



REPORT

Report Date: October 6, 2021
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VanRIMS No.: 08-2000-20
Meeting Date: November 16, 2021
[Submit comments to Council](#)

TO: Vancouver City Council

FROM: General Manager of Planning, Urban Design and Sustainability

SUBJECT: City Comments on the Draft Regional Growth Strategy (RGS) Metro 2050

RECOMMENDATION

- A. THAT Council endorse staff comments on the Draft Regional Growth Strategy (RGS) Metro 2050 as consolidated in Appendix A, to be provided to Metro Vancouver as City of Vancouver's formal response.
- B. THAT Council endorse the Metro Vancouver Regional Industrial Lands Strategy (RILS) as consolidated in Appendix B, and direct staff to consider and recommend opportunities to implement the Strategy's actions.
- C. THAT Council conveys appreciation to Metro Vancouver for the work to develop a new updated RGS and RILS for a sustainable and livable region; and that this report and its recommendations be sent to the Chair of the Metro Vancouver Regional Board, to Metro's Chief Administrative Officer, and to the other municipal councils and TransLink.

REPORT SUMMARY

In accordance with the Local Government Act, Metro Vancouver initiated an update to the existing Regional Growth Strategy (RGS), Metro 2040 in April 2019. The update is being undertaken with member municipalities to extend the regional growth strategy to the year 2050, to consider significant drivers of change, to improve policies and integrate with TransLink's Transportation Vision, Transport 2050. Metro 2040 was reviewed through a series of Policy Reviews by subject area to identify any gaps and opportunities, to enhance the existing policy and set a direction through the vision and principles. Economic actions in the RGS support a prosperous economy through the Regional Industrial Lands Strategy (RILS). The RILS strategies informed the Industrial and Mixed Employment Policy Review and advance the policy

objective to protect and intensify industrial lands in the region as articulated in regional plans. The RILS was completed and approved by the Metro Vancouver Board on July 3, 2020. In June 2021 a draft of the updated regional growth strategy, Metro 2050, was released for review.

This report provides an update and overview of the draft Metro 2050 and recommends that Council endorse the staff comments and endorse the RILS. Metro Vancouver requests member jurisdictions to submit formal comments on the draft Metro 2050 through Council resolution by November 26, 2021.

COUNCIL AUTHORITY/PREVIOUS DECISIONS

City Policies, Plans and Decisions

- Vancouver Plan - Updates and Quick Start Actions (2021)
- Climate Emergency Action Plan (2020)
- Employment Lands and Economy Review Emerging Policy Directions, Ideas and Potential Actions (2020)
- Vancouver Plan Terms of Reference (July 2019)
- Rain City Strategy (2019)
- Resilient Vancouver Strategy (2019)
- VanPlay (2019)
- Housing Vancouver (2017)
- Healthy City Action Plan (2014)
- Regional Context Statement Official Development Plan (2013)
- Climate Change Adaptation Strategy (2012)
- Transportation 2040 (2012)

Regional Initiatives:

- Metro 2050, Metro Vancouver's regional growth strategy (underway)
- Transport 2050 (underway)
- Regional Industrial Lands Strategy (2020)
- Climate 2050 (2019)
- Metro 2040, Metro Vancouver's regional growth strategy (2011)

CITY MANAGER'S/GENERAL MANAGER'S COMMENTS *

The City Manager recommends approval of the foregoing.

REPORT

Background/Context

Draft Metro 2050

A regional growth strategy is a long-range, strategic land use plan aimed at advancing the region's livability and sustainability by managing anticipated growth. Regional growth strategies align projected long-term growth with transportation and infrastructure planning while protecting agricultural, green spaces, and industrial lands. These strategies are authorized under the BC Local Government Act.

Metro Vancouver 2040: Shaping our Future, the existing regional growth strategy (Metro 2040), is the region's collective vision for how growth (population, housing and jobs) will be managed to

support the creation of complete, connected, and resilient communities, protect important lands, and support the efficient provision of urban infrastructure like transit and utilities. Metro 2040 was adopted in 2011, by Metro Vancouver, all member jurisdictions, TransLink, and adjacent regional districts. The Local Government Act requires a regional growth strategy to be reviewed for possible amendment at least once every five years. On April 26, 2019 Metro Vancouver Regional District Board (MVRD) passed a resolution to initiate an update to the current RGS Metro 2040 to extend the regional growth strategy to the year 2050, to improve policies and integrate with Transport 2050 (TransLink's new Regional Transportation Strategy). The RGS policy review process included member jurisdictions, regional stakeholders, the general public and First Nations in a series of committees and working groups.

The draft Metro 2050 adds new elements that tackle timely and urgent issues. This includes a new focus on climate action, social equity, and the economy (especially regarding employment location and loss of employment lands). A new stand-alone housing chapter provides direction for affordable housing near transit with actions that recognize the distinct roles and responsibilities of Metro Vancouver, member municipalities, and other levels of government. Other elements of the RGS are also in strong alignment with Council's priorities and plans, including the Climate Emergency Action Plan, Employment Lands and Economy Review, Housing Vancouver, and the Vancouver Plan.

Regional Context Statements (RCS) are the policy tools that link municipal policies and plans to the RGS. Following the adoption of Metro 2050, Vancouver will have two years (anticipated to be July 2024) to submit an updated Regional Context Statement Official Development Plan (RCS ODP) that demonstrates how Vancouver policies and plans are generally consistent and will support the RGS over time.

In collaboration with member jurisdictions, Metro Vancouver has drafted revised population, dwelling unit and employment growth projections for Metro 2050. These projections do not consider existing housing needs and City Staff are working on updating housing targets as part of the ongoing Vancouver Plan process. This work is also being coordinated with the Province's requirements for Housing Assessments as part of municipal official community plans.

Metro Vancouver Regional Industrial Lands Strategy

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 (RILS) was completed and approved by the Metro Vancouver Board on July 3, 2020.

The RILS identifies 34 recommendations to respond to the 4 principal challenges facing the region's industrial lands, with 10 priority actions for early implementation.

Strategic Analysis

Draft Metro 2050

The draft Metro 2050 maintains similar content to Metro 2040. The 'big moves' reflect engagement and feedback from member jurisdictions, other regional agencies, the Province, First Nations, and the public including:

- Stronger alignment of planned locations for growth with transit investment through a new tool called 'Major Transit Growth Corridors'

- Housing policies to encourage transit-oriented affordable housing, increase stock and protect existing non-market rental units
- Clearer and stronger definition for industrial lands, as well as flexibility for affordable rental residential on employment lands near rapid transit stations
- Stronger climate action, including collective actions toward GHG emission reduction targets and preparing for climate change impacts
- Aspirational regional targets for the federation to collectively work toward more affordable rental housing near transit, protecting land for nature and increasing urban tree canopy cover
- Improved integration of social equity outcomes
- Greater emphasis on building relationships with First Nations, incorporating future development and planning needs

The following table compares the goals and strategies of the Metro 2040 and the draft Metro 2050.

Table 1: Metro 2040 and Draft Metro 2050 (June 2021) Goals and Strategies Comparison

Metro 2040		Draft Metro 2050	
Goals	Strategies	Goals	Strategies
1. Create a compact urban area	1.1 Contain urban development within the urban containment boundary	1. Create a compact urban area	1.1 Contain urban development within the urban containment boundary
	1.2 Focus growth in urban centres and frequent transit development areas		1.2 Focus growth in urban centres and frequent transit development areas
	1.3 Protect the region's rural areas from urban development		1.3 Develop resilient, healthy, connected, and complete communities with a range of services and amenities
	1.4 Protect rural lands from urban development		
2. Support a sustainable Economy	2.1. Promote land development patterns that support a diverse regional economy and employment close to where people live	2. Support a sustainable economy	2.1 Promote land development patterns that support a diverse regional economy and employment opportunities close to where people live
	2.2 Protect the supply of industrial land		2.2 Protect the supply, and enhance the efficient utilization, of industrial land
	2.3 Protect the supply of agricultural land and promote agricultural viability with an emphasis on food production		2.3 Protect the supply of agricultural land and strengthen agricultural viability
3. Protect the environment and respond to climate change impacts	3.1 Protect conservation and recreation lands	3. Protect the environment and respond to climate change and natural hazards	3.1 Protect and enhance conservation and recreation lands
	3.2 Protect and enhance natural features and their connectivity		3.2 Protect, enhance, restore, and connect ecosystems
	3.3 Encourage land use and transportation infrastructure that reduce energy consumption and greenhouse gas emissions, and improve air quality		3.3 Encourage land use, infrastructure, and human settlement patterns that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality
	3.4 Encourage land and transportation infrastructure that improve the ability to withstand climate change impacts and natural hazard risks		3.4 Encourage land use, infrastructure and human settlement patterns that improve resilience to climate change impacts and natural hazards

4. Develop complete communities	4.1 Provide diverse and affordable housing choices	4. Provide diverse and affordable housing choices	4.1 Expand the supply and diversity of housing to meet a variety of needs
	4.2 Develop healthy and complete communities with access to a range of services and amenities		See Draft Metro 2050 Strategy 1.3
			4.2 Expand, retain, and renew rental housing supply and protect tenants
			4.3 Meet the housing needs of lower income households and populations experiencing or at risk of homelessness
5. Support sustainable transportation choices	5.1 Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking	5. Support sustainable transportation choices	5.1 Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking
	5.2 Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods and services		5.2 Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods, and services

Key Issues and Concerns

Regional Overlays and the Major Transit Growth Corridors

Major Transit Growth Corridors (MTGCs) are new organizing principle and growth monitoring tools in the draft Metro 2050. MTGCs are areas along TransLink's Major Transit Network where member jurisdictions, in consultation with Metro Vancouver and TransLink, may identify new Frequent Transit Development Areas (FTDAs). The MTGCs have been identified as good potential locations for regionally-significant levels of transit-oriented growth based on RGS principles. City staff are concerned about the identification of large areas of growth opportunities and the ability to manage the impact of land speculation to existing renters and local businesses in advance of more detailed local planning and mitigation policies. Staff also note that regionally-significant MTGCs will have different meaning in urban and suburban contexts. The types of technology applicable to the context will have differing impact for municipalities across the region.

Urban Land Use Designations – Employment

The draft Metro 2050 includes a new provision that would allow municipalities to consider affordable and rental housing as part of mixed-use buildings on employment lands within 200 metres of rapid transit stations. If these provisions are included in the final version of Metro 2050, staff will recommend draft criteria that the City would use if it employs these provisions. The mixing of light industrial and residential uses is not a common practice in Vancouver and other major North American cities. This practice could have significant impacts on land values and on the types of industrial activities that would be financially and operationally viable in these areas. A summary of the potential issues that will be taken into consideration before moving forward has been provided to Council as a memo detailing the emerging approach for modernizing and intensifying Vancouver's industrial lands in line with the direction provided in the RILS ([RTS #14545 "Project Update – Industrial Modernization and Intensification Framework"](#)).

The June 2021 Draft Metro 2050 RGS can be found on Metro Vancouver's website at: <http://www.metrovancouver.org/services/regional-planning/PlanningPublications/DraftMetro2050.pdf>. Metro Vancouver has also established a web-based comment form on their website to enable interested parties to provide comments by November 26th at: <https://forms.metrovancouver.org/planning/Pages/metro-2050-feedback.aspx>.

Endorsement of the Metro Vancouver Regional Industrial Lands Strategy

The Metro Vancouver Regional Industrial Lands Strategy (RILS) was approved by the MVRD Board on July 3, 2020. The Strategy has been sent to member jurisdictions and non-voting Industrial Lands Strategy Task Force member agencies requesting their endorsement and implementation, as appropriate. City Staff are recommending that Council endorse the RILS to guide policy planning work in Vancouver's industrial areas over the long term.

An assessment of the 10 priority actions in the RILS and how they impact planning in Vancouver is provided in Appendix B.

Public/Civic Agency Input (if applicable)

Metro Vancouver has conducted municipal, stakeholder and public consultation throughout the update of the RGS. The Vancouver Plan process has highlighted the relationship and alignment of emerging directions of the Vancouver Plan with the RGS Update and with the Regional Transportation Plan, Transport 2050, currently underway by TransLink,

Implications/Related Issues/Risk***Financial***

Upon approval of the final RGS, Metro 2050, the goals and strategies will be integrated into the City's various planning programs and will inform infrastructure and public amenity needs to implement the RGS actions within Vancouver.

Environmental

A key goal of the RGS is to "Protect the Environment and Respond to Climate Change and Natural Hazards". Climate change is expected to continue to cause extreme heat, a reduced snowpack, increasing sea levels, air quality events and more intense and frequent drought and rainfall events in the region. The strategies also encourage land-use patterns that will reduce energy use and carbon pollution throughout the region. The draft Metro 2050 has updated the strategies within this goal with aims to improve resilience to climate change impacts and to improve resilience efforts equitably, prioritizing nature-based solutions and communities and support for people in the region that are disadvantaged or have been disproportionately impacted by climate change.

Legal

There are no legal implications regarding the review of the Draft RGS, Metro 2050.

CONCLUSION

This report provides an overview of the draft RGS and the RILS. Staff support most of the draft RGS, Metro 2050 including all of the Goals and Strategies and provide comments on specific strategies as outlined in this report to be considered in preparing the proposed RGS Update (Appendix A). Staff are seeking Council's authorization to endorse comments contained in this report and forward them to Metro Vancouver along with Council's endorsement of the RILS. Staff support moving Metro 2050 toward the next steps of the RGS update, which anticipates a formal bylaw adoption process for Metro 2050 beginning in January 2022. Following the adoption of Metro 2050, expected in Q3 of 2022, Vancouver will have two years (anticipated to

be July 2024) to submit an updated Regional Context Statement Official Development Plan (RCS ODP) that demonstrates how Vancouver policies and plans will be generally consistent to the RGS over time.

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Consolidated List of Recommended Revisions and Updates to Draft RGS July, 2021

All Vancouver comments are listed or referred to here. The comments are grouped by the main sections of the draft RGS.

Abbreviations

RGS = Regional Growth Strategy

RCS = Regional Context Statement

A. Metro 2050 Scope and Linkages to Other Plans

No additional comments.

B. Introduction to the Region

No additional comments.

C. Introduction to the Regional Growth Strategy

No additional comments.

D. Urban Containment Boundary, Regional Land Use Designations, Overlays, and Projections

Topic	RGS Reference	Issues and Comments
Urban Land Use Designations	Employment	See Council Report Strategic Analysis under: Key Issues and Concerns - <i>Urban Land Use Designations – Employment</i>
Regional Overlays and Major Transit Growth Corridors	Major Transit Growth Corridors	See Council Report Strategic Analysis under: Key Issues and Concerns - <i>Regional Overlays and the Major Transit Growth Corridors</i>

E. Goals, Strategies & Actions

Goal 1: Create a Compact Urban Area	
RGS Reference	Issues and Comments
1.2.12, 1.2.24 b) v), 1.3.7 f),	Transit-oriented development in the region has not always been delivered in an equitable way that is accessible to people of diverse incomes and identities. Staff suggest the inclusion of social impacts/mitigation of displacement in implementation guideline with an opportunity to link to Strategy 1.3.7 f). Staff also suggest that the implementation guidelines themselves could address how municipalities can direct growth near transit but off of arterial roads and consider the impacts of “air quality, noise, and vibration mitigation strategies for new residential and commercial buildings This would also be valuable as an update to the Health Impact Assessment tool.

Goal 2: Support a Sustainable Economy	
Preamble	<p>COVID has changed how many people work and do business – with significantly increased remote work / work-from-home options. Many believe the economy will never go back to the way things ‘were’. City of Vancouver has engaged in public discussions around ‘building back better’ and how the city’s Climate Emergency Action Plan identifies ‘remote and flexible work’ as key to reaching the city’s transportation goals. Given the uncertainty and its impact in the long term on office space demand and housing design with more flexible ‘live-work’ possibilities, the preamble should reference this shift and the importance of building resilience.</p> <p>Agricultural, Industrial and Employment lands play an important role in flood management. For instance industrial and commercial uses are lower risk uses in a floodplain than compared to residential, especially when planned and designed for flood.</p> <p>Agricultural land can also play an important role in regional food system resilience, but to realize this, more action is needed to support and encourage food production as a priority use on agricultural lands and other suitable urban lands.</p>
2.1.9	Include advocacy to the Federal and Provincial government to support green jobs and economy with a focus and an equity lens.
2.2.9 c) i)	Staff generally support the goal to protect industrial uses and to ensure non-industrial uses are not supported. In the Vancouver context there are differences in the definition of “non-industrial” compared to that in the region. For example, Vancouver considers Artist Production Spaces to be an industrial use whereas the Metro Vancouver white paper defines Artist Studios as non-industrial.
2.2.9 c) v)	Staff support the direction to review parking and loading requirements to avoid parking oversupply. In parallel, consider adding reference to encouraging or requiring transportation demand management strategies to reduce travel demand by automobile
2.2.9. d) vi)	<p>Regarding the following text: “The residential uses should be on the upper floors of new office and light industrial developments”, suggestion to allow for consideration of large multi-building sites where residential could be in a standalone building with the provision that developments include significant commercial and light industrial space in order to allow for more flexible and better designed developments.</p> <p>Also see Council Report Strategic Analysis under: Key Issues and Concerns - <i>Urban Land Use Designations – Employment</i></p>
2.3	Metro 2040 2.3 included an emphasis on food production, whereas Metro 2050 2.3 does not. It is important for the region to ensure food supply resiliency and access by residents that can endure times of shock and stress. (COVID as an example of this).
2.3.2	Staff suggest the inclusion of a reporting component to the monitoring of agricultural land and agricultural uses (including food production) in the region. This would enable member municipalities to see local agricultural production or learn about other benefits (including ecosystem services). Given that this provision includes a natural asset inventory with ecosystem services of private agricultural land, it will be important to clarify whether this will be done for the

	<p>whole land base. In addition, staff emphasize the importance of including a diverse group of farmers and environmental practitioners as part of the collaboration between Metro Vancouver, the Province and the Agricultural Land Commission to determine the range of ecosystem services that will be monitored. For example, the use of farm fields by overwintering waterfowl as habitat provides important ecosystem services at the expense of farmers. The winter farm fields can attract many birds thereby diverting them from higher use recreation fields in neighbouring communities.</p>
2.3.3	<p>Staff suggest that farmers be engaged to co-create solutions, strategies and actions regarding the provision to increase actively farmed agricultural land and minimize conflicts.</p> <p>Consider advocacy and collaboration to encourage and facilitate urban farming would be helpful for urban contexts such as Vancouver.</p>
2.3.5	<p>Include the importance of food production in the agricultural awareness activities that promote the importance of agricultural industry. In addition, include advocacy and collaboration to support business-to-business collaboration within the agricultural sector with other sectors across jurisdictions within Metro Vancouver which may assist to strengthen agricultural businesses. Connecting producers to other businesses has the ability to strengthen local supply chains, business resilience and the use of agricultural lands.</p>
2.3.10	<p>Staff encourage the inclusion of advocating for streamlining on-farm renewable energy projects like anaerobic digesters. These projects add value to agricultural businesses' viability (on a relatively small floor plate) and contribute to renewable natural gas targets for utilities. In addition, include opportunities to improve carbon sequestration (GHG removal or reduction enhancement) – range of opportunities and could be carbon market and BC Offset options in the future.</p>
<p>Goal 3: Protect the Environment and Respond to Climate Change and Natural Hazards</p>	
3.1.1	<p>The City of Vancouver practice assumes that the term “no net loss” of ecosystems as a policy will rely on a holistic view of ecosystems, knowledge and other inputs about baseline monitoring, ecological restoration techniques and the creation/restoration of habitat “units” at a specific ratio, e.g. 2 new: 1 lost or whatever is appropriate. This type of policy is not well practiced in most current environmental regulations. If successful, as an internal policy, it has the potential to be replicated across the region.</p>
3.1.9	<p>Consideration to include Indigenous cultural practices as a permitted use</p>
3.3.1 & 3.3.4	<p>In response to the climate crisis, Metro Vancouver could consider amending its policies, codes of practices and air quality regulations to include the management of carbon pollutants such as CO₂ and CH₄ and work with the Province to support this initiative. It is an ambitious statement, but perhaps there is an opportunity for Metro Vancouver to assist the region to reach its ambitious mitigation targets with the help of its regulatory authority around air quality. As identified in the Clean Air Plan, additional and stronger measures will be needed to reach the region's climate targets</p>
3.3.2 b)	<p>Include “.enhance resilience to climate change impacts.” So as to include the development of policies and regulations that support climate action in both the mitigation and adaptation spheres.</p>
3.3.3	<p>Staff request more guidance on the definition of a major transportation project and the how health impact assessments would be conducted, assessed and evaluated, and taken into account. In addition, staff would like clarity on the role</p>

	<p>Metro Vancouver would take in establishing guidelines for this type of assessment that future projects should incorporate.</p> <p>While this direction is generally positive, staff are concerned that a narrow focus on “[minimizing] public exposure to traffic-related pollutants” could result in outcomes which are at odds with larger regional goals to reduce automobile dependence and support sustainable transportation, e.g. results being used to push back against road space reallocation to support sustainable transportation modes because it will “cause congestion and idling, etc.” or because people might be encouraged to cycle in a safe protected bike route “next to moving car traffic.”</p>
3.3.6 a) vi)	<p>Staff are supportive of this direction, it is in line with the City’s Climate Emergency Action Plan, the Green Buildings Policy for Rezoning, and the intentions to one day develop a Circular Economy Strategy. Staff suggest changes to include “and the increased use of low-carbon and <i>circular</i> building products and <i>processes</i>.”</p>
3.3.7 b) ii)	<p>Consider expanding the direction to reference to prior mentioned demand management strategies, complete community, and other policy and regulatory tools. i.e. “ such as safe, convenient active transportation routes directly serving key destinations such as high streets, community centres, and transit stations”.</p>
Goal 4: Provide Diverse and Affordable Housing Choices	
Preamble	<p>Metro 2050 is the first Metro Vancouver Regional Growth Strategy to include a stand-alone housing goal, a reflection of the growing urgency of housing affordability pressures across the region. The preamble outlines the housing challenges facing households across Metro Vancouver, and acknowledges that a diverse mix of housing types and tenures are needed to address these challenges, in cooperation with government and sector partners. Overall Goal 4 is well aligned with Vancouver’s <i>Housing Vancouver</i> Strategy, with a parallel structure, goals, and actions.</p> <p>In the second paragraph, it may be valuable to connect the objectives under Goal 4 with the objectives of the Transportation, Complete Communities, and Climate Change goals</p>
4.1.5	<p>Staff are supportive of new enabling legislation for local governments to mandate affordable housing through inclusionary zoning powers, and note that advocacy should consider the balance needed between market-rate and below-market rate units in inclusionary developments to ensure financially feasible outcomes.</p>
4.2.3	<p>Staff are supportive of a regional target for transit-oriented affordable housing, as it is in line with city community plans and housing policies. Staff suggest further analysis to determine if 15% is the right target – i.e. exploring the delivery of rental and non-market housing near transit to date across the region to understand recent trends and future potential.</p>
4.3.5 4.3.7	<p>Staff are supportive of Metro Vancouver accepting Regional Context Statements that indicate how municipalities will collaborate with senior levels of government and partners to increase the supply of permanent, affordable, and supportive housing units and pathways out of homelessness. Staff also suggest that Metro Vancouver has a role to play in coordinating and facilitating a regional approach to homelessness with member municipalities, non-profit housing and homelessness service providers, and other levels of government.</p>

4.3.6	Staff are supportive of Metro advocacy to senior levels of government on rent supplements and shelter assistance rates. However, there also needs to be a discussion about the high cost of living and construction in Metro Vancouver cities – often the level of rent supplement provided under existing programs is not sufficient to enable low-income households to stay in cities or support financially viable housing construction. This can lead to geographic equity problems with rent supplement programs
Goal 5: Support Sustainable Transportation Choices	
5.1.6	Staff suggest strengthening language and including a desired outcomes of reducing dependency on private automobiles/reducing car ownership/reducing the number of vehicles/prioritizing sustainable transportation/enabling other uses of public space
5.1.10	Consider specifically referencing bridges and other pinch points which can become major barriers or bottlenecks to safe, all ages and abilities active transportation. “Operating” reads as “maintaining” consider tweaking language from “expanding and operating” to, “expanding and upgrading” to support safe, convenient, direct active transportation connections for all ages and abilities.
5.1.14 b)	Mobility pricing included in an earlier draft of the RGS but is removed in the current draft. Given that it has demonstrated significant behaviour change, staff suggest including mobility pricing as a key action. Mobility pricing also has the potential to be a key tool in helping the region achieve its climate change targets.
5.1.14 c)	Enhanced walkability measures were included in an earlier draft of the RGS but it has been simplified to “Manage and enhance municipal infrastructure in support of transit, multiple-occupancy vehicles, cycling, and walking.” Staff suggest the inclusion of enhanced walkability and cycling measures for all ages and abilities, including providing direct and comfortable connections that serve everyday destinations such as commercial areas, transit stations, schools, and community centres to encourage the importance of other modes of transportation for all trips.
5.1.15 d)	Consider being more explicit about ensuring that new and emerging technologies complement compact, complete, walkable and bikable communities, and mass transit. New technology should not exacerbate auto-oriented urban sprawl or work against efforts to prioritize healthy, low cost active transportation and mass transit.
5.2.6 b)	Staff are supportive of this action, and recommend broadening the language of supporting goods movement via “roads, highways, railways, aviation, and short sea shipping” to also include active transportation.

F. Implementation

Topic	RGS Reference	Issues and Comments
Providing for Appropriate Municipal Flexibility	6.2.7	There is a need to provide temporary emergency housing for those experiencing homelessness on lands that may not be designated to allow residential uses such as industrial or employment. The RGS does not contain a flexibility provision to allow temporary conversions to allow housing on these lands where the long term industrial and employment intent for the designations remain. Consider amending provision 6.2.7 and

		2.2.9 (d) (V), to permit residential uses on lands designated employment or industrial subject to the housing being made available exclusively to persons experiencing, or at risk of experiencing homelessness and that the residential use is being enabled through senior government programs that are time limited (such as temporary modular housing).
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G. Performance Monitoring

No additional comments.

H. Glossary of Terms

No additional comments.

I. Maps

No additional comments.

Metro Vancouver Regional Industrial Lands Strategy Recommendations and Their Application to the City of Vancouver

Big Move #1: Protect Remaining Industrial Lands		
Priority Action	Description	Application to the City of Vancouver
#1. Define 'Trade-Oriented' Lands	These large sites are associated with the transportation of goods to and through the region; serving a national function and are crucial to the economy. A clear, consistent and collaboratively-developed definition will support their protection.	Implementation of this action will need to consider implications for achieving other RGS and municipal goals. For example, if lands are in close proximity to rapid transit, it may be appropriate to encourage intensive employment and multi-story industrial use.
#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.	The Regional Land Use Assessment exercise being proposed by Metro Vancouver will be very helpful for confirming the long term future role of large industrial precincts in the City. This work will build upon the Vancouver Plan process.
#3. Strengthen Regional Policy	Through the update of the regional growth strategy, Metro Vancouver will explore implementation changes, such as 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.	These types of measures are important tools for protecting remaining industrial lands in the city.
#4. Seek Greater Consistency in Local Government Zoning Definitions and Permitted Uses	Metro Vancouver will, in collaboration with member jurisdictions and other regional agencies, 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.	The nature of industrial activities in Vancouver's context are varied and include uses such as film production, arts & culture production and exhibition, technology and lab research work in addition to more traditional manufacturing, distribution and repair. It is anticipated that regional guidelines will need to be flexible to allow application in a diversity of for local contexts.

Big Move #2: Intensify and Optimize Industrial Lands		
Priority Action	Description	Application to the City of Vancouver
#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.	This priority action is consistent with the findings and continued implementation work of the CoV Employment Lands and Economy Review. Staff are advancing technical and stakeholder work as part of the Industrial Intensification and Modernization Framework. Council was provided with an update on the status of that work in November 2021.
Big Move #3: Bring the Existing Land Supply to Market & Address Site Issues		
#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.	The CoV is already implementing these types of activities in the DTES. This work could be expanded to other parts of the city.
#7. Ensure Transportation Connectivity	TransLink, Metro Vancouver, the Port, the Airport and municipalities will continue to work together to coordinate investment 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.	This will be supported as part of future work.
Big Move #4: Ensure a Coordinated Approach		
#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	The CoV will continue to support coordination through various departments and functions including the Vancouver Economic Commission.
#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 Collaboration	Work with the adjacent regional districts and the Province to advance coordinated infrastructure investments, land use planning, and economic development	