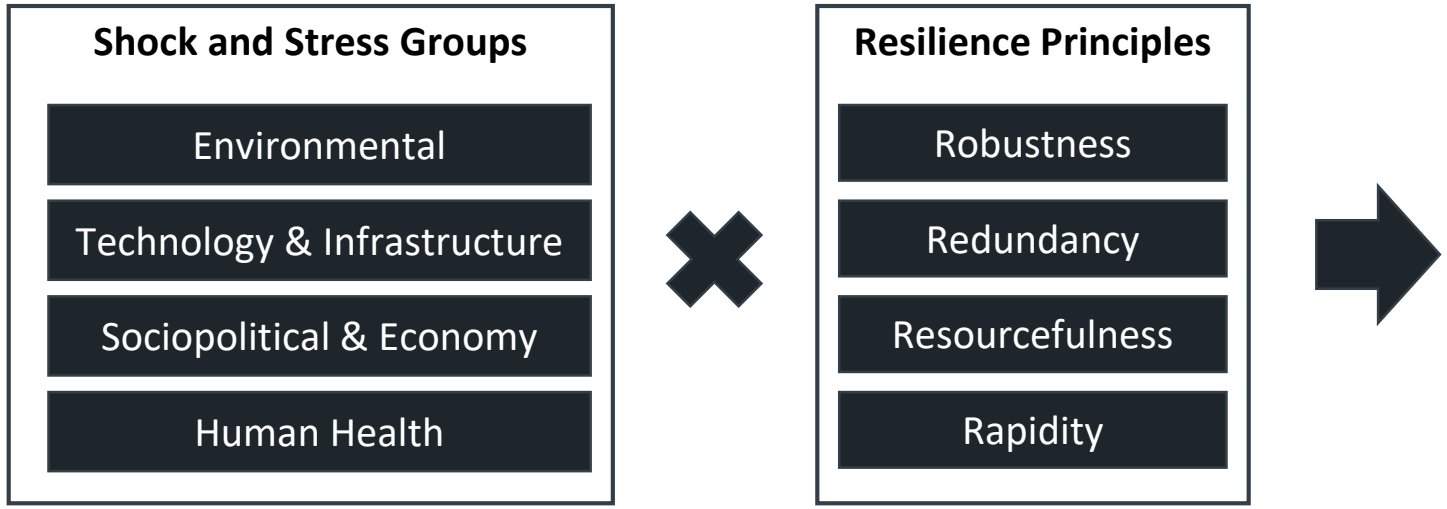
# Shock and Stress Groups

| Group | Stresses and Shocks |
|---|---|
| **Environmental** | Flooding \| Snowstorms \| Windstorms \| Air Pollution \| Wildfire & Smoke \| Landslides \| Earthquakes \| Natural Resource Depletion \| Climate Change |
| **Technology & Infrastructure** | Cyber Attacks \| Industrial Incidents \| Transport Incidents (Road & Rail) \| Power Network and Energy Supply Disruptions \| Global Supply Chain Disruptions \| Aging Infrastructure \| Regional Food Supply Disruptions |
| **Sociopolitical & Economy** | Terrorism \|Aging Population \| Unemployment \| Unaffordability \| Social Inequity \| Immigration \| Global Recession \| War & Political Conflict |
| **Human Health** | Infectious Disease \| Chronic Disease \| Mental Health |

# Resilience Principles & Guiding Questions

| Principle | Guiding Question |
|---|---|
| **Robustness** | Does the strategy contribute to withstanding stresses/shocks while minimizing degradation or loss of function? |
| **Redundancy** | Does the strategy provide alternative strategies or supplies for navigating stresses/shocks? |
| **Resourcefulness** | Does the strategy contribute capacity to identify problems, establish priorities, or mobilize resources for navigating stresses/ shocks? |
| **Rapidity** | Does the strategy contribute to improved efficiency by meeting priorities in a timeline fashion or add early detection capabilities? |

# Assessment Approach



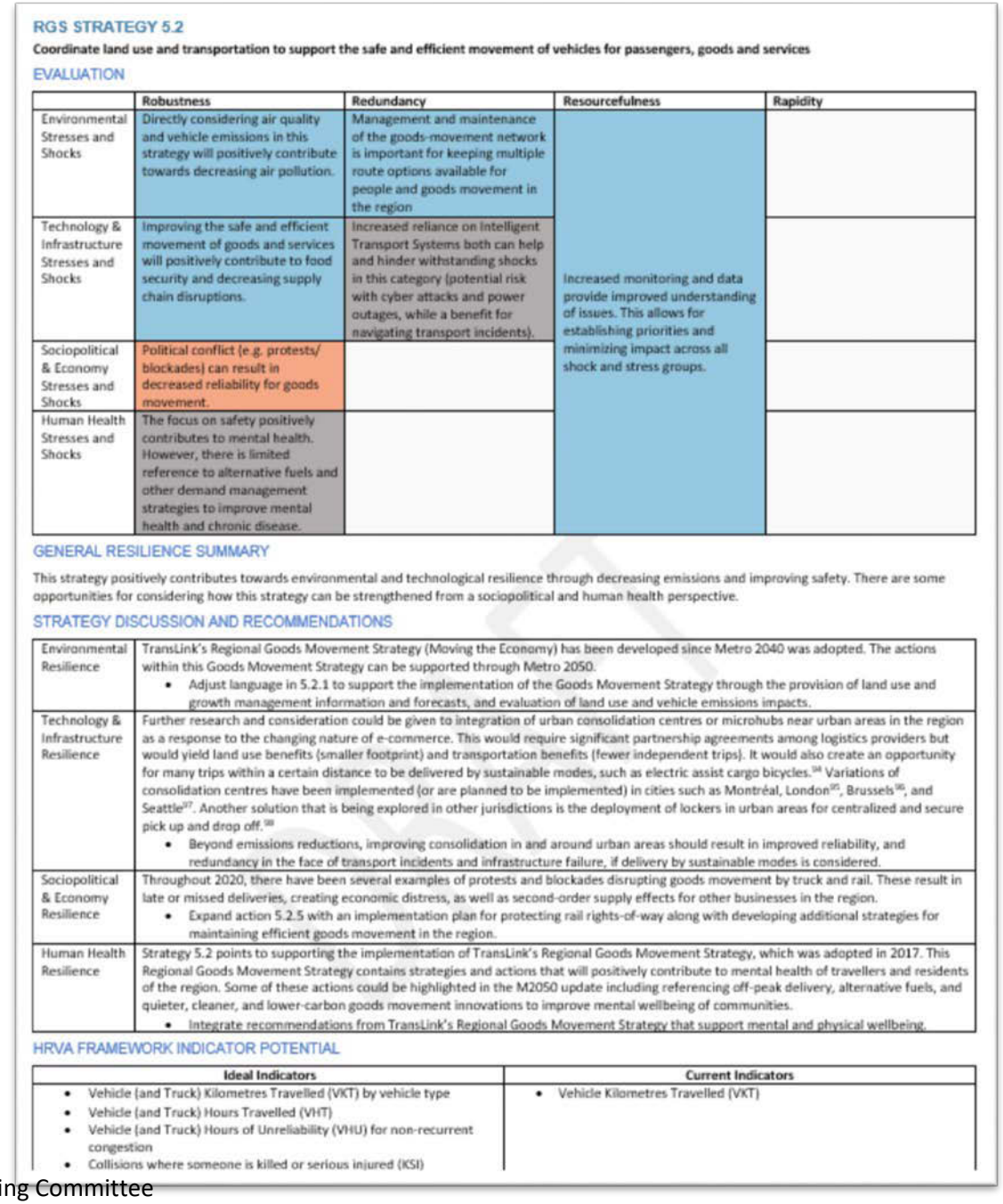

Each strategy in the RTS and RGS was **assessed using a 4x4 matrix** which evaluated shock and stress groups against evaluation principles, creating a total of 16 cells for assessment.

| | |
|---|---|
| | Strategy is anticipated to have a **primarily positive contribution** towards resilience. |
| | Strategy is anticipated to have a **primarily negative contribution** towards resilience. |
| | Strategy is anticipated to have a **mixed contribution** towards resilience. |
| | Strategy is anticipated to have **no significant contribution** towards resilience. |

# Example Strategy Evaluation

Each Strategy evaluation (2 8 total between the two plans) contains the following:

- A **resilience evaluation** of how the strategy contributes towards resilience against evaluation principles.
- A general **resilience summary**, synthesizing effectiveness of the strategy.
- **Strategy discussion**, providing additional depth beyond the initial evaluation.
- **Indicator potential** for future hazard risk and vulnerability analysis.



**RGS STRATEGY 5.2**

**Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods and services**

EVALUATION

| | Robustness | Redundancy | Resourcefulness | Rapidity |
|---|---|---|---|---|
| Environmental Stresses and Shocks | Directly considering air quality and vehicle emissions in this strategy will positively contribute towards decreasing air pollution. | Management and maintenance of the goods-movement network is important for keeping multiple route options available for people and goods movement in the region | Increased monitoring and data provide improved understanding of issues. This allows for establishing priorities and minimizing impact across all shock and stress groups. | |
| Technology & Infrastructure Stresses and Shocks | Improving the safe and efficient movement of goods and services will positively contribute to food security and decreasing supply chain disruptions. | Increased reliance on Intelligent Transport Systems both can help and hinder withstanding shocks in this category (potential risk with cyber attacks and power outages, while a benefit for navigating transport incidents). | | |
| Sociopolitical & Economy Stresses and Shocks | Political conflict (e.g. protests/ blockades) can result in decreased reliability for goods movement. | | | |
| Human Health Stresses and Shocks | The focus on safety positively contributes to mental health. However, there is limited reference to alternative fuels and other demand management strategies to improve mental health and chronic disease. | | | |

GENERAL RESILIENCE SUMMARY

This strategy positively contributes towards environmental and technological resilience through decreasing emissions and improving safety. There are some opportunities for considering how this strategy can be strengthened from a sociopolitical and human health perspective.

STRATEGY DISCUSSION AND RECOMMENDATIONS

| | |
|---|---|
| Environmental Resilience | TransLink's Regional Goods Movement Strategy (Moving the Economy) has been developed since Metro 2040 was adopted. The actions within this Goods Movement Strategy can be supported through Metro 2050.<br>• Adjust language in 5.2.1 to support the implementation of the Goods Movement Strategy through the provision of land use and growth management information and forecasts, and evaluation of land use and vehicle emissions impacts. |
| Technology & Infrastructure Resilience | Further research and consideration could be given to integration of urban consolidation centres or microhubs near urban areas in the region as a response to the changing nature of e-commerce. This would require significant partnership agreements among logistics providers but would yield land use benefits (smaller footprint) and transportation benefits (fewer independent trips). It would also create an opportunity for many trips within a certain distance to be delivered by sustainable modes, such as electric assist cargo bicycles.[94] Variations of consolidation centres have been implemented (or are planned to be implemented) in cities such as Montréal, London[95], Brussels[96], and Seattle[97]. Another solution that is being explored in other jurisdictions is the deployment of lockers in urban areas for centralized and secure pick up and drop off.[98]<br>• Beyond emissions reductions, improving consolidation in and around urban areas should result in improved reliability, and redundancy in the face of transport incidents and infrastructure failure, if delivery by sustainable modes is considered. |
| Sociopolitical & Economy Resilience | Throughout 2020, there have been several examples of protests and blockades disrupting goods movement by truck and rail. These result in late or missed deliveries, creating economic distress, as well as second-order supply effects for other businesses in the region.<br>• Expand action 5.2.5 with an implementation plan for protecting rail rights-of-way along with developing additional strategies for maintaining efficient goods movement in the region. |
| Human Health Resilience | Strategy 5.2 points to supporting the implementation of TransLink's Regional Goods Movement Strategy, which was adopted in 2017. This Regional Goods Movement Strategy contains strategies and actions that will positively contribute to mental health of travellers and residents of the region. Some of these actions could be highlighted in the M2050 update including referencing off-peak delivery, alternative fuels, and quieter, cleaner, and lower-carbon goods movement innovations to improve mental wellbeing of communities.<br>• Integrate recommendations from TransLink's Regional Goods Movement Strategy that support mental and physical wellbeing. |

HRVA FRAMEWORK INDICATOR POTENTIAL

| Ideal Indicators | Current Indicators |
|---|---|
| • Vehicle (and Truck) Kilometres Travelled (VKT) by vehicle type<br>• Vehicle (and Truck) Hours Travelled (VHT)<br>• Vehicle (and Truck) Hours of Unreliability (VHU) for non-recurrent congestion<br>• Collisions where someone is killed or serious injured (KSI) | • Vehicle Kilometres Travelled (VKT) |

# Key Recommendations

Metro Vancouver and TransLink can be regional leaders for policy resilience. Key recommendations include:

1. Fill the governance and leadership gap around regional resilience.
2. Advance regional data collection, analysis, research, and monitoring.
3. Increase efforts on demand -side transportation strategies.

# *Metro 2050* Draft Goal 4 (Housing) and Goal 5 (Transport)

## PROPOSED CONTENT IN THE RGS UPDATE

Erin Rennie

Senior Planner, Regional Planning and Housing Services

Regional Planning Committee | May 7, 2021

445133598

metrovancouver

# POLICY REVIEWS

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

# Metro 2050 Phase 2 & 3 Timeline

January 2021 – June 2022

*Metro 2050* Intergovernmental Advisory Committee

Regional Planning Committee

Metro Vancouver Board

Member Councils

Public

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

# OVERVIEW OF *METRO 2050* PROCESS

# OUTLINE

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

- *Metro 2050* Process Overview
- Goal 4: Provide Diverse and Affordable Housing Choices
- Goal 5: Support Sustainable Transportation Choices
- Next Steps

# *Metro 2040 → Metro 2050*

Goal 1 Create a Compact Urban Area

Goal 2 Support a Sustainable Economy

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

Goal 4 Provide Diverse and Affordable Housing Choices

Goal 5 Support Sustainable Transportation Choices

Implementation

# DRAFTS WE'RE REVIEWING TODAY

- **Goal 4: Provide Diverse and Affordable Housing Choices**
  - **Strategy 4.1** (Expand the Supply and Diversity of Housing to Meet a Variety of Needs)
  - **Strategy 4.2** (Increase Rental Housing Supply and Protect Tenants)
  - **Strategy 4.3** (Meet the Housing Needs of Lower Income Households and Homeless Populations)
- **Goal 5: Support Sustainable Transportation Choices**
  - **Strategy 5.1** (Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking)
  - **Strategy 5.2** (Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods and services)

# Goal 4 (Formerly 'Develop Complete Communities')

## Strategy 4.1 (Formerly 'Provide Diverse and Affordable Housing Choices')

| # | Proposed *Metro 2050* Text | Rationale for Change |
|---|---|---|
| **4** | **Provide Diverse and Affordable Housing Choices** | The new Goal 4 title is the previous title of *Metro 2040* Strategy 4.1 – the benefit is that this title has already been vetted by member jurisdictions and is broad enough to describe the new *Metro 2050* Goal 4 dealing with housing. |
| **4.1** | **Expand the Supply and Diversity of Housing to Meet a Variety of Needs** | The new Strategy 4.1 title is aligned with Goal 1 of the *Regional Affordable Housing Strategy* (RAHS) – the benefit is that RAHS concepts are already vetted by member jurisdictions. |
| | **Strategy Rationale:** Housing diversity refers to the range of housing types and tenures required to meet the needs of households of all sizes, incomes, ages, and abilities. Expanding the supply and diversity of housing that meets a variety of needs across the housing continuum increases affordability, social equity, and resilience in the region. | Adding a new "strategy rationale" section after each strategy will help explain the intention of the subsequent policies. |
| | **Metro Vancouver will:** | |
| | | Action 4.1.1 is deleted as most actions in the *Regional Affordable Housing Strategy (2016)* are complete or underway. Avoids duplication. |
| 4.1.1 | Assist member jurisdictions in developing Housing Action Plans by providing analysis on regional demographics, household characteristics, and market conditions, and work with member jurisdictions to review and refine local housing priorities, policies and Housing Needs Reports in the context of this analysis. | • Formerly *Metro 2040* 4.1.2<br>• Replace "municipalities" with "member jurisdictions"<br>• Remove "in accordance with Metro Vancouver's Affordable Housing Strategy" |

# HOUSING POLICY REVIEW RECOMMENDATIONS

1) Create a standalone Housing goal in *Metro 2050*
2) Expand the regional growth strategy's role with regards to housing
3) Introduce a regionally endorsed, shared definition of housing affordability or affordable housing
4) Introduce more robust requirements for the adoption of Housing Action Plans

# HOUSING POLICY REVIEW RECOMMENDATIONS

5) Add housing performance measures and indicators with improved data availability to promote regular monitoring

6) Reference the *Metro Vancouver Housing 10-Year Plan*

7) Apply a Social Equity lens to the housing policy framework

8) Incorporate policy language to address the impacts of climate change and natural hazards

# GOAL 4 OVERVIEW

## Provide Diverse and Affordable Housing Choices

# GOAL 4 - STRATEGIES

## Strategy 4.1

Expand the Supply and Diversity of Housing to Meet a Variety of Needs

## Strategy 4.2

Increase Rental Housing Supply and Protect Tenants

## Strategy 4.3

Meet the Housing Needs of Lower Income Households and Homeless Populations

# WHAT'S NOT CHANGING IN GOAL 4?

- Housing Action Plans
- Monitoring and reporting on housing conditions
- Actions to increase supply
- Emphasis on housing diversity and affordability

# STRATEGY 4.1

Expand the Supply and Diversity of Housing to Meet a Variety of Needs

Rationale:

- Meet the many diverse needs across the region
- Increase affordability
- Social equity
- Resilience

# STRATEGY 4.1 – SUMMARY OF PROPOSED CHANGES

Call for Province to:

- enable inclusionary zoning powers in B.C. (4.1.5)
- increase funding and expand eligibility for all First Nations to prepare Housing Needs Reports (4.1.6)

# STRATEGY 4.1 – SUMMARY OF PROPOSED CHANGES

- Expectation that Housing Action Plans be aligned with provincially-required Housing Needs Reports, and that they be reviewed or updated every 5-10 years (4.1.8.a)

# STRATEGY 4.2

Increase Rental Housing Supply and Protect Tenants

Rationale:

- Options for people who do not own a home
- Stability and security for renters
- Minimize risk of homelessness
- Preserve affordability
- Co-benefits: safer communities, social connections, less crime, better health outcomes, employee retention

# STRATEGY 4.2 – SUMMARY OF PROPOSED CHANGES

- New regional target of **15% affordable rental housing** in new and redeveloped units within Urban Centres and FTDAs. (4.2.3)
- Member jurisdictions to demonstrate how they will work toward the target within their local contexts (4.2.7.f.)

# STRATEGY 4.2 – SUMMARY OF PROPOSED CHANGES

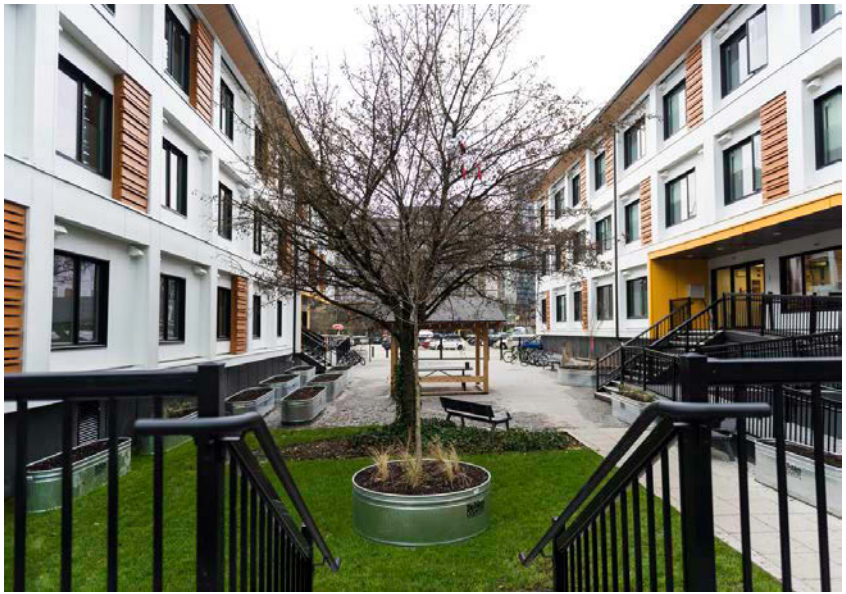
- Call for senior governments to expand measures to address housing speculation and vacant homes (4.2.6)
- New policies added with a focus on: increasing TOAH (4.2.7.a), increasing market and below-market rental housing (4.2.7.b), protecting existing non-market rental housing (4.2.7.c), and strengthening protections for renters (4.2.7.d, 4.2.7.e, 4.2.8.b)

# STRATEGY 4.3

Meet the Housing Needs of Lower Income Households and Homeless Populations

Rationale:

- Reduce homelessness by providing housing options
- Social equity
- Meet the needs of the most vulnerable in society
- Co-benefits: health outcomes, social cohesion



# STRATEGY 4.3 – SUMMARY OF PROPOSED CHANGES

Call for senior governments to:

- provide portfolio-based, long-term funding sources for non-profit housing providers (4.3.4)
- provide ongoing rent supplements and housing benefits, and an increase to the shelter portion of income assistance (4.3.5)

# STRATEGY 4.3 – SUMMARY OF PROPOSED CHANGES

Expectation that Housing Action Plans:

- Are linked to plans to address homelessness (4.3.7.b.)
- Identify strategies to increase community acceptance of affordable and supportive housing development (4.3.7.c)

# DISCUSSION / QUESTIONS / COMMENTS ON GOAL 4

# GOAL 5 OVERVIEW

## Support Sustainable Transportation Choices

# TRANSPORT POLICY REVIEW RECOMMENDATIONS

1) Ensure that planned transportation investments support *Metro 2050*
2) Increase development of affordable rental housing near transit
3) Develop a regional parking strategy
4) Ensure that planning processes in adjacent regional districts consider inter-regional impacts

# TRANSPORT POLICY REVIEW RECOMMENDATIONS

5) Increase opportunities for active transportation by accelerating infrastructure buildout

6) Manage air quality and noise impacts of transportation on adjacent residential land uses

# GOAL 5 - STRATEGIES

## Strategy 5.1

Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking

## Strategy 5.2

Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods and services

# WHAT'S NOT CHANGING IN GOAL 5?

- Supportive and partnership role
- Integration of land use and transportation
- Expand sustainable transportation mode share
- Support Transportation Demand Management strategies
- Safe and efficient goods movement

# STRATEGY 5.1

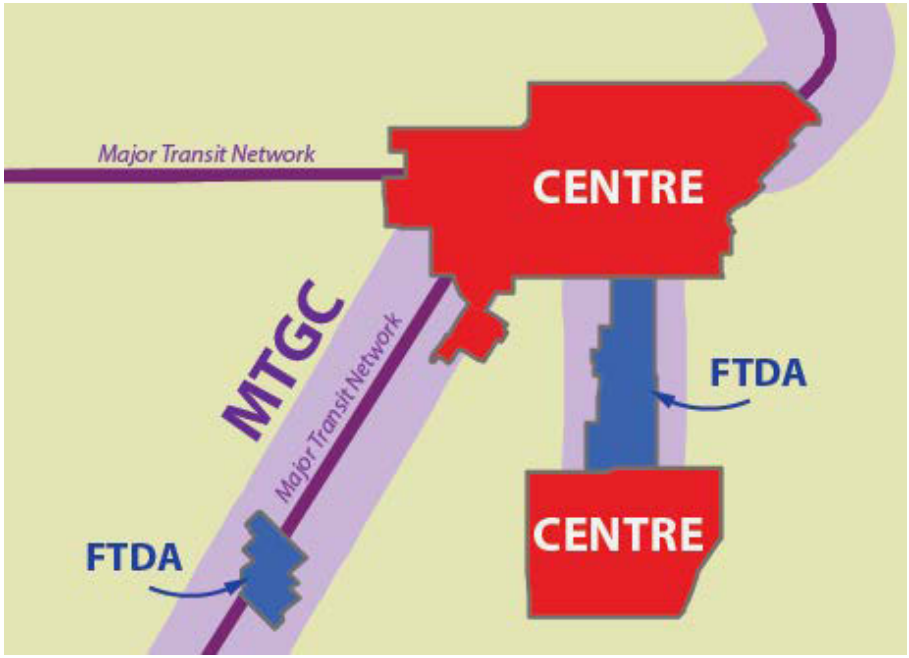
Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking

Rationale:

- access to sustainable transportation options
- compact and accessible communities
- GHG emission targets
- physical activity and better health
- lower transportation costs
- resilient economy

# STRATEGY 5.1 – SUMMARY OF PROPOSED CHANGES

- Equity and resilience added as regional objectives (5.1.1)
- Updated corridor growth concept based around Major Transit Growth Corridors



# STRATEGY 5.1 – SUMMARY OF PROPOSED CHANGES

- New policies to implement *Regional Greenways 2050* (5.1.6, 5.1.13.e, 5.1.14.j)
- New policy to develop a regional parking strategy (5.1.8, 5.1.14.f)

# STRATEGY 5.1 – SUMMARY OF PROPOSED CHANGES

Regional Context Statements to:

- support the transition to zero-emission vehicles (5.1.13.d);
- enhance walkability (5.1.13.f);

# STRATEGY 5.1 – SUMMARY OF PROPOSED CHANGES

TransLink to:

- consider increased role in supporting TOAH (5.1.14.h)
- continue identifying opportunities to improve transit to / within First Nations communities (5.1.14.k)

# STRATEGY 5.1 – SUMMARY OF PROPOSED CHANGES

- Resilience to climate change and natural hazards added as key considerations for transportation infrastructure (5.1.14.a, 5.1.14.g)

# STRATEGY 5.2

Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods and services

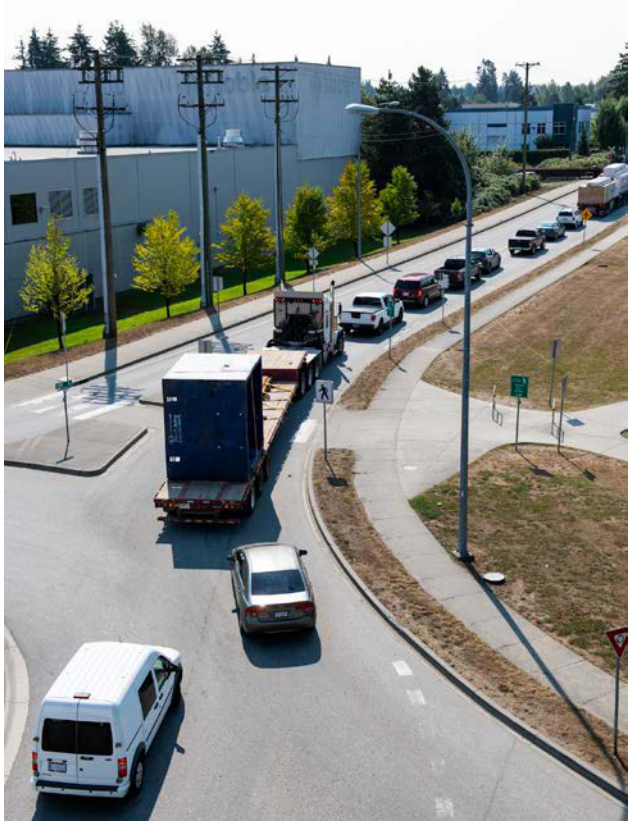
Rationale:

- Support regional economy and jobs
- Interregional connections
- Minimize impact of goods movement on communities
- Reduce GHG emissions
- Minimize and defer the need for costly roadway expansion

# STRATEGY 5.2 – SUMMARY OF PROPOSED CHANGES

## Advocacy Actions:

- Consideration of GHGs, hazards, land use objectives, induced demand and true costs when expanding roadways (5.2.3)
- Research into impacts of low-carbon last-mile delivery and e-commerce distribution centres (5.2.5.c)
- Reduction of truck traffic on local roads (5.2.6)



# STRATEGY 5.2 – SUMMARY OF PROPOSED CHANGES

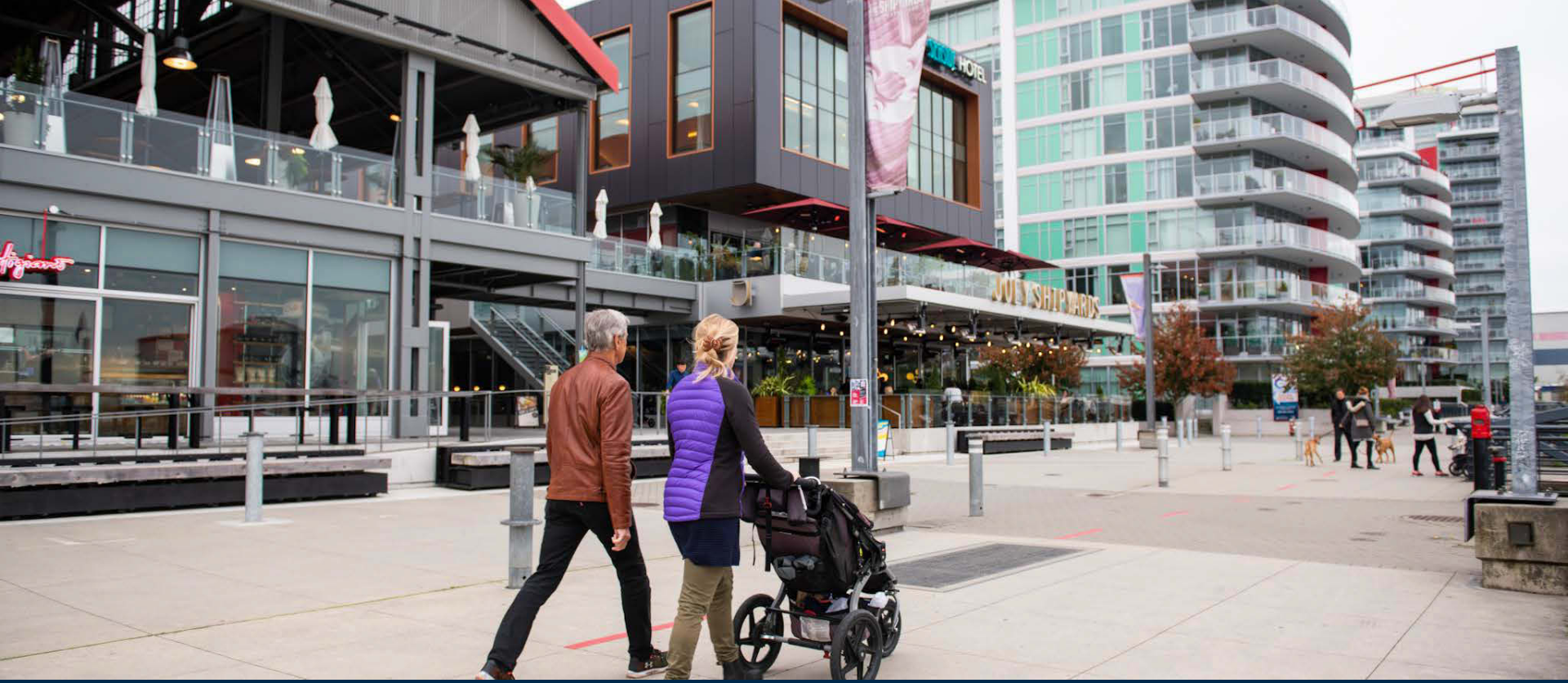
## Regional Context Statements to:

- minimize exposure to transportation noise, vibration and air contaminants (5.2.7.e);
- anticipate land requirements for goods movements and drayage (5.2.7.f)

# DISCUSSION / QUESTIONS / COMMENTS ON GOAL 5

# NEXT STEPS

- Council of Councils May 8
- Full Draft of *Metro 2050* – June
- Recommend Board referral of full draft for comment – June 25
- Formal Comment Period (July-November 26, 2021)




# Thank you

metrovancouver
Together we make our region strong