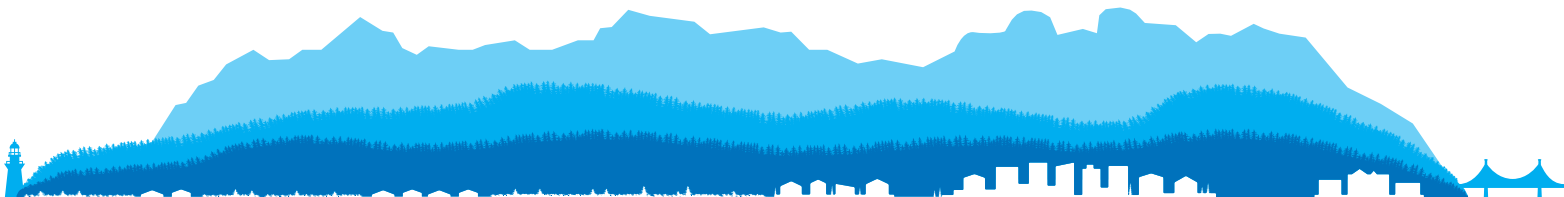


# SCHEDULE i

REGIONAL CONTEXT STATEMENT

  
*west vancouver*



# SCHEDULE i

## REGIONAL CONTEXT STATEMENT

The District of West Vancouver is required, under section 446(1) of the *Local Government Act*, to include a Regional Context Statement in its Official Community Plan. The Regional Context Statement is the component of the Official Community Plan that links the District's land use plans and policies to the Regional Growth Strategy. It must identify the relationship between the Official Community Plan and the approved Regional Growth Strategy. If applicable, it must also identify how the Official Community Plan will be made consistent with the Regional Growth Strategy over time.

*Metro Vancouver 2040—Shaping our Future* (Regional Growth Strategy Bylaw 1136, 2010) (hereafter, Metro 2040) was endorsed by the District of West Vancouver in March of 2011, and was adopted by the Metro Vancouver Regional Board as the Regional Growth Strategy for Metro Vancouver in July of 2011. The District's Regional Context Statement was updated in March of 2015 to reflect its Official Community Plan's compliance with Metro 2040.

Metro 2040 sets out five goals to guide the Region's own actions, and those of its member jurisdictions, in achieving a vibrant, diverse, prosperous and sustainable region. These goals are to:

1. create a compact urban area
2. support a sustainable economy
3. protect the environment and respond to climate change impacts
4. develop complete communities, and
5. support sustainable transportation choices.

The Regional Context Statement describes how the Official Community plan addresses the five major goals and the strategies of Metro 2040; how the District of West Vancouver will fulfill its required municipal roles; and how the District will address the population and employment projections set by Metro Vancouver.

Due to its history as a community of residential neighbourhoods, and its natural setting and topography, the District of West Vancouver does not contain agricultural lands, and has no industrial land base. It cannot, therefore, address all of the strategies set out in Metro 2040. However the goals set out in the District's Official Community Plan, where they do apply, are consistent with the vision and policies of Metro 2040.

To assist in long range planning, Metro 2040 has provided projections for population and employment for all municipalities within Metro Vancouver. These projections include a population of 60,000, a total of 24,500 dwelling units and an employment level of 29,000 jobs within the District and Squamish Nation lands located within our municipal boundary by the year 2041. This Regional Context Statement describes how the District will work towards aligning with a portion of these projections for lands within the District's jurisdiction over time.

Metro 2040 sets out broad land use designations for all of Metro Vancouver. The "Regional Land Use Designations" map (Map 16) illustrates how the Regional designations apply to the District of West Vancouver. It also illustrates the Urban Containment Boundary, the boundary of the Ambleside Municipal Town Centre and the boundary of Squamish Nation lands (Capilano Indian Reserve No. 5), which are located within West Vancouver's municipal boundaries.

The District of West Vancouver may amend this Official Community Plan to adjust the boundaries of the Ambleside Municipal Town Centre on completion of the local area planning process for Ambleside, provided such adjustments satisfy the requirements set out in section 6.2.8 of Metro 2040, and meet the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas). The District will also notify Metro Vancouver of such adjustments, as per the requirements set out in section 6.2.9 of Metro 2040.

Metro 2040 includes a number of “Special Study Areas” where municipalities are undertaking work that could result in changes to regional designations or in a change to the location of the Urban Containment Boundary. West Vancouver’s Upper Lands are identified as one of the “Special Study Areas”, as shown in the “Regional Land Use Designations” map (Map 16). This “Special Study Area” currently includes undeveloped lands that span east to west above 1,200 feet in elevation. As indicated in this OCP, the District has policy to concentrate future Upper Lands development into compact and complete neighbourhood(s) in and around the Cypress Village and adjacent Cypress West areas, through the preparation of Area Development Plan(s). This would significantly reduce the area of land developed, and permanently protect areas with greater environmental and recreational values above the 1,200-foot contour and west of Eagle Creek below 1,200-foot contour from future residential development. The current “Special Study Area” will remain until Council has sufficient policy in place to guide future development in the Upper Lands with adopted Area Development Plan(s) for Cypress Village/Cypress West. At that time, the District anticipates working with Metro Vancouver to remove Metro 2040’s “Special Study Area” as appropriate to reflect and implement Council’s direction and seek to re-designate those newly protected lands west of Eagle Creek below 1,200 feet as well as Special Study Area lands above the 1,200 foot contour as Conservation & Recreation Land Use in Metro 2040.

The “Statement of Alignment between the Policies of the OCP and Metro 2040” identifies how the policies of the Official Community Plan comply with Metro 2040, and where applicable, describes how the plan will be brought into “alignment” over time.

MAP 16. REGIONAL LAND USE DESIGNATIONS



i)3

For Illustrative Purposes Only

## Statement of Alignment between the Policies of the OCP and Metro 2040

### Goal 1: Create a Compact Urban Area

The District of West Vancouver is a community of residential neighbourhoods defined by historic patterns of development and natural landscape features. The coastline and rugged mountain terrain create natural limits to development. New development will consist of infill or redevelopment within existing neighbourhood areas and strengthening existing centres and corridors, with the exception of the Upper Lands. There, lands within the Urban Containment Boundary will be subject to comprehensively planned future neighbourhoods in and around the future Cypress Village, subject to detailed Area Development Plans which direct development to lands most suitable for development and protect environmental and recreational assets.

Metro 2040 Strategies	Official Community Plan																																								
<p><b>1.1.3 a</b> Depict the Urban Containment Boundary on a map.</p>	<p>The Urban Containment Boundary is shown on the 'Regional Land Use Designations' map (Map 16).</p>																																								
<p><b>1.1.3 b</b> Provide dwelling unit and employment projections with reference to Guidelines in Table A.1. Demonstrate how the Plan will work toward accommodating projected growth within the Urban Containment Boundary.</p>	<p>In Table A.1 of Metro 2040, projections for the District of West Vancouver, including the Squamish Nation land, are:</p> <table border="1" data-bbox="435 842 1203 1020"> <thead> <tr> <th></th> <th>2011</th> <th>2021</th> <th>2031</th> <th>2041</th> </tr> </thead> <tbody> <tr> <td>Population</td> <td>46,300</td> <td>51,000</td> <td>56,000</td> <td>60,000</td> </tr> <tr> <td>Dwellings</td> <td>18,400</td> <td>20,600</td> <td>23,100</td> <td>24,500</td> </tr> <tr> <td>Employment</td> <td>18,700</td> <td>24,000</td> <td>27,000</td> <td>29,000</td> </tr> </tbody> </table> <p>Analysis conducted by the District of West Vancouver in 2016, specific to the area within the municipality's jurisdiction, produced the following growth projections:</p> <table border="1" data-bbox="435 1119 1203 1297"> <thead> <tr> <th></th> <th>2011</th> <th>2021</th> <th>2031</th> <th>2041</th> </tr> </thead> <tbody> <tr> <td>Population</td> <td>43,500</td> <td>45,000</td> <td>49,000</td> <td>54,000</td> </tr> <tr> <td>Dwellings</td> <td>17,000</td> <td>18,000</td> <td>20,000</td> <td>22,000</td> </tr> <tr> <td>Employment</td> <td>14,500</td> <td>16,500</td> <td>18,500</td> <td>21,000</td> </tr> </tbody> </table> <p>These projections are generally consistent with Metro 2040. West Vancouver is expected to increase by ~10,000 people by 2041. This represents an annual growth rate of 0.74%.</p> <p>Since the analysis, new Census data have been published and indicate that the population of West Vancouver was approximately 42,500 and the occupied dwelling units was approximately 17,000 in 2016.</p>		2011	2021	2031	2041	Population	46,300	51,000	56,000	60,000	Dwellings	18,400	20,600	23,100	24,500	Employment	18,700	24,000	27,000	29,000		2011	2021	2031	2041	Population	43,500	45,000	49,000	54,000	Dwellings	17,000	18,000	20,000	22,000	Employment	14,500	16,500	18,500	21,000
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Metro 2040 Strategies	Official Community Plan
<p><b>1.1.3 b</b></p> <p>Provide dwelling unit and employment projections with reference to Guidelines in Table A.1.</p> <p>Demonstrate how the Plan will work toward accommodating projected growth within the Urban Containment Boundary.</p> <p><i>continued...</i></p>	<p>Section 2 A “Housing &amp; Neighbourhoods” describes where new dwelling units will be developed to achieve the estimated increase in population. New housing units are expected to increase by 5,000 by 2041. Population growth will be accommodated entirely within the Urban Containment Boundary in areas shown on Map 16 ‘Regional Land Use Designations’:</p> <p>Within these areas:</p> <ul style="list-style-type: none"> <li>▪ Section 2 A “Housing &amp; Neighbourhoods” 2.1 “Existing Neighbourhoods” contains policies to develop 300 to 400 sensitive infill units consisting of smaller houses on smaller lots, rental and strata coach houses, duplexes and basement suites, and to support 300 to 350 ground oriented multi-family and mixed-use units along the Marine Drive Transit Corridor, adjacent to “neighbourhood hubs” and through limited site-specific zoning changes in keeping with the policies of the Plan;</li> <li>▪ Section 2 A “Housing &amp; Neighbourhoods” Policies 2.1.12 and 13 provide 500 to 750 units in the Marine Drive Local area Plan, 1,000 to 1,200 units in the Ambleside Town Centre, 500 to 600 units in the Taylor Way Corridor and 200 to 300 units in Horseshoe Bay; and</li> <li>▪ Section 2 A “Housing &amp; Neighbourhoods” 2.2 “Future Neighbourhoods” provides for an overall residential density of 2.5 residential units per gross acre of undeveloped public and private land identified below the 1,200 foot contour, which, through the transfer of development rights, and the approval of Area Development Plans for Cypress Village and Cypress West, will provide for a range of housing types, tenures and unit sizes in these new neighbourhoods.</li> </ul> <p>Section 2 B “Local Economy” 2.3 “Local Economy and Employment” contains policies to strengthen commercial centres and nodes at Ambleside, Park Royal and Horseshoe Bay, to regenerate Dundarave and Caulfeild Village Centres and to plan for a range of commercial uses in the new Cypress Village. Policies call for expansion of commercial and mixed use zones to broaden economic opportunities and the expansion of retail and services in local commercial nodes, to support home based businesses, support visitor accommodations and tourism, encourage versatile spaces such as live-work and production retail that support arts and culture sector development and encourage entertainment and cultural and special events. Policies 2.3.16 to 2.3.21 speak to enhancing employment through promoting opportunities and innovation in sectors such as health care, technology, research, film, and through partnerships, collaborations and support for small business.</p> <p>All land outside of the Urban Containment Boundary is designated for Conservation and Recreation uses. All Residential Neighbourhoods as shown on Map 1 and Local Planning Areas as shown on Maps 3 through 9 are within the Urban Containment Boundary.</p>

Metro 2040 Strategies	Official Community Plan
<p><b>1.2.6 a</b></p> <p>Provide dwelling unit and employment projections that indicate the municipal share of planned growth and that contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas (FTDAs) as set out in Table 2.</p>	<p>The Ambleside Municipal Town Centre is designated as a Municipal Town Centre in Metro 2040. Its boundaries are identified on Map 16 'Regional Land Use Designations'.</p> <p>A Local Area Plan for the Ambleside area is estimated to accommodate 1,000 to 1,200 new units as set out in Section 2 A "Housing &amp; Neighbourhoods" Policy 2.1.13. This represents a 20-24% municipal share of planned dwelling unit growth that will contribute to achieving the regional target for growth in Urban Centres. Detailed dwelling unit and employment projections, as well as the municipal shares of regional growth targeted for Urban Centres for the Ambleside Municipal Town Centre will be prepared in conjunction with the Local Area Plan Review.</p> <p>The District has not designated Frequent Transit Development Areas (FTDAs)</p>
<p><b>1.2.6 b</b></p> <p>Include policies for Urban Centres which:</p>	
<p><b>(i)</b> Identify Urban Centre locations and boundaries;</p>	<p>The Ambleside Municipal Town Centre is identified as a Municipal Town Centre on Map 16 'Regional Land Use Designations'. Adjustments may be made to the boundaries of the Ambleside Municipal Town Centre upon the completion of the Local Area Plan Review, as provided for by Policy 6.2.8 of Metro 2040.</p>
<p><b>(ii)</b> Focus growth and development in Urban Centres generally consistent with Table 3 - Guidelines for Urban Centres;</p>	<p>The District's highest residential densities are centred in the Ambleside Town Centre, followed by the commercial areas of Park Royal, Dundarave, and Horseshoe Bay.</p> <p>Section 2 A "Housing &amp; Neighbourhoods" Policy 2.1.13 calls for an estimated increase of 1,000 to 1,200 new units in the Ambleside Municipal Town Centre area.</p> <p>Section 2 B "Local Economy" 2.3 "Local Economy and Employment" emphasizes the Ambleside Municipal Town Centre as the heart of West Vancouver with commercial, arts and culture, office, civic, visitor accommodation and waterfront recreation uses.</p> <p>Section 2 C "Transportation &amp; Infrastructure" Policy 2.4.17 calls for the development of parking management strategies in town and village centres, which includes the Ambleside Municipal Town Centre, to meet the community's needs and support more sustainable modes of travel.</p> <p>Schedule ii "Area-Specific Policies &amp; Guidelines", Guidelines BF-C3 "Ambleside Village Centre", Policy BF-C 4.2 call for a more intense, interesting commercial area, and a more vibrant core encouraging a concentration of commercial, retail and restaurant uses. Policy BF-C 4.4 is to increase the proportion of residential use, particularly in the periphery of the current commercial area, emphasizing its role as a "living" centre for civic and cultural activities.</p>
<p><b>(iii)</b> Encourage office development in Urban Centres through policies and/or incentives;</p>	<p>Section 2 B 2.3 "Local Economy" Policy 2.3.1 emphasises the Ambleside Municipal Town Centre as a location for offices. Specific policies on office development will be addressed in conjunction with the Local Area Plan Review.</p>

Metro 2040 Strategies	Official Community Plan
<p><b>(iv)</b> With the provision of transit, reduce residential and commercial parking where appropriate.</p>	<p>Section 2 A “Existing Neighbourhoods” Policy 2.1.16 and 2.1.17 provide for the reduction of off-street parking requirements to support existing rental housing and promote new market and non-market rental, seniors and supportive housing close to transit and amenities.</p> <p>Policy 2.1.23 calls for advancing community energy efficiency by supporting alternative transportation through housing location and parking requirements.</p> <p>Schedule ii “Area-Specific Policies &amp; Guidelines”, Guideline BF-C 3 for Ambleside Municipal Town Centre strongly encourages shared parking, especially surface parking areas off lane, with adequate signage to inform the public of share arrangements.</p>
<p><b>1.2.6.c</b></p> <p>Include policies for Frequent Transit Development Areas (FTDAs) to identify and focus growth and development in these areas</p>	<p>Not applicable (FTDAs have not been identified at this time).</p>
<p><b>1.2.6 d</b></p> <p>Include policies for General Urban areas which:</p>	
<p><b>(i)</b> Identify General Urban areas;</p>	<p>General Urban areas are identified on the “Regional Land Use Designations” Map (Map 16).</p>
<p><b>(ii)</b> Ensure development in the General Urban areas outside of the Urban Centre is lower density;</p>	<p>Policy 2 A “Housing and Neighbourhoods” Policy 2.1.13 provides estimates for new units in Ambleside Town Centre and other local area plans.</p> <p>Policy 2.1.14 states that mixed-use and apartment forms are prioritized in core areas and ground-oriented multi-family forms such as townhouses and duplexes are forms to transition to adjacent single-family neighbourhoods.</p> <p>Policy 2 A “Housing and Neighbourhoods” 2.1 “Existing Neighbourhoods” limits development to sensitive infill units, such as smaller units, coach houses and duplexes.</p>
<p><b>(iii)</b> Identify small scale Local Centres where appropriate;</p>	<p>Map 16 ‘Regional Land Use Designations’ identifies Horseshoe Bay, Dunderave, Caulfeild, and Park Royal as Local Centres.</p> <p>Section 2 B 2.3 “Local Economy and Employment” Policies 2.3.2 to 2.3.4 describe the role of each: Park Royal as a regional shopping centre; Horseshoe Bay Village Centre with a visitor accommodation and tourism element; Dunderave and Caulfeild Village Centres with small-scale retail and service, mixed residential and commercial uses.</p>



Metro 2040 Strategies	Official Community Plan
<p><b>(iv)</b> Exclude non-residential, major trip generating uses from areas outside Urban Centres and FTDA's;</p>	<p>Commercial uses are identified in Section 2 B "Local Economy". Map 10 'Commercial and Tourist Areas' identifies all existing and future areas of commercial use, including marine commercial, Cypress Mountain and the future Cypress Village. The existing non-residential major trip generating uses of municipal and cultural facilities are already established inside the Municipal Town Centre. Other established non-residential major trip generating uses outside of the Municipal Town Centre include existing marine commercial, the Cypress Mountain ski and recreation area and the BC Ferries Horseshoe Bay terminal, as well as Park Royal Shopping Centre located on the transit network.</p> <p>The District's OCP policies to guide future land use change do not support new non-residential major trip-generating uses of an industrial nature, business parks, or shopping malls which would be likely to generate a significant number of new trips. New non-major residential major trip-generating uses, such as primary office use or major civic institutions, are not contemplated outside of the Municipal Town Centre.</p> <p>The District does not have FTDA's.</p>
<p><b>(v)</b> Encourage infill development by directing growth to established areas;</p>	<p>Map 1 'Neighbourhood Infill Opportunities' identifies existing neighbourhoods where infill development is to be directed.</p> <p>Section 2 A "Housing &amp; Neighbourhoods" Policy 2.1.1 calls for amending subdivision standards to allow smaller houses on smaller lots, and Policy 2.1.2 calls for updating zoning provisions to increase the supply of coach houses in existing detached residential areas.</p> <p>Schedule ii "Area-Specific Policies &amp; Guidelines", Guidelines BF-B 11 identifies locations in established areas for duplex development. Guidelines BF-B 12 identifies the Evelyn Drive Planning area, immediately adjacent to Park Royal, as a neighbourhood redevelopment area providing for a variety of housing types, built forms and densities. Guidelines BF-B 13 identifies the block bounded by Esquimalt Avenue, 20th Street, Fulton Avenue and 21st Street as an "Infill" area suitable for a combination of smaller single-family dwellings, coach houses, duplexes, and triplexes.</p>
<p><b>1.2.6 e</b> Ensure Regional Industrial, Mixed Employment and Recreation and Conservation designations prevail in Urban Centre and FTDA's.</p>	<p>The Ambleside Municipal Town Centre is completely within the General Urban designation.</p> <p>FTDA's have not been identified at this time.</p>

Metro 2040 Strategies	Official Community Plan
<b>1.2.6.f</b> For Urban Centres, FTDA's and General Urban areas, include policies which:	
<b>(i)</b> Minimize impacts of urban uses on industrial activities;	Not applicable (there are no areas designated for Industrial use).
<b>(ii)</b> Encourage safe and efficient transit, cycling and walking;	Section 2 C "Transportation & Infrastructure" Policies 2.4.1 to 2.4.6 speak the completion of a safe, accessible and connected pedestrian and cycling network integrated to town and village centres.  Policy 2.4.4 calls for the development of minimum pedestrian and cyclist design and infrastructure guidelines for new private and public development projects.
<b>(iii)</b> Implement transit priority measures where appropriate;	Section 2 C "Transportation & Infrastructure" Policy 2.4.8 contains policies to expand bus priority measures and transit-supportive road treatments along Marine Drive to increase efficiency of transit service.
<b>(iv)</b> Support district energy systems and renewable energy generation;	Section 2 A "Housing & Neighbourhoods" Policy 2.1.23 encourages the development of renewable energy generation to advance community energy efficiency and reduce GHG emissions.  Section 2 D "Natural Environment" Policy 2.6.23 supports the incorporation of renewable energy in public and private buildings, and the development of renewable energy systems as opportunities arise.
<b>1.3.3 a</b> Identify Rural Areas.	Not applicable (there are no Rural designated areas).

## Goal 2: Support a Sustainable Economy

Section 2 B “Local Economy” of the West Vancouver Official Community Plan contains policies to strengthen commercial centres and nodes, to support tourism, to promote opportunities and innovation, and to support a vibrant and diverse local economy.

Metro 2040 Strategies	Official Community Plan
<p><b>2.1.4 a</b></p> <p>Include policies that support appropriate economic development in Urban Centres, FTDAs, Industrial and Mixed Employment areas.</p>	<p>Section 2 B “Local Economy” “Local Economy” Policy 2.3.1 emphasises the Ambleside Municipal town Centre as the heart of the District, supporting commercial land uses including retail, service, office, arts and culture, civic services and facilities, visitor accommodation and recreation.</p> <p>Policy 2.3.6 calls for the expansion of commercial and mixed-use zones to broaden economic opportunities and stimulate employment growth.</p> <p>Policy 2.3.10 supports the development of visitor accommodation including boutique hotel(s) in the Ambleside Town Centre.</p> <p>Schedule ii “Area-Specific Policies &amp; Guidelines”, Guidelines BF-C 3 for Ambleside Town Centre contain directions to create a more intense and vibrant commercial, civic and service area, to increase its growing role as a home for civic and cultural activities, to strengthen connections to the waterfront increase cultural and recreational activity, encourage mixed-use projects and create a sense of place that will reinforce the role of Ambleside as West Vancouver’s Town Centre.</p> <p>The District does not have FTDAs, Industrial or Mixed Employment areas.</p>
<p><b>2.1.4 b</b></p> <p>Support the development of office space in Urban Centres through policies and incentives.</p>	<p>Section 2 B “Local Economy” Policy 2.3.1 emphasises the Ambleside Municipal Town Centre as a location for offices.</p>
<p><b>2.1.4.c</b></p> <p>Include policies that discourage major commercial and institutional development outside of Urban Centres and FTDA.</p>	<p>Section 2 B “Local Economy” specifies that commercial areas consist of Ambleside as the Municipal Town Centre, as well as Park Royal regional shopping centre, the existing local commercial centres of Dundarave, Caulfeild and Horseshoe Bay, and dispersed smaller commercial sites. Map 10 ‘Commercial and Tourism Areas’ identifies all major existing and future commercial areas, including the proposed future Cypress Village commercial area, and Map 15 ‘Major Community Social Assets’ identifies all major institutional uses. Major commercial and institutional developments will be limited outside of the above-noted areas.</p> <p>Section 2 B “Local Economy” Policy 2.3.1 identifies Ambleside Municipal Town Centre as the civic heart of West Vancouver. While commercial and institutional development may be appropriate in General Urban Areas outside of the Urban Centres, major commercial and institutional development will be discouraged outside of the Ambleside Municipal Town Centre.</p> <p>The District has not identified FTDA.</p>

Metro 2040 Strategies	Official Community Plan
<p><b>2.1.4 d</b> Show how Special Employment Areas are supported through land use and transportation policies.</p>	<p>This section is not applicable, as the District of West Vancouver does not contain hospitals, or post-secondary institutions.</p>
<p><b>2.2.4 a to 2.3.6.a</b> Identify Industrial, Mixed Employment and Agriculture areas.</p>	<p>These sections are not applicable as there are no Industrial, Mixed Employment or Agricultural designated areas within West Vancouver.</p>
<p><b>2.3.6 b</b> Include policies to support agricultural viability.</p>	<p>Although there are no areas in West Vancouver within the Agriculture designation, Policy Section 2 E “Social Well-Being” Policy 2.9.12 supports urban agriculture, community gardens, farmers’ markets and related initiatives.</p>

### Goal 3: Protect the Environment and Respond to Climate Change Impacts

The Official Community Plan describes the context of the District as a collection of distinct neighbourhoods set within nature, defined by the terrain of the North Shore Mountains, numerous watersheds and a rugged coastline. Over 60% of the land base in West Vancouver is designated for major parks and for watershed protection. Section 2 D “Parks & Environment” promotes the protection and management the District’s natural resources and preservation of its sensitive ecosystems. The Plan contains policies, development permit area designations and guidelines to protect and enhance natural areas, to ensure the safety of people and property from natural hazards and to respond to the impacts of climate change.

Metro 2040 Strategies	Official Community Plan
<p><b>3.1.4 a</b> Identify Conservation and Recreation areas and their boundaries on a map.</p>	<p>Conservation and Recreation areas and their boundaries are shown on the Map 16 ‘Regional Land Use Designations’.</p>

Metro 2040 Strategies	Official Community Plan
<p><b>3.1.4 b (i) to (vi):</b></p> <p>Include policies to protect Conservation and Recreation areas generally consistent with public service infrastructure, environmental conservation, recreation, education and research, commercial, tourism and cultural uses and limited agriculture.</p>	<p>Policy 2 D “Parks &amp; Environment” 2.6 “Natural Environment” “Sensitive habitats and natural assets” contains policies to identify ecological important assets and develop strategies to protect and manage these features through a variety of conservation tools, and to protect the ecological value of Telegraph Hill and Tye Point.</p> <p>Policy 2 D “Parks &amp; Environment” Policies 2.7.1 to 2.7.6 contain policies to acquire, maintain and care for the District’s parks and open spaces, and to support compatible activities in parks and open spaces to advance environmental stewardship.</p> <p>Policy 2 D “Parks &amp; Environment” 2.7 “Parks and Trails” “Protecting the Upper Lands natural assets” contains policies to manage Limited Use and Recreation lands above 1,200 feet by dedicating district owned land as parkland, assessing specific recreational opportunities on private land, and seeking to acquire land with high environmental value or recreation potential. The policies also protect environmental values below 1,200 feet in the Upper Lands by prioritizing areas of significant ecological values and transferring development density to future neighbourhoods in and around Cypress Village. Policies seek to balance recreation uses with environmental and cultural values, and allow recreational access on authorized trails.</p> <p>Policy 2 D “Parks &amp; Environment” contains policies to protect watercourse corridor and riparian areas (Policy 2.6.7) and to protect the foreshore (Policy 2.6.10).</p>
<p><b>3.1.4 c</b></p> <p>Buffer Conservation and Recreation areas from activities in adjacent areas.</p>	<p>Section 2 D “Parks &amp; Environment” Policy 2.7.5 contains policies to use greenbelts and boulevards to support neighbourhood definition and character and provide forest buffers along major roads.</p> <p>Section 2 D “Parks &amp; Environment” Policy 2.7.9 calls for a ‘soft edge’ of development and appropriate urban-forest interface and buffer to sensitive features.</p>
<p><b>3.2.4</b></p> <p>Include policies and/or maps to illustrate management of ecologically important areas and natural features.</p>	<p>Map 13 ‘Natural Environmental Resources’ identifies creek corridors, major parks and land above the 1,200 foot contour.</p> <p>Section 2 D “Parks &amp; Environment” Policy 2.6.7 contains policies to protect the ecological value of watercourse corridors and riparian areas and Policy 2.6.13 to identify and protect sensitive habitats and natural features.</p> <p>Policy 2 D “Parks &amp; Environment” “Managing our valuable parks system” and “Protecting the Upper Lands natural assets” contain policies to acquire and protect significant environmental areas.</p>

Metro 2040 Strategies	Official Community Plan
<p><b>3.2.5</b></p> <p>In collaboration with other agencies, develop and manage municipal components of the Metro Vancouver Regional Recreation Greenway Network and connect community trails, bikeways and greenways to the Regional Recreation Greenway Network where appropriate.</p>	<p>Section 2 D “Parks &amp; Environment” “Promoting trails and access to nature” contains policies to manage and improve the trails network on public lands, improve connectivity to regional networks, and advance the multi-use trail linkages between municipalities on the North Shore.</p> <p>Section 2 C “Transportation &amp; Infrastructure” Policy 2.4.11 calls for partnerships with stakeholders, including TransLink, neighbouring municipalities, and Metro Vancouver to advance connectivity for all travel modes.</p>
<p><b>3.2.6</b></p> <p>Identify where appropriate measures to protect, enhance and restore ecologically important systems, features, corridors and establish buffers along watercourses, coastlines, agricultural lands, and other ecologically important features (e.g., conservation covenants, land trusts, tax exemptions and eco-gifting).</p>	<p>Section 2 D “Parks &amp; Environment” 2.6 “Natural Environment” identifies policies to protect, enhance and restore the environment, including sensitive ecosystems, including watercourse, riparian corridors, foreshore areas, and sensitive habitats. Policy 2.6.14 calls for using conservation tools including covenants, eco-gifting, amenity contributions, land trusts and tax incentives to conserve significant lands supporting ecologically important assets.</p> <p>Schedule ii “Area-Specific Policies &amp; Guidelines”, Guidelines NE 13 establishes watercourse protection and enhancement areas to protect and enhance watercourses and wetlands in West Vancouver’s existing neighbourhoods.</p>
<p><b>3.2.7</b></p> <p>Consider watershed and ecosystem planning and/or Integrated Stormwater Management Plans in the development of municipal plans.</p>	<p>Section 2 D “Parks &amp; Environment” Policy 2.6.9 calls for implementing recommendations of integrated stormwater management plans for District watersheds and updating plans to meet evolving needs and incorporate best practices overtime.</p> <p>Section 2 C “Transportation &amp; Infrastructure” Policies 2.5.13 to 2.5.17 identifies policies to enable and support protection of watershed health when pursuing bylaw and policies changes on municipal sewage and drainage system management.</p>

Metro 2040 Strategies	Official Community Plan
<p><b>3.3.4 a</b></p> <p>Identify land development and transportation strategies to meet GHG reduction targets.</p>	<p>Section 1.1.3 “Key Trends” “Climate Change” advises that the District adopted GHG reduction targets and climate change strategies in 2016 and the land use, transportation and infrastructure policies of the Official Community Plan are aligned with this path. Policy 2 D “Parks &amp; Environment” Policy 2.6.19 seeks to implement the community reduction target of 40% below 2010 levels by 2040 through the land use, housing, transportation and infrastructure policies of this plan.</p> <p>Section 2 C “Transportation &amp; Infrastructure” Policy 2.5.19 is to implement corporate energy and emissions reduction initiatives to advance toward the Districts corporate GHG reduction target of 33% below 2007 levels by 2020 and 80% by 2050.</p> <p>Section 2 A “Housing &amp; Neighbourhoods” focuses on infill, regenerating neighbourhoods, increasing multi-family housing options and strengthening centres and corridors. Policy 2.1.23 calls for supporting transportation alternatives through housing location.</p> <p>Policy section 2 C “Transportation &amp; Infrastructure” 2.4 “Mobility and circulation” focuses on the completion of the active transportation network and improvements to provide attractive alternatives to driving.</p>
<p><b>3.3.4 b</b></p> <p>Identify land use and infrastructure policies, programs to reduce energy consumption and GHG emissions and improve air quality.</p>	<p>Section 2 A 2.1 “Existing Neighbourhoods” Policies 2.1.23 and 2.1.24 advance community energy efficiency and reduce GHG emissions by supporting transportation alternatives through housing location, parking requirements, efficient building forms, standards and designs, and supporting building retrofit, and call for the review of regulations to promote climate adaptation measures in new housing and site design. Initiatives to support GHG emissions will also contribute to improved air quality for the community.</p>
<p><b>3.3.4.c</b></p> <p>Focus infrastructure and amenities in Urban Centres and FTDA’s, and at appropriate locations along TransLink’s Frequent Transit Network.</p>	<p>Section 2 C “Municipal Operations and Infrastructure” Policy 2.5.2 contains policies to optimize existing infrastructure systems prior to new system development. Policies 2.4.2, 2.4.8 and 2.4.9 calls for improved transit infrastructure in town and village centres, which includes the Ambleside Municipal Town Centre and the Marine Drive Local Area, where the FTN is located.</p> <p>Section 2 E “Social Well-Being” Policies 2.8.10 and 2.8.14 focuses on locating community amenities and public spaces in central, transit-accessible areas and town and village centres.</p> <p>Schedule ii “Area-Specific Policies &amp; Guidelines”, Guidelines BF-C 3 for Ambleside Town Centre contains policies to provide street design improvements to enhance the pedestrian environment and to provide connections to the Argyle waterfront to enhance the town centre.</p> <p>Area-specific public benefit strategies, which addresses amenity needs, will be prepared for the Ambleside Municipal Town Centre through a detailed local area planning processes.</p>

Metro 2040 Strategies	Official Community Plan
<p><b>3.3.4 d</b></p> <p>Identify policies, strategies to support integrated storm water management and water conservation.</p>	<p>Section 2 D “Parks &amp; Environment” Policy 2.6.9 contains policies to implement integrated stormwater management plans for District watersheds.</p> <p>Section 2 C “Transportation &amp; Infrastructure” Policies 2.5.6 to 2.5.8 seek to monitor water usage, encourage practices and designs and systems to reduce water consumption and encourage conservation through leak detection metering and community-wide education.</p> <p>Schedule ii “Area-Specific Policies &amp; Guidelines”, Guidelines NE 13 “Watercourse Protection and Enhancement Areas” apply development permit guidelines to neighbourhoods that contain watercourses and wetlands to ensure that they are not negatively impacted by development.</p>
<p><b>3.4.4</b></p> <p>Minimize risk associated with climate change and natural hazards.</p>	<p>Section 2 D “Parks &amp; Environment” Policy 2.6.19 to 2.6.23 contain policies to employ regulations and structure and non-structural measures to reduce potential impacts on public safety and property from sea level rise and storm surge, to enhance creek corridors to accommodate for and reduce impacts from flood and slope hazards and extreme weather events, to expand the use of green infrastructure through public and private development, and to support the development of renewable energy system as opportunities arise.</p> <p>Policy 2 D “Parks &amp; Environment” Policy 2.6.18 calls for the review of development requirements to address risks of natural hazards.</p> <p>Section 2 E “Social Well-Being” Policies 2.9.13 supports measures to increase community resiliency during emergencies, disasters and extreme weather events.</p>
<p><b>3.4.5</b></p> <p>Consider incorporating climate change and natural hazard risk assessments into the planning and location of municipal utilities, assets, and operations.</p>	<p>Section 2 A “Housing &amp; Neighbourhoods” Policy 2.1.24 calls for regulatory reviews to advance climate adaptation measures in new housing and site design.</p> <p>Section 2 C “Transportation &amp; Infrastructure” Policies 2.5.4, 2.5.5, 2.5.17, and 2.5.19 calls for planning and managing municipal infrastructure and operations with consideration for climate change and its associated impacts.</p> <p>Section 2 D “Parks &amp; Environment” Policies 2.6.11, 2.6.17, 2.6.18, 2.6.20, 2.6.21, and 2.6.22 identifies policy actions to address and adapt to climate change and natural hazards during planning and development.</p>



## Goal 4: Develop Complete Communities

The District of West Vancouver is a residential community served and supported by the Ambleside Municipal Town Centre, by convenient local commercial centres at Dundarave, Caulfeild and Horseshoe Bay, and by the major regional shopping centre at Park Royal. These commercial areas and a broad array of recreational, social and cultural services and amenities provide a complete range of services and facilities for West Vancouver residents.

Metro 2040 Strategies	Official Community Plan
<p><b>4.1.7 a</b></p> <p>Work toward meeting estimated housing demand (Table A.2 of RGS):</p>	<p>Table A.2 of Metro 2040 identifies demand for 1,500 ownership and 500 new rental units to be provided between 2016 and 2026. Of this, over 300 units will be required for households with low or very low income.</p> <p>As set out in Section 1.1.3b above, the estimated housing demand will be met through infill in existing neighbourhoods, increased opportunities for triplex, townhouse and mixed use developments, and new development in the Marine Drive Local Area Plan, Ambleside Town Centre, Taylor Way and Horseshoe Bay area plans. As well, new development will be taking place in the new Cypress Village and Cypress West areas upon completion of those plans, with policies specifically to include non-market and rental housing.</p> <p>Section 2 A “Housing &amp; Neighbourhoods” Policy 2.1.16 calls for support of purpose-built rental housing stock and renter households by encouraging additional rental units through bonus density, retaining purpose-built rental housing stock, and securing market and non-market rental housing through Housing Agreements. Policy 2.1.17 promotes new market and non-market rental, seniors and supportive housing units through a variety of techniques. Policy 2.1.18 calls for the update and regular review of the District’s housing action plan to monitor local market conditions and respond to housing priorities and needs as required over time.</p>
<p><b>(i)</b> Ensure the need for diverse housing options is articulated in municipal plans and policies;</p>	<p>Section 2 A “Housing &amp; Neighbourhoods” 1.2 “Existing Neighbourhoods” encourages a diverse range of housing options from respecting neighbourhood character by controlling the scale of new single-family dwellings (Policy 2.1.8), protecting heritage buildings, promoting sensitive infill units (Policy 2.1.9), supporting triplexes, townhouse and mixed use options (Policy 2.1.4), new housing in centres and corridors (Policy 2.1.12 and 2.1.13), and prioritizing mixed-use and apartment forms in core areas and ground oriented multi-family forms transitional to single-family neighbourhoods (Policy 2.1.14).</p> <p>Section 2 A “Housing &amp; Neighbourhoods” Policy 2.2.14 states that the future Cypress Village and Cypress West Neighbourhoods are to include a range of housing types, tenures and unit sizes to meet the needs of residents of different ages and incomes.</p>
<p><b>(ii)</b> Increase supply through infill, compact forms and increased density;</p>	<p>As set out in Metro 2040 Section 1.1.3b above, housing supply will be increased through infill in existing neighbourhoods, increased opportunities for smaller houses on smaller lots, coach houses, triplex, townhouse and mixed-use developments, and new development in the Marine Drive Local Area Plan, Ambleside Town Centre, Taylor Way and Horseshoe Bay area plans. As well, new development will be taking place in the new Cypress Village and Cypress West areas upon completion of those plans.</p>
<p><b>(iii)</b> Work with senior governments to provide affordable rental housing;</p>	<p>Section 2 A “Housing &amp; Neighbourhoods” Policy 2.1.19 contains policies to work with non-profit groups and senior levels of government to maintain and create non-market rental, senior and supportive housing, particularly in areas close to transit service.</p>

Metro 2040 Strategies	Official Community Plan
<p><b>(iv)</b> Encourage affordable housing through municipal measures.</p>	<p>Section 2 A 2.1 “Existing Neighbourhoods” Policies 2.1.16 to 2.1.17 advance affordability by prohibiting stratification of rental buildings exceeding four units, encouraging rental units through bonus density and securing non-market housing through housing agreements, and using other incentives to promote new market and non-market rental, seniors and supportive housing.</p> <p>Policy 2.1.21 calls for the use of surplus district-owned lands to increase availability of more diverse and affordable housing.</p>
<p><b>4.1.8 a - f</b> Prepare and implement a Housing Action Plan.</p>	<p>The District adopted a Housing Action Plan in February 2013 and implementation policies are contained in Section 2 A “Housing &amp; Neighbourhoods”. Policy 2.1.18 calls for a periodic review and update of the Housing Action Plan as required to closely monitor and address community housing priorities and needs over time.</p>
<p><b>4.2.4 a</b> Support compact, mixed-use, transit, cycling and walking oriented communities.</p>	<p>The OCP focuses new development in the Ambleside Municipal Town Centre and the Marine Drive Corridor, in increased mixed-use developments, infill in established neighbourhoods, and the new Cypress Village and Cypress West Neighbourhoods that are clustered around a mixed-use village centre.</p> <p>Policy 2 C “Transportation &amp; Infrastructure” 2.4 “Mobility and Circulation” promotes the completion of a pedestrian and cycling network with integration to transit, town and village centres, community facilities, and parks, and calls for working with TransLink to improve transit infrastructure, service area, frequency and efficiency and support the expansion of frequent transit service, prioritizing connections between Park Royal, Ambleside and Dundarave centres.</p> <p>Schedule ii “Area-Specific Policies &amp; Guidelines” contains detailed guidelines BF-C 3 to create a compact, pedestrian-friendly Ambleside Municipal Town Centre, BF-C 5 to support pedestrian scale and pedestrian access in the Dundarave Village Neighbourhood Centre, and BF-C 6 in the Horseshoe Bay Neighbourhood Centre.</p>
<p><b>4.2.4 b</b> Locate cultural, recreational, institutional facilities in Urban Centres or with good transit access.</p>	<p>Section 2 B “Local Economy” Policy 2.3.1 emphasises Ambleside Municipal Town Centre as the heart of the District, including arts and cultural spaces, civic services and facilities.</p> <p>Section 2 E “Social Well-Being” Policy 2.8.14 calls for maintaining public spaces in town and village centres and establishing centre-specific public realm guidelines for art, culture and diversity.</p> <p>Map 15 ‘Major community Social Assets’ identifies cultural, institutional and recreational facility uses immediately in and adjacent to the Ambleside Municipal Town Centre.</p> <p>Schedule ii “Area-Specific Policies &amp; Guidelines”, BF-C 3 for Ambleside Municipal Town Centre calls for strategies to integrate arts and encourage the provision of culture and to integrate the Centre with the Argyle Waterfront to increase cultural and recreational activity.</p>

Metro 2040 Strategies	Official Community Plan
<p><b>4.2.4 c</b></p> <p>Provide public spaces for social interaction.</p>	<p>Section 2 E “Social Well-Being” 2.8 “Access and Inclusion” contains policies to provide services, programs and facilities inclusive of all ages and abilities. Policy 2.8.9 speaks to maintaining and optimizing civic facilities including community centres and libraries, managing space to meet changing needs. Policy 2.8.13 seeks to use placemaking strategies to promote public space animation, enhancement and management. Policy 2.8.14 seeks to maintain public spaces in town and village centres with public realm guidelines considering art, culture and diversity.</p> <p>Key public facilities are shown on the Map 15 ‘Major Community Social Assets’.</p> <p>Schedule ii “Area-Specific Policies &amp; Guidelines” contain specific development permit guidelines related to placemaking and ensuring opportunities for social interaction.</p>
<p><b>4.2.4 d</b></p> <p>Support active living.</p>	<p>Section 2 D “Parks &amp; Environment” “Managing our valuable park system” calls for the maintenance and care of parks and open spaces to promote and support active living.</p> <p>Section 2 E “Social Well-Being” 2.8 “Access and Inclusion” contains policies to provide barrier-free access to services and resources inclusive of all ages and abilities. “Enabling an active community” Policies 2.9.1 to 2.9.5 support maintaining and optimizing the use of recreation facilities to facilitate participation in sport, leisure and active recreation, and encourage physical and mental wellness.</p>
<p><b>4.2.4 e</b></p> <p>Support food production and distribution.</p>	<p>While there are no agricultural lands in West Vancouver, the District supports urban agriculture and food security initiatives through Policy Section 2 E “Social Well-Being” Policy 2.9.12 which supports development of an integrated food system with programs that provide access to safe and nutritious food choices, including urban agriculture, community gardens, farmers’ markets and related initiatives.</p>
<p><b>4.2.4 f</b></p> <p>Assess health implications of plans and infrastructure.</p>	<p>The OCP is focused on infrastructure that protects significant environmental features and promotes an active transportation system of bike and pedestrian routes (Map 11) and a system of parks, trails and facilities. Section 2 D “Parks &amp; Environment” 2.7 “Parks and Trails” “Managing our valuable parks system” promotes the maintenance of parks and opens spaces with the intent to and support active living, health and social and spiritual well-being.</p> <p>Section 2 C “Transportation &amp; Infrastructure” Policies 2.4.25 and 2.5.5 contains policies to consider potential community health, climate change and natural hazard risks when planning for transportation and municipal infrastructure.</p> <p>Section 2 E “Social Well-Being” Policy 2.9.14 calls for incorporating design principles in private and public spaces to support community health and public safety.</p>
<p><b>4.2.4 g</b></p> <p>Support universally accessible community design.</p>	<p>Section 2 A “Housing &amp; Neighbourhoods” Policy 2.1.20 calls for increasing the minimum provision of accessible and adaptive units.</p> <p>Section 2 C “Transportation &amp; Infrastructure” Policy 2.4.14 contains policies to incorporate universal access design principles in sidewalks, pathways, transit and road improvement projects for pedestrians and cyclists of all ages.</p> <p>Section 2 E “Social Well-Being” Policy 2.8.2 to incorporate universal accessibility design in public space and programs to allow barrier-free access.</p> <p>Schedule ii “Area-Specific Policies &amp; Guidelines”, BF-C 3 for Ambleside Town Centre Policy BF-C 4.9 encourages accessible units.</p>

Metro 2040 Strategies	Official Community Plan
<b>4.2.4 h</b> Identify small-scale local centres.	Map 16 'Regional Land Use Designations' identifies Dundarave, Horseshoe Bay, Park Royal and Caulfeild as 'Local Centres'.
<b>4.2.4 i</b> Recognize Special Employment Areas.	This section is not applicable as there are no Special Employment Areas within West Vancouver.

### Goal 5: Support Sustainable Transportation Choices

Section 2 C of the Official Community Plan seeks to provide attractive alternatives to driving by completing a pedestrian and cycling network integrated to transit, providing new connections, working for improved transit infrastructure and making improvements to pedestrian environments. The objective is to prioritize sustainable transportation options and seek to reduce auto dependency.

Metro 2040 Strategies	Official Community Plan
<b>5.1.6 a</b> Encourage a greater share of trips by transit, HOVs, cycling, walking and support the Frequent Transit Network.	<p>Map 11 'Active Transportation' identifies the road and trail network, including major bike routes, the Spirit Trail and future pedestrian and cycling connections.</p> <p>Section 2 C "Transportation &amp; Infrastructure" Policies 2.4.1 call for the completion of the pedestrian and cycling network shown on Map 11, with integration to transit, town and village centres, community facilities, parks and trail systems, enhancing safety, accessibility and connectivity for pedestrian and cyclists, expanding urban connector trails, developing minimum pedestrian and cyclist design and infrastructure guidelines for private and public development.</p> <p>Map 2 'Marine Drive Transit Corridor' identifies the main transit spine through the District.</p> <p>Section 2 C "Transportation &amp; Infrastructure" Policy 2.4.7 to work with TransLink to improve transit infrastructure, frequency and efficiency and support expansion of bus priority measures, and Policy 2.4.21 and 2.4.22 to prioritize sustainable transportation options and seek to reduce auto dependency in private and public development projects.</p>
<b>5.1.6 b</b> Support transportation system and demand management strategies.	<p>Section 2 C "Transportation &amp; Infrastructure" Policy 2.4.17 contains policies to develop parking management strategies in town and village centres to meet community needs and support more sustainable modes of travel. Policy 2.4.8 calls for expanded bus priority measures. Policies 2.4.21 to 2.4.23 prioritize alternatives to single-occupant vehicles.</p> <p>Section 2 A "Housing &amp; Neighbourhoods" Policy 2.1.23 supports alternative transportation through housing location and parking requirements.</p>

Metro 2040 Strategies	Official Community Plan
<p><b>5.1.6 c</b> Manage and enhance municipal infrastructure to support transit, multiple occupancy vehicles, cycling and walking.</p>	<p>Map 2 'Marine Drive Transit Corridor' shows this corridor from Horseshoe Bay to Taylor Way.</p> <p>Map 11 'Active Transportation' shows existing and future pedestrian and bike routes.</p> <p>Section 2 C "Transportation &amp; Infrastructure" Policy 2.4.21 and 2.4.22 prioritizes sustainable transportation options to reduce auto dependency; Policy 2.4.23 supports bike sharing, car and ride sharing; and Policy 2.4.24 contains policies to provide infrastructure for electric and low emission vehicles.</p> <p>Section C "Transportation &amp; Infrastructure" 2.4 "Mobility and Circulation" also contains policies to improve transit supportive road treatments along Marine Drive, and improve streetscape design to support transit and active transportation in town and village centres and neighbourhood hubs.</p>
<p><b>5.2.3 a</b> Map goods movement routes.</p>	<p>The goods movement routes are identified in Map 16 'Regional Land Use Designations'.</p>
<p><b>5.2.3 b</b> Support the efficient movement of vehicles for passengers and goods and services.</p>	<p>Policy 2 C "Transportation &amp; Infrastructure" Policy 2.4.11 contains policies to partner with TransLink, BC Ferries, First Nations, neighbouring municipalities and senior governments to advance connectivity for all travel modes.</p> <p>Policy 2.4.12 contains policies for road safety and reliability, and seeks to include connections including the Low Level Road to bypass the Lions Gate Bridge.</p>
<p><b>5.2.3 c</b> Support the development of transportation system management strategies.</p>	<p>Section 2 C "Transportation &amp; Infrastructure" Policy 2.4.18 facilitates effective and efficient goods movement on the transportation network.</p> <p>Policy 2.4.20 calls for collaboration with neighbouring jurisdictions and senior governments to improve transportation safety and facilitate the movement of people and goods.</p> <p>Policy 2.4.8 contains policies to expand bus priority measures and transit supportive road treatments along Marine Drive to support increased efficiency of transit service, and Policy 2.4.9 is to develop and refine streetscapes to support transit and active transportation prioritization in town and village centres and neighbourhood hubs.</p>
<p><b>5.2.3 d</b> Support the protection of rail rights-of-way and access to navigable waterways.</p>	<p>Map 12 'Transportation Network' identifies the BC Rail right-of-way, the BC Ferry Terminal and a potential Ferry Terminal/Water Taxi location.</p> <p>Section 2 C "Transportation &amp; Infrastructure" Policy 2.4.10 supports rail and ferry transport services.</p>

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