



# **Metro Vancouver: Regional Spatial Planning and Economic Development**

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# Problem Statement

*Will private market land investment decisions in combination with the individual land use decisions of member municipalities and the infrastructure decisions of senior governments result in functional long term spatial patterns for a regional economy to flourish?*



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# Presentation Outline

1. Metropolitan Governance
2. Regional Growth Strategy Elements
3. Why Protect Industrial Land Supply?
4. Proposed Industrial Land Protection Policies
5. Long Term Benefits: Robust and Resilient Economy

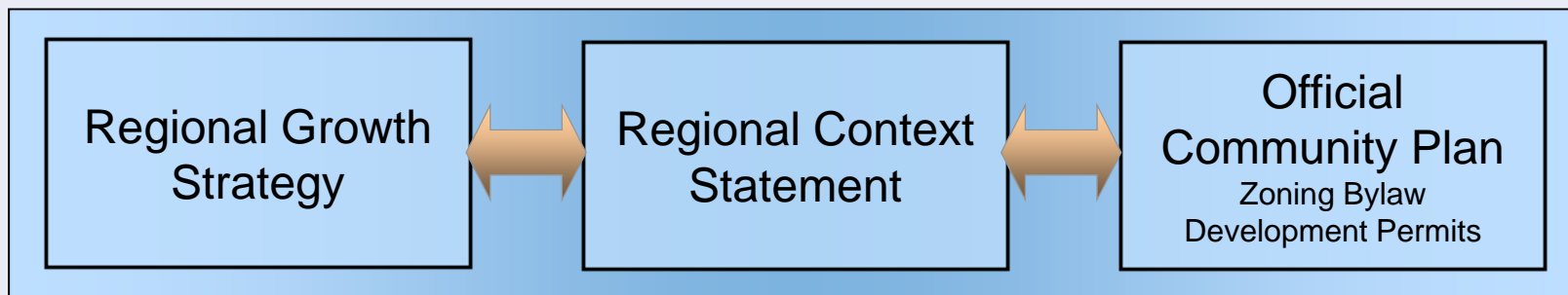


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# Metro Vancouver



# RGS Relationship to Local Planning



*Local Government Act in BC gives regional districts statutory authority to adopt regional plans.*

Regional Context Statement provides the policy link between a municipal Official Community Plan and the Regional Growth Strategy



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# A Tradition of Regional Growth Management



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## 2. Regional Growth Strategy Elements



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# Region-wide Challenges

- Managing Growth and Ensuring Adequate Capacity
- Building Complete Communities
- Supporting a Strong and Competitive Economy
- Improving Housing Diversity and Affordability
- Protecting Natural Assets
- Optimizing the Use of Infrastructure
- Coordinating Efficient Land Use and Transportation
- Reducing Energy Use and GHG Production



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An aerial photograph of Metro Vancouver, showing the city's expansion and surrounding landscape. The city is densely packed with buildings and infrastructure, extending from the coast towards the mountains. The Fraser River is visible winding through the city. In the background, there are large mountains and a body of water. A blue banner at the top right contains the title.

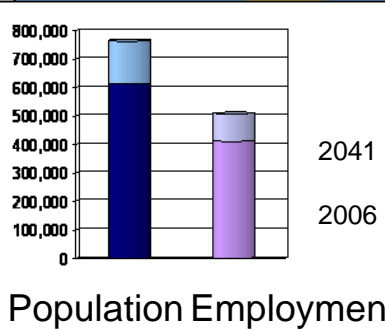
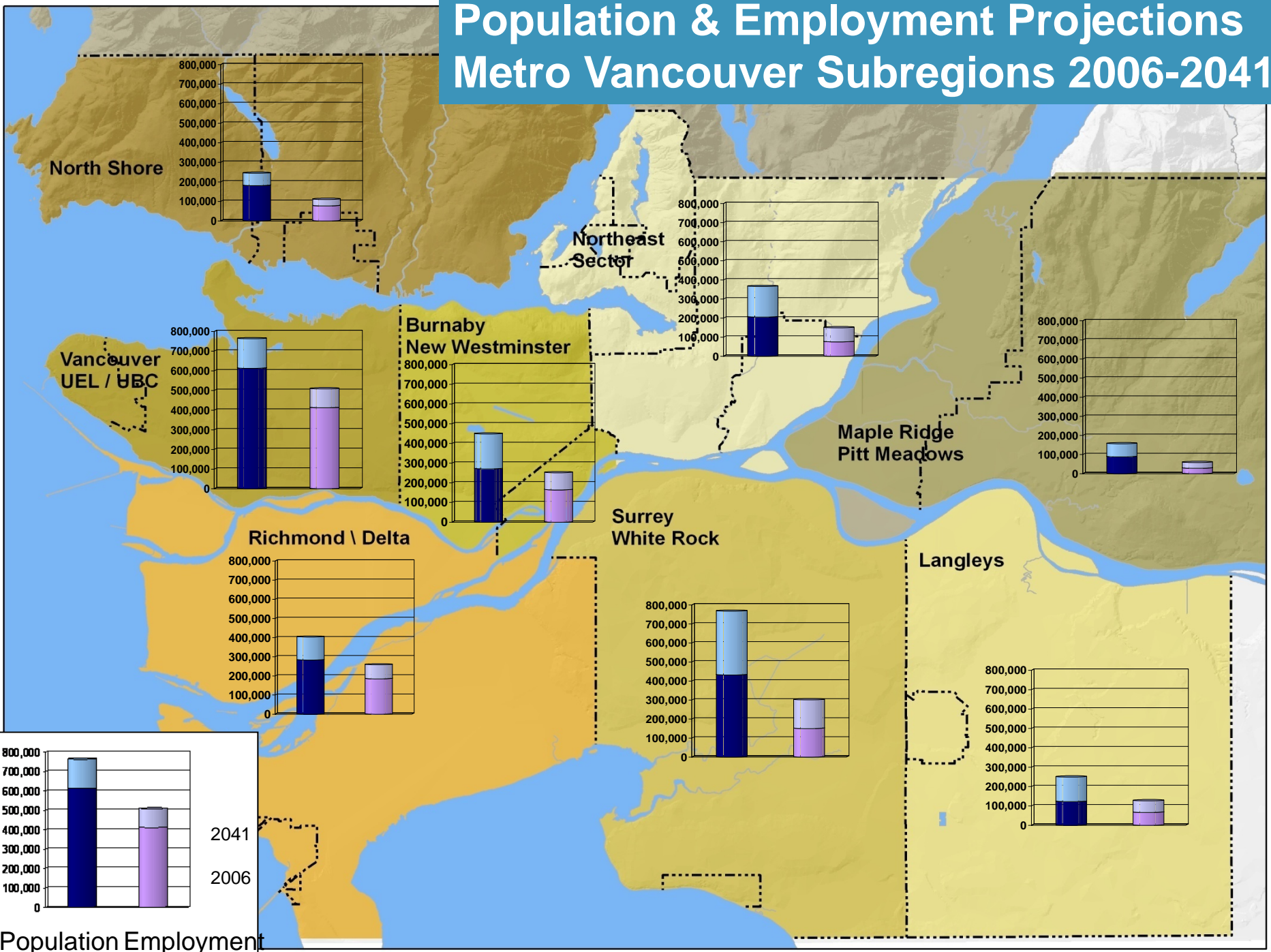
# Metro Vancouver in 2041

Current Population 2.2 million - additional 1.2 million by 2041

Current Households 850,000 - additional 560,000 by 2041

Current Jobs 1.2 million - additional 600,000 by 2041

# Population & Employment Projections Metro Vancouver Subregions 2006-2041



# Draft New Regional Growth Strategy Goals



GOAL 1

Create a Compact Urban Area



GOAL 2

Support a Sustainable Economy



GOAL 3

Protect the Region's Natural Environment  
& Respond to Climate Change



GOAL 4

Develop Complete Communities



GOAL 5

Support Sustainable Transportation Choices



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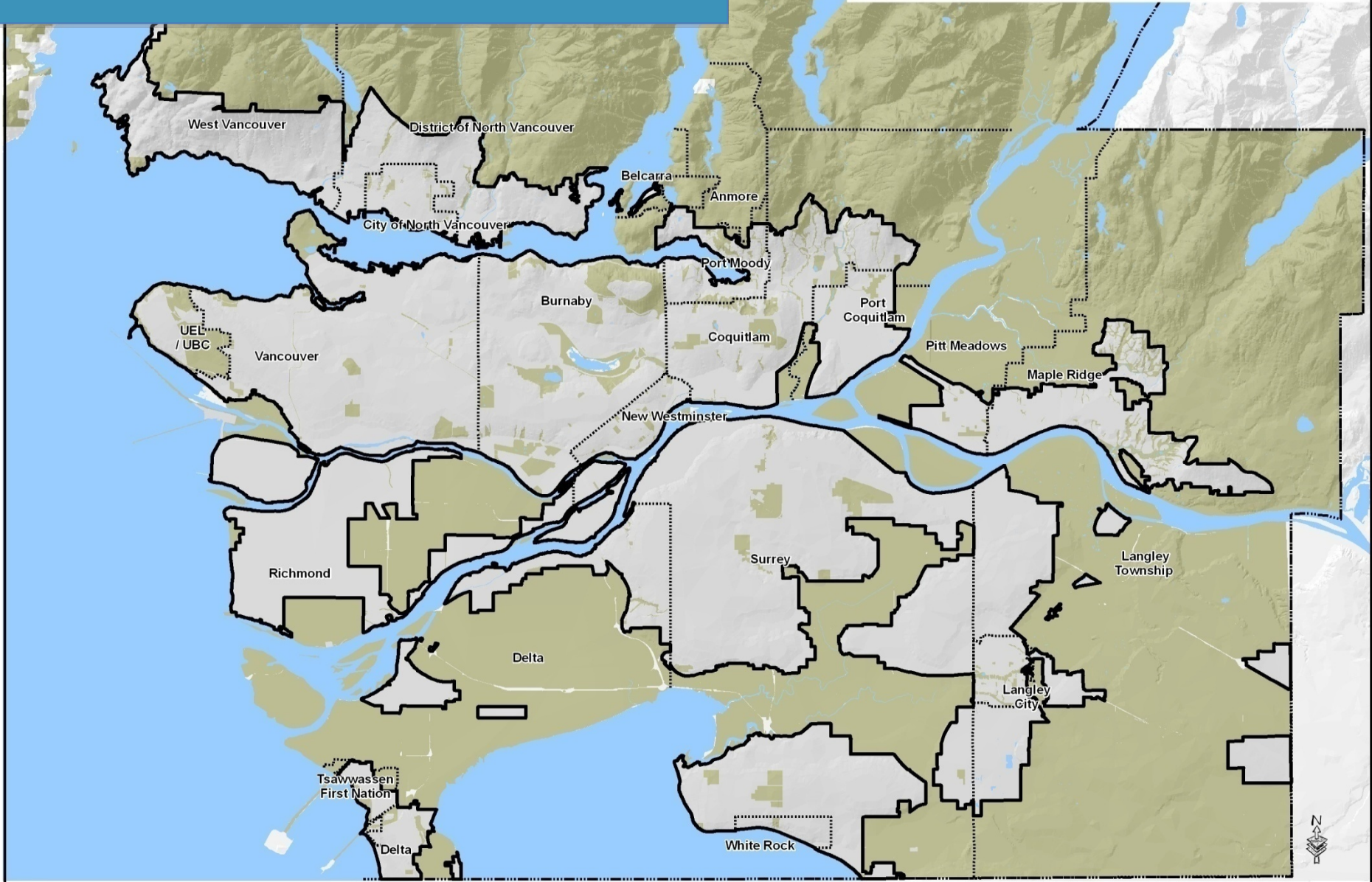


# Urban Containment Boundary

 Urban Containment Boundary

 General Urban

 Non Urban Area





# Non Urban Lands

Urban Containment Boundary

Conservation / Recreation Area

Agricultural Area

Rural Area



# Protect Conservation and Recreation Areas



# Agricultural Lands





# A Network of Centres

Urban Containment Boundary

General Urban

Urban Centres

Metropolitan Core

Surrey Metro Centre

Regional City Centres

Municipal Town Centres

Transit Concept

Existing SkyTrain / SeaBus

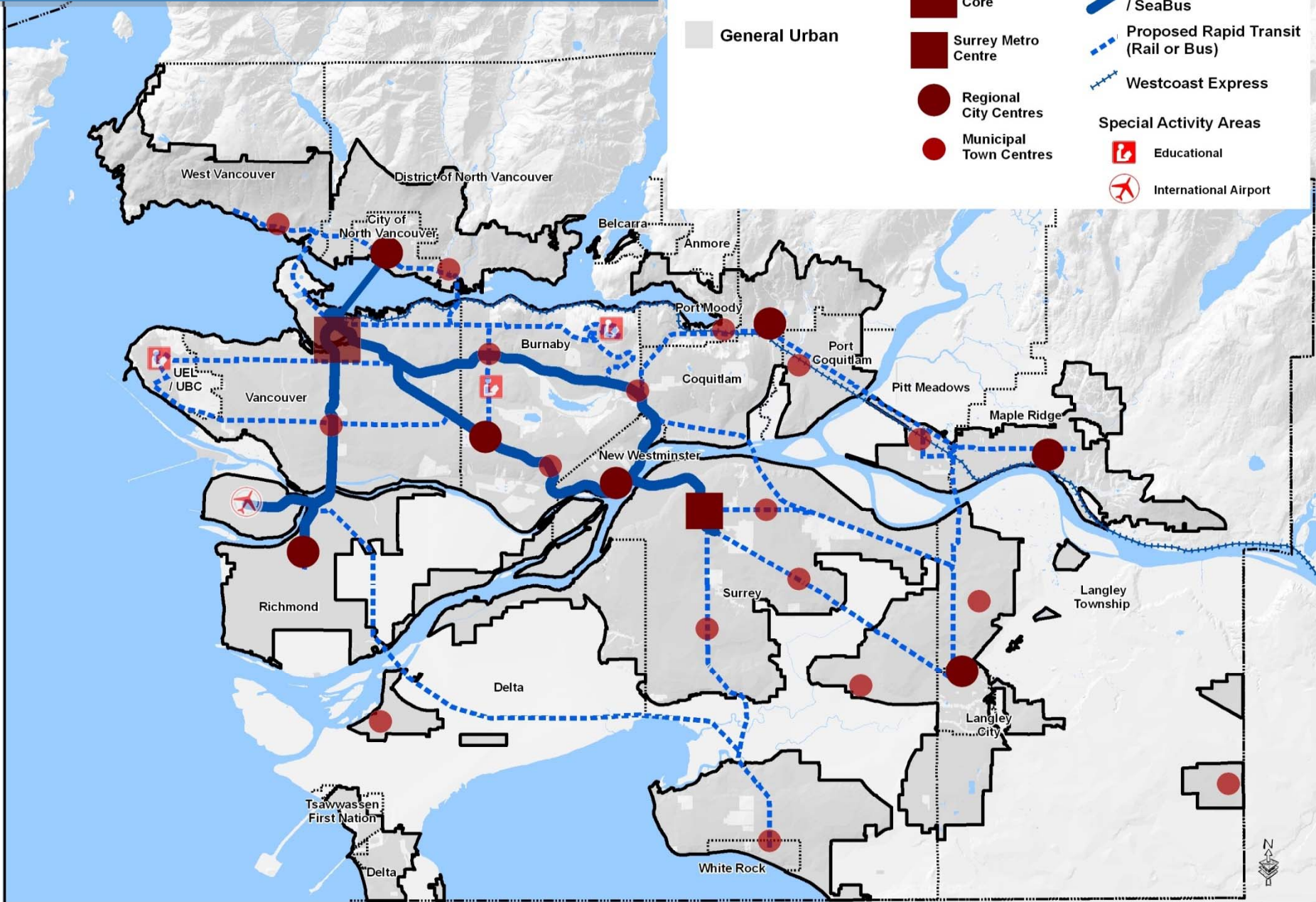
Proposed Rapid Transit (Rail or Bus)

Westcoast Express

Special Activity Areas

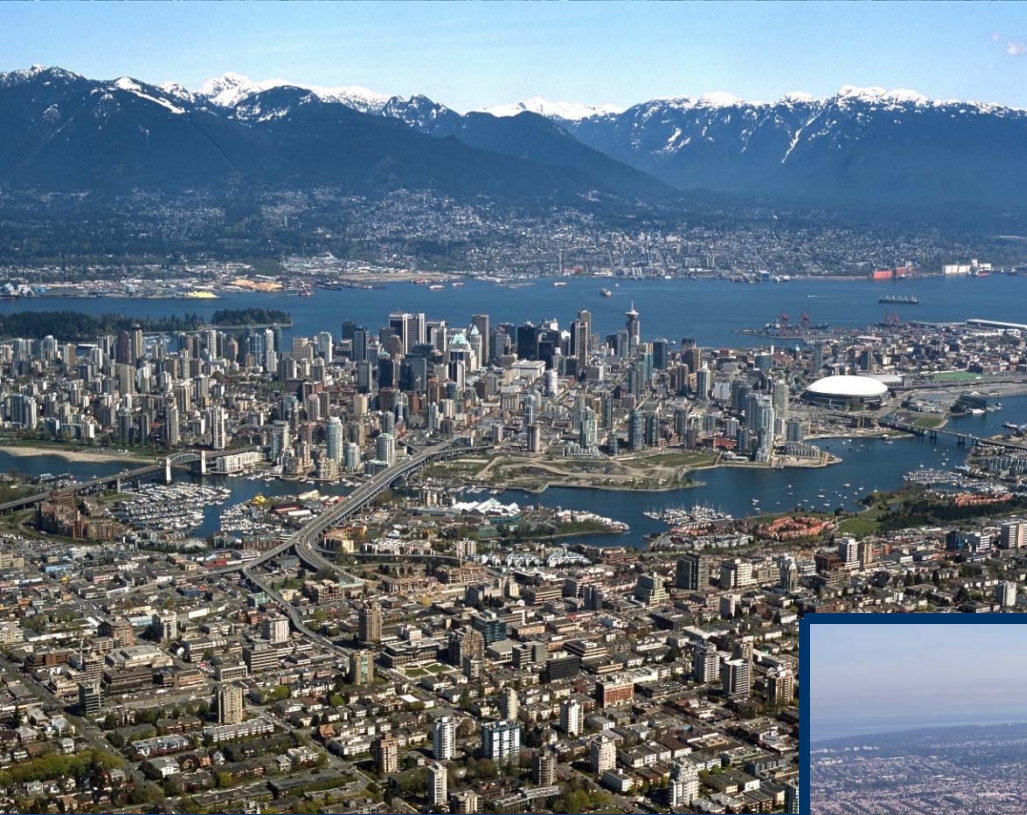
Educational

International Airport



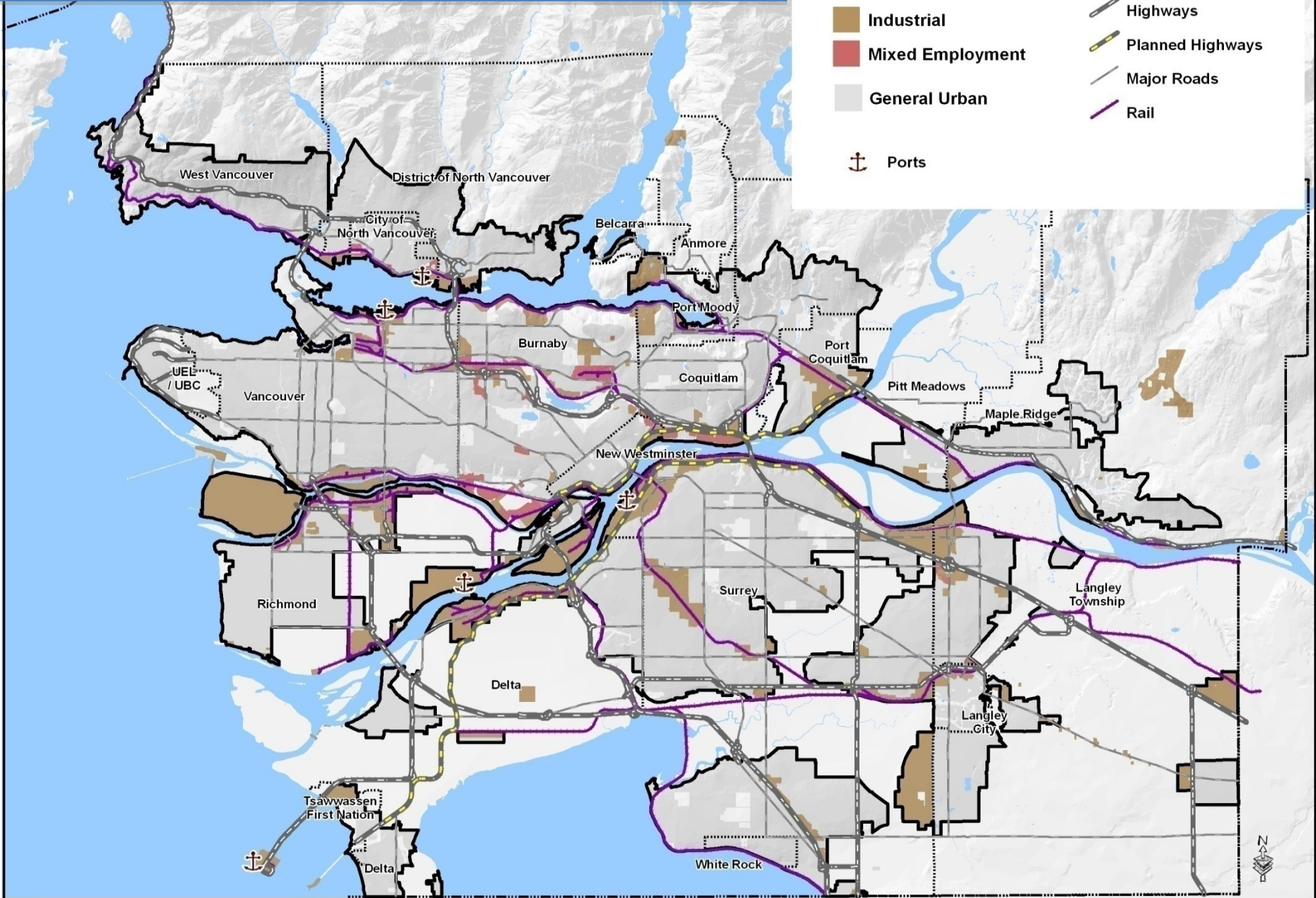


# Create and Connect Vibrant Centres





# Room for Industrial Jobs



# Regional Growth Strategy Map

□ Urban Containment Boundary

Urban Centres

■ Metropolitan Core

■ Surrey Metro Centre

● Regional City Centres

● Municipal Town Centres

■ Conservation / Recreation Area

■ Agricultural Area

■ Rural Area

■ General Urban

■ Industrial

■ Mixed Employment

Transit Concept

— Existing SkyTrain / SeaBus

- - - Proposed Rapid Transit (Rail or Bus)

⋈ Westcoast Express

Roads Concept

— Provincial Highways

— Planned Highways

— Major Roads



# 3. Why Protect Industrial Land Supply ?



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# Definition of “industry”

- Production, distribution, repair, transportation, storage , utilities .
- Uses that cannot fit well into urban centres
- Land prices lower than all other uses, except agricultural land
- Does not include high tech offices, call centres, financial back offices, big box retailing



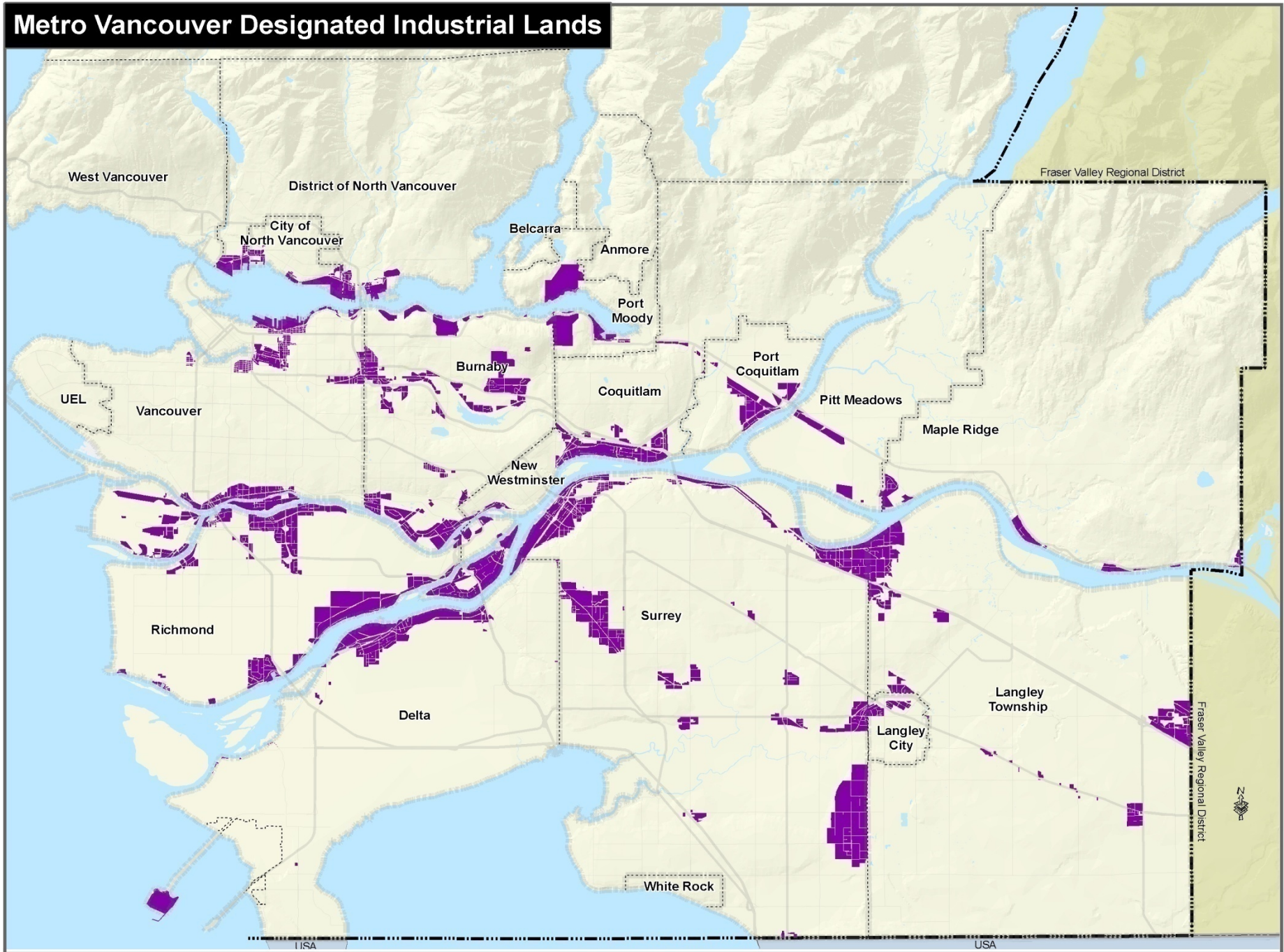
# Why Protect Industrial Land Supply?

## 1. Limited remaining industrial land supply

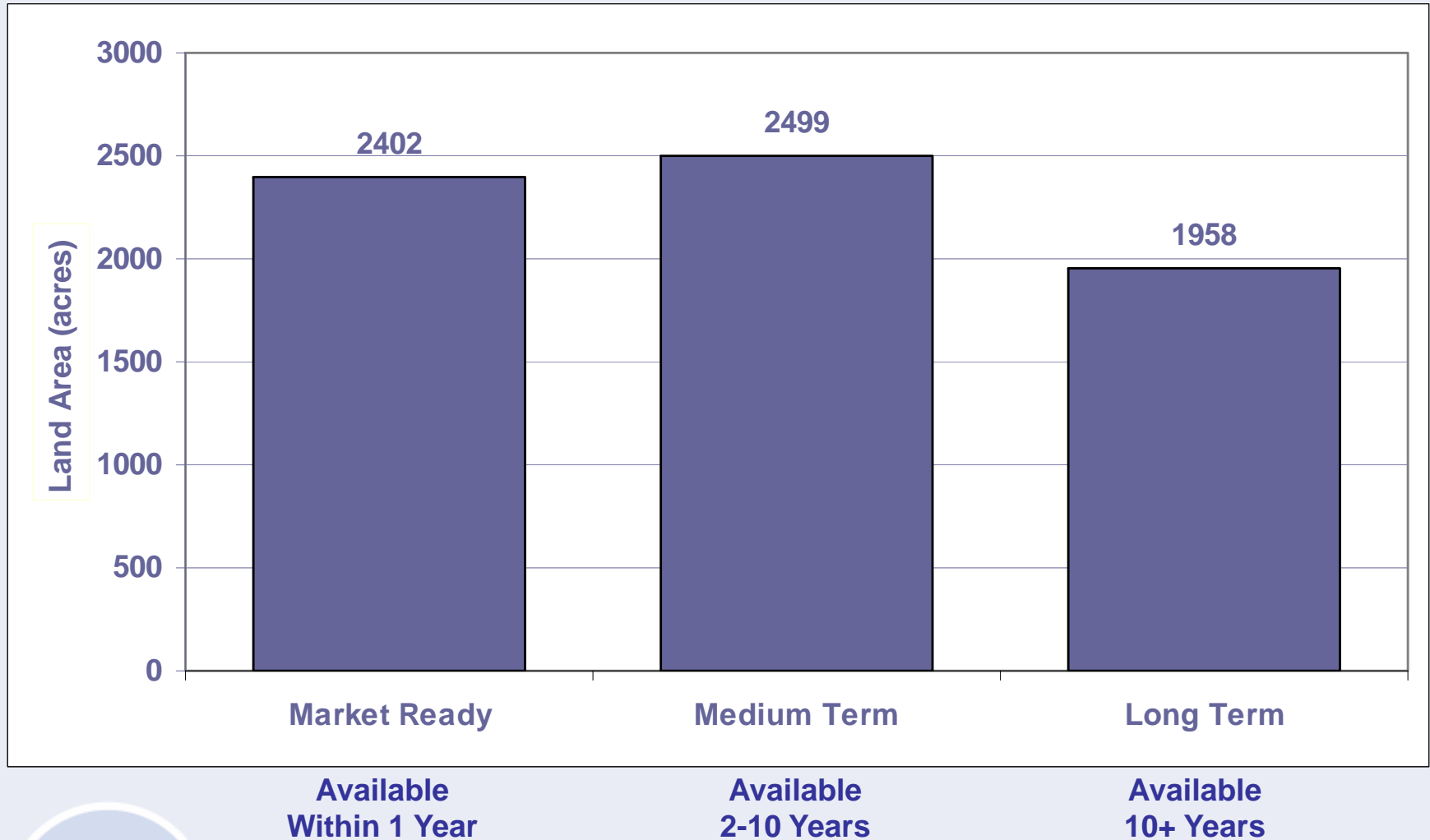
- Future shortage expected by 2020-2025
- Need to preserve lands for efficient and appropriate uses and support general economy
- Prevent irreversible conversion to other uses



# Metro Vancouver Designated Industrial Lands

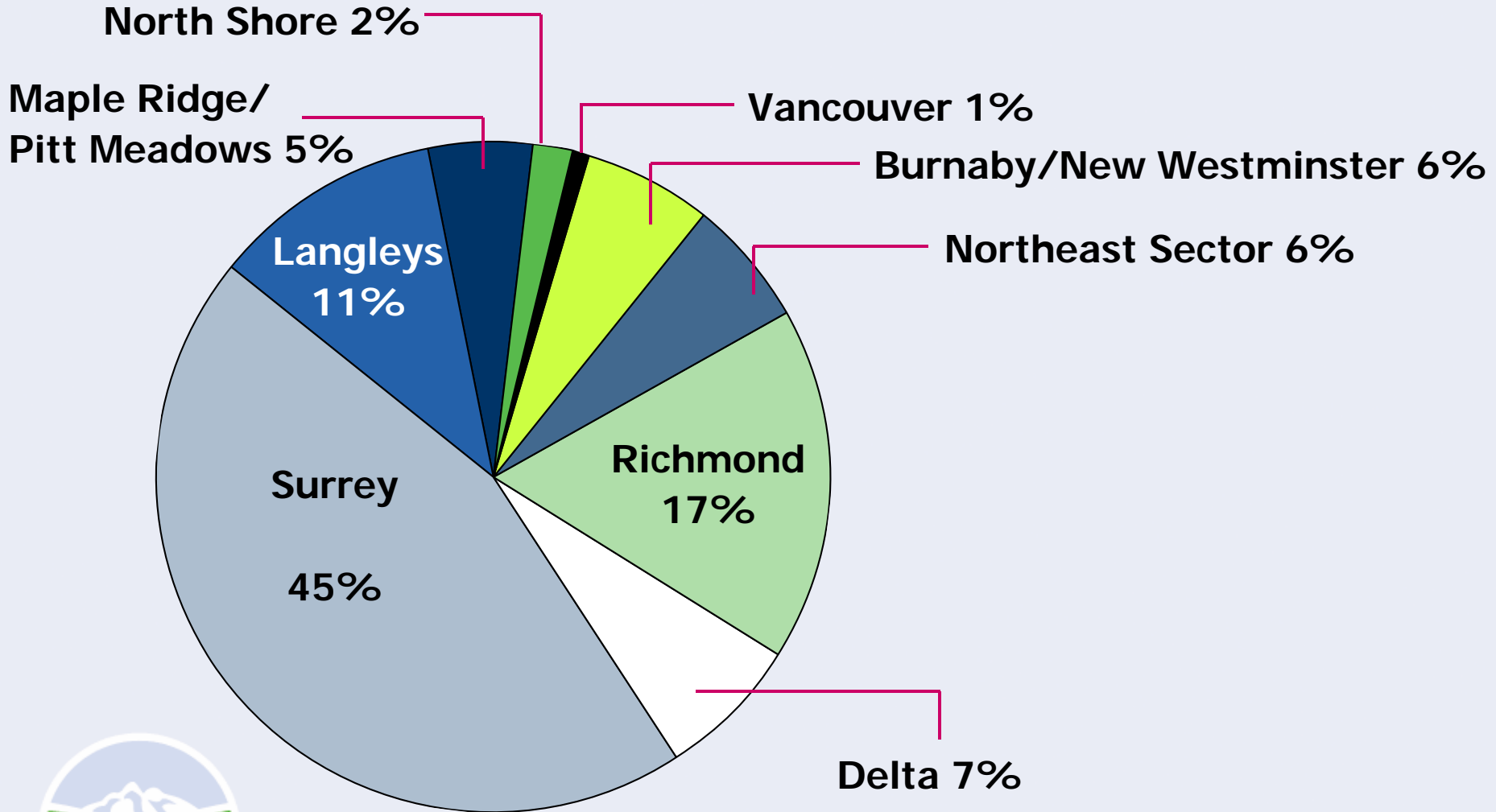


# Industrial Land Supply (2005) – Market Readiness





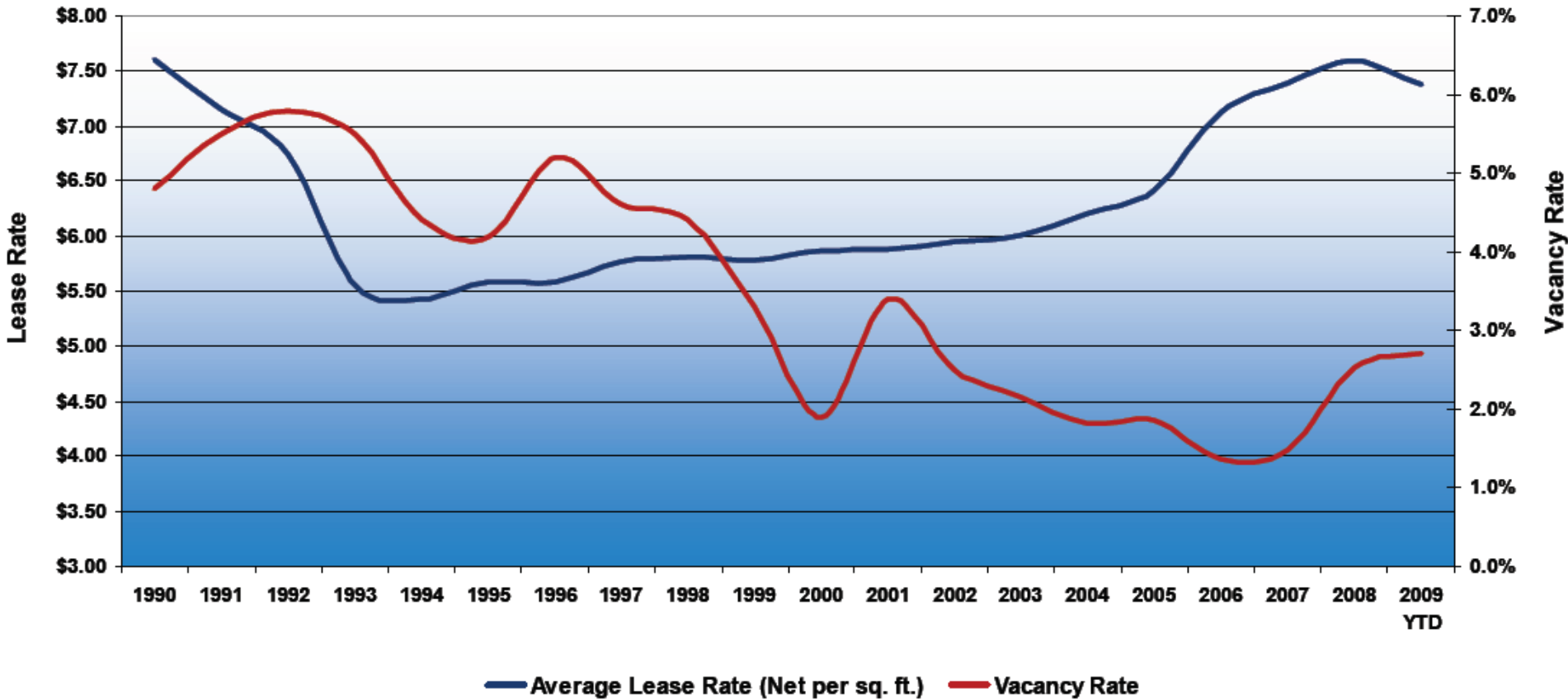
# Vacant Industrial Lands Supply Distribution (2005)



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# Historical Industrial Market Conditions

## Metro Vancouver Vacancy and Lease Rates

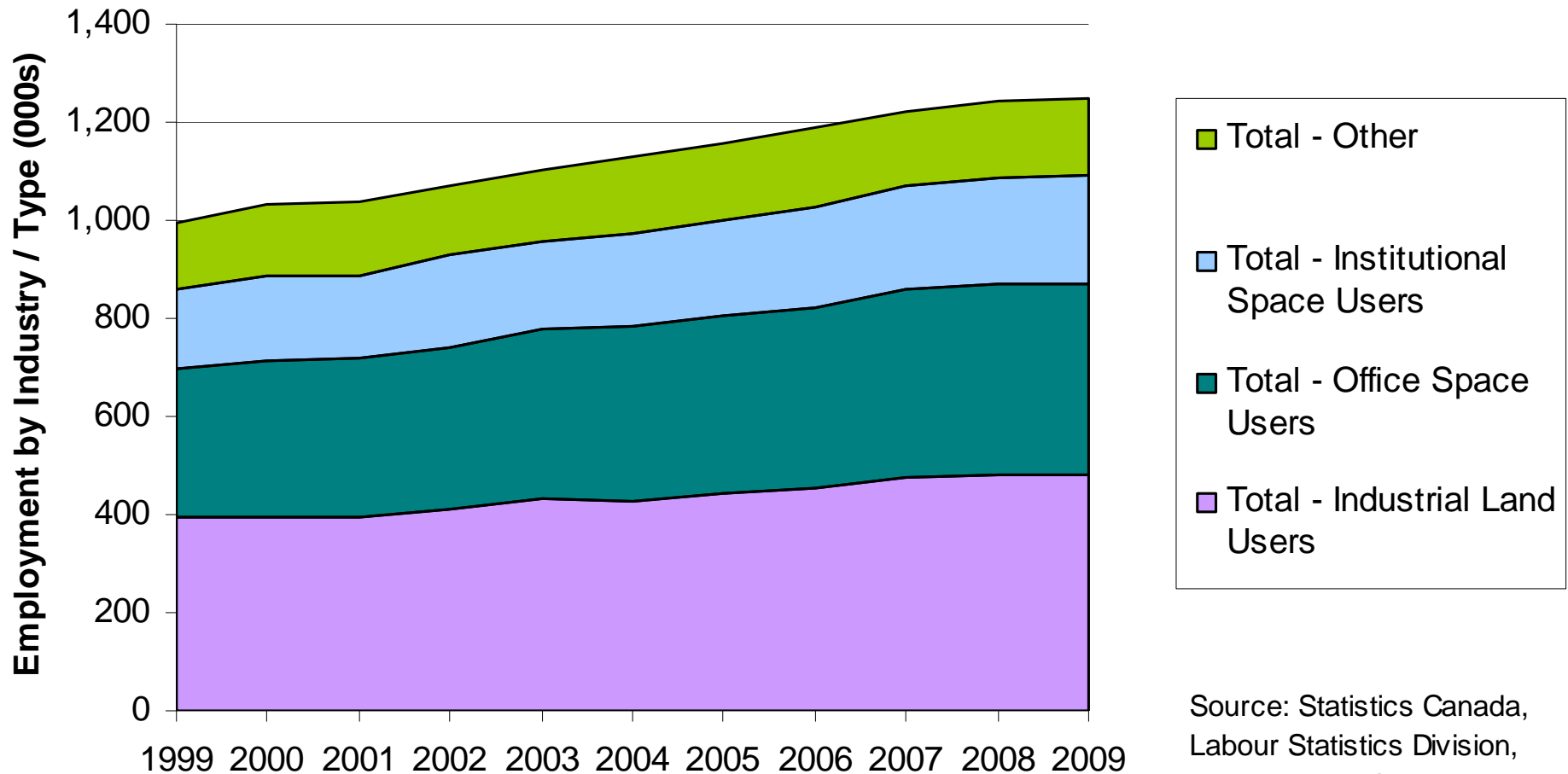


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Source: Colliers Intl.

# Employment Industry Trends

**Vancouver CMA Employment by Industry  
(Grouped by Industry Type Relating to Land / Space Needs)**



Source: Statistics Canada,  
Labour Statistics Division,  
Labour Force Survey

# Why Protect Industrial Land?

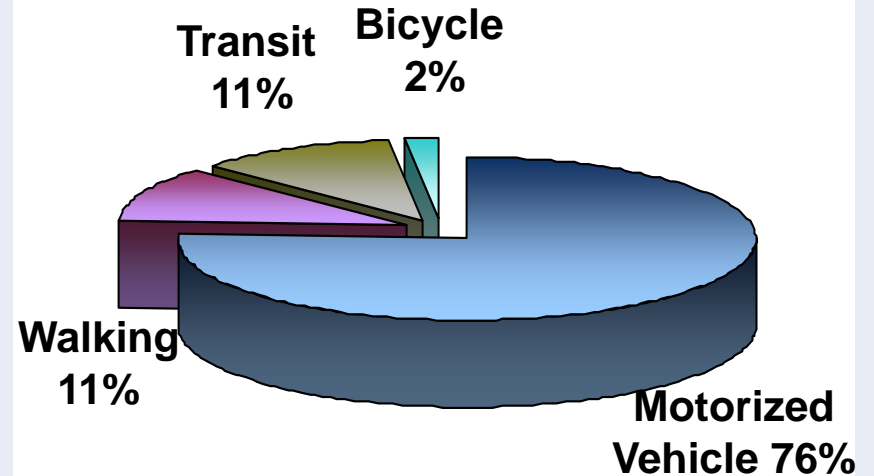
## 2. Regional and Local Consequences of using industrial land for office and retail uses:

- Increases greenhouse gas emissions, traffic congestion / time / cost and reduces operating / transportation efficiencies
- Reduces transit options for employees
- Weakens urban centres by depriving them of appropriate office and retail users and vitality

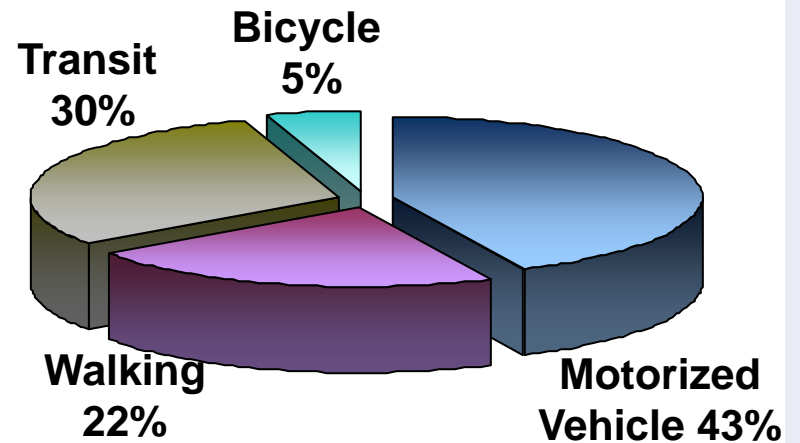


# Achieving Greenhouse Gas Reduction Targets

## How we got around in 2006

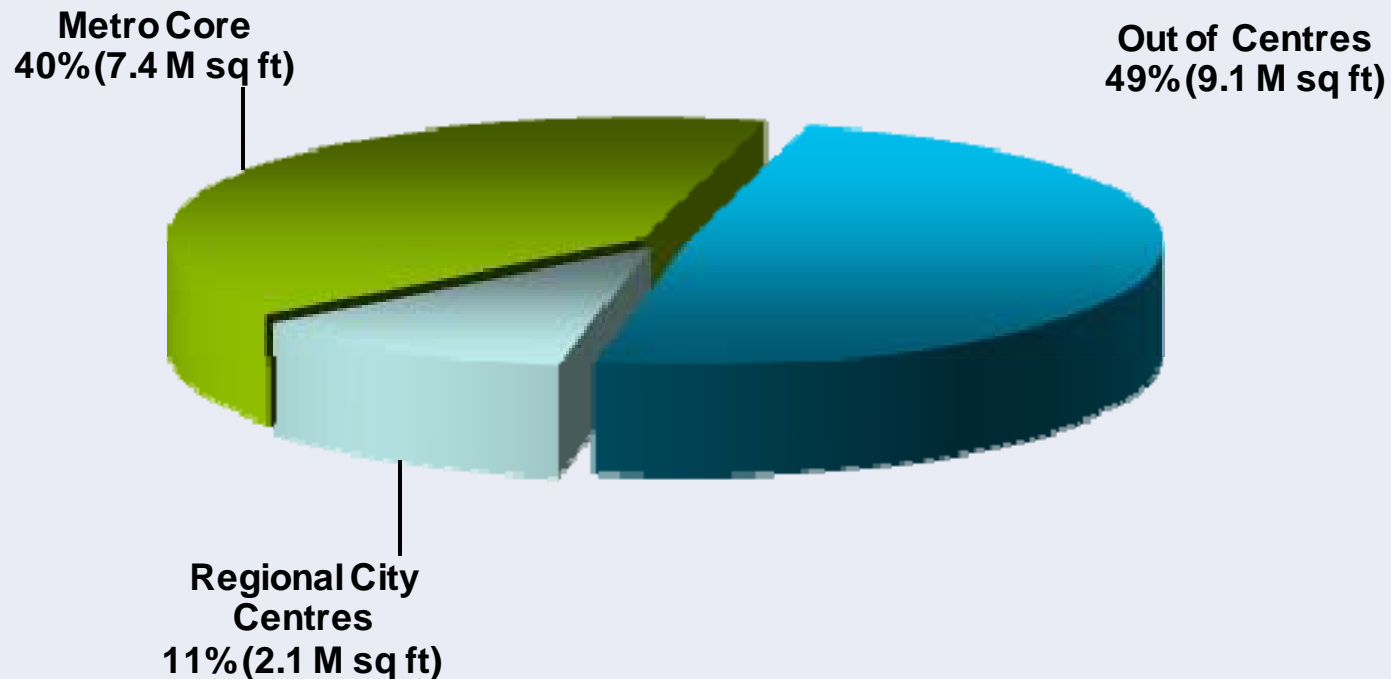


## How we'll get around in 2040



# Land Use & Transportation: Office Trends

## Distribution of Office Floorspace Growth in Metro Vancouver (1990-2006)





# Efficient Transportation - How workers get to work

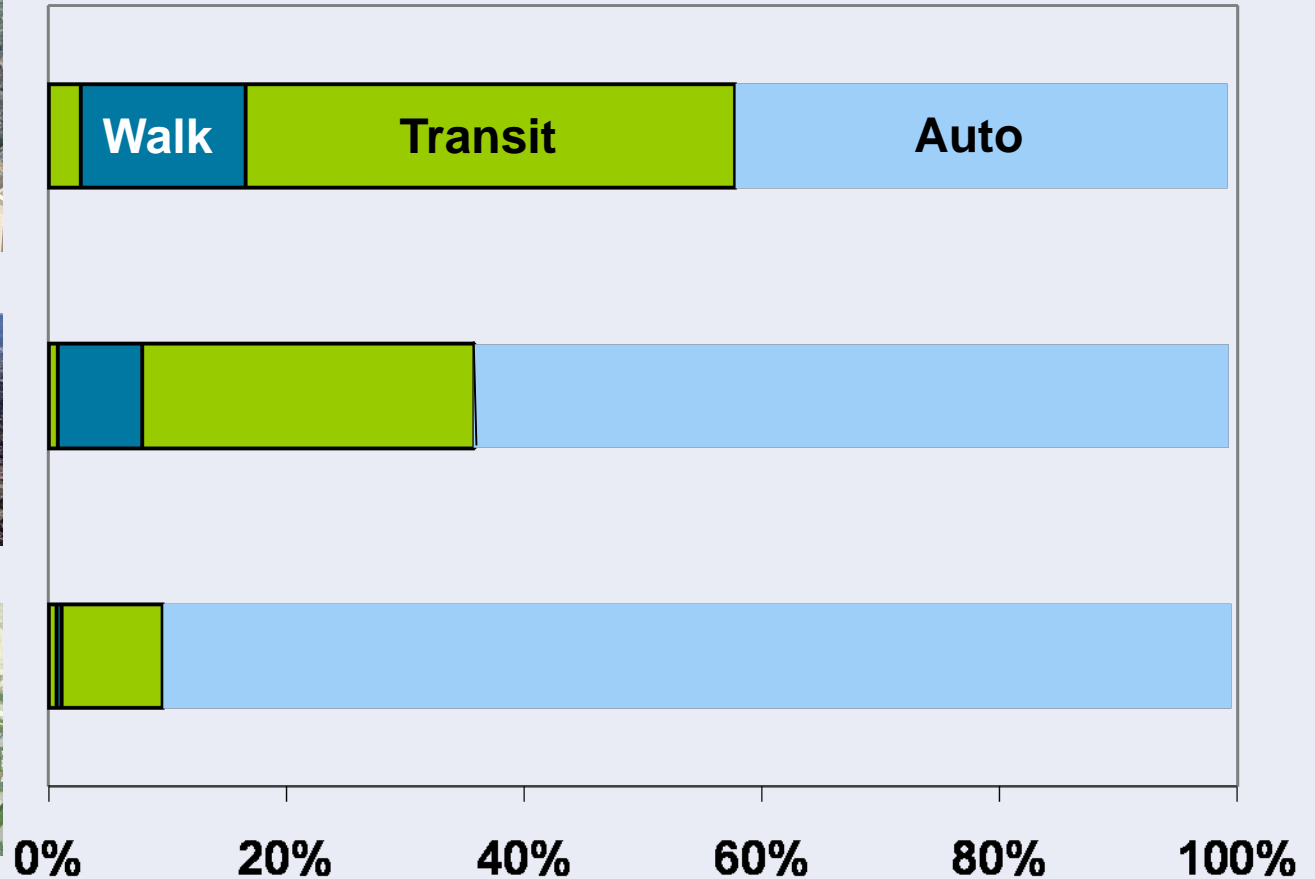
**Metro Core**



**Metrotown**



**Office Park**





# Greenhouse Gas Emissions from travel to work

**Metro Core**



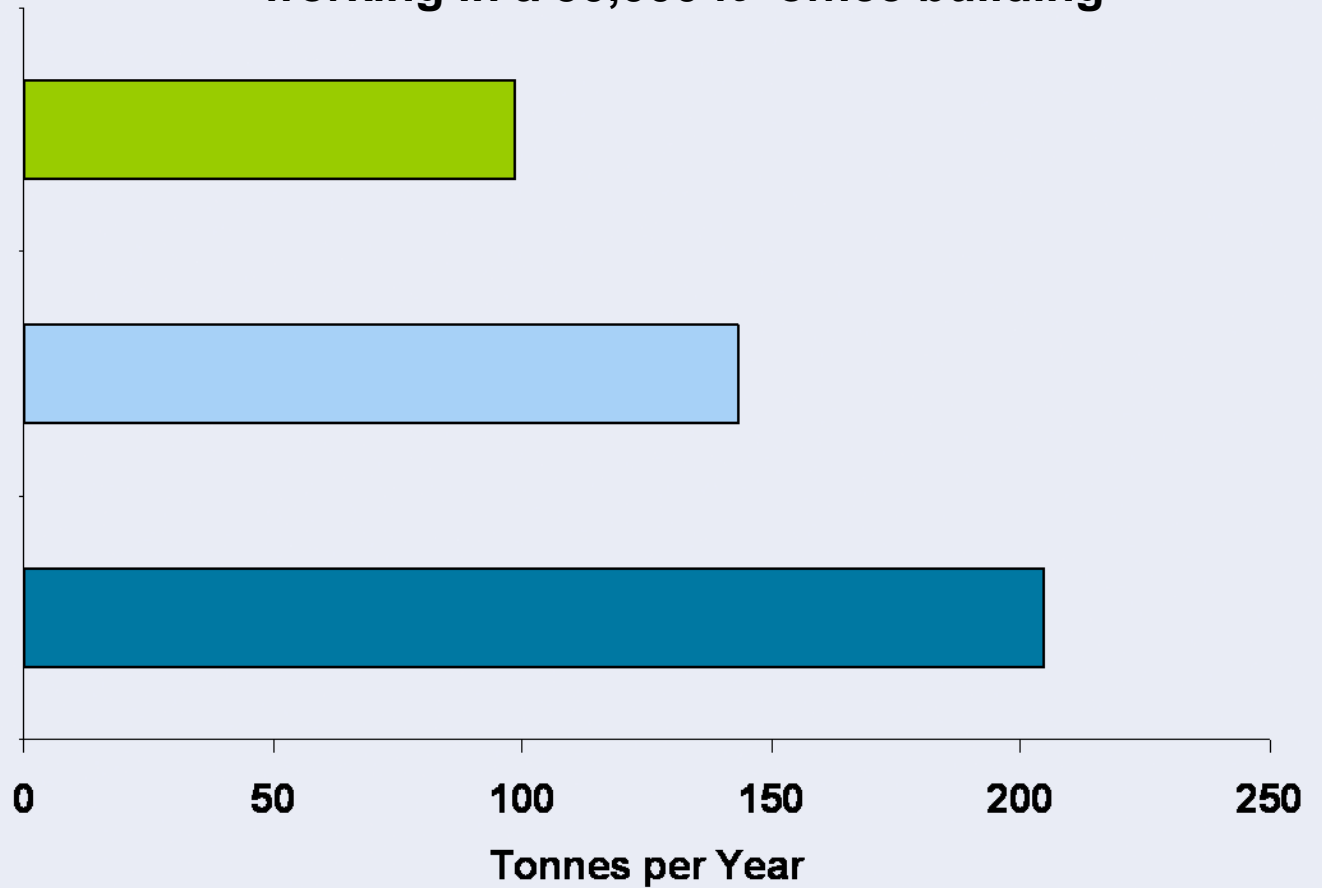
**Metrotown**



**Office Park**



**Commuter GHG Emissions from 200 employees working in a 50,000 ft<sup>2</sup> office building**



# 4. Proposed Regional Industrial Land Protection Policies



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## ...the regional land use dilemma

Most of the employment dispersal has been the result of industrial lands being developed for non-industrial uses due to:

- cheaper land, cheaper development costs (tilt up construction, surface parking, flexibility) attracts developers
- higher tax revenue, off site amenity improvements, more attractive form of development, higher employment attracts municipalities



# Regional Role

**Absence of a regional policy framework has meant municipalities knew if they turned down proposals to convert industrial land, developers/businesses would simply move to the next municipality**



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# Proposed Regional Industrial Land Policies

- **Protect industrial land- municipality must apply to Metro Board to remove industrial land designation**
- **Direct office development / retail to appropriate transit oriented urban centres and corridors**
- **Supportive tools: appropriate zoning, density bonusing, variable DCC rates, lower parking standards, reduce development costs in centres, etc**



# Interests and tensions in adopting industrial policy

- Pursuing regional goals versus preserving local autonomy
- Local property tax issues
- Private land interests
- Provincial- big investment in goods movement transportation infrastructure- want industrial land base secured
- National- concerned about adequate land base for gateway function
- National- growing awareness of getting office jobs and services in accessible transit locations
- Port Authority



# 5. Long Term Benefits



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# Benefits of Successful Regional Industrial Policies

1. Adequate long term supply of industrial lands in the region
2. Secure industrial lands near transportation infrastructure (highways, ports, airports, rail)
3. Attract and maintain investment and jobs in the region
4. Efficient transportation system for goods and people
5. As many jobs as possible accessible by transit
6. Building vibrant communities, advancing place-making



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