COUNCIL REPORT

Date: May 21, 2014  File: 13-2517-00
From: Claudia Freire, Community Planner
Subject: Official Community Plan Amendment - Regional Context Statement

RECOMMENDED THAT:

1. Community consultation on draft "Official Community Plan Bylaw No. 4360, 2004, Amendment Bylaw No. 4797, 2014" which pertains to a proposed update of West Vancouver's Regional Context Statement, as described in the report dated May 21, 2014, be undertaken through September 2014; and

2. Draft "Official Community Plan Bylaw No. 4360, 2004, Amendment Bylaw No. 4797, 2014" be referred to the City and District of North Vancouver, Bowen Island Municipality, the Squamish First Nation, West Vancouver School District, Metro Vancouver, and TransLink for comment.

Purpose

On July 29, 2011, the Greater Vancouver Regional District Board adopted a new Regional Growth Strategy (RGS), titled "Metro Vancouver 2040: Shaping Our Future". As a consequence, Metro Vancouver municipalities are required to amend their Official Community Plans to adopt new Regional Context Statements that align with the key goals and strategies contained in the RGS.

The purpose of this report is to present a draft updated Regional Context Statement and related new policies for Council's consideration of a required Official Community Plan (OCP) amendment (Appendix 'A'), and to outline proposed community consultation on the draft bylaw. It is intended that the draft bylaw will be brought forward for Council consideration, including a Public Hearing, in the Fall.
1.0 Background

1.1 Prior Resolutions

At the March 7, 2011 Council Meeting Council passed the following resolution:

"THAT Council accept the new Metro Vancouver Regional Growth Strategy entitled Metro Vancouver 2040 – Shaping our Future (Regional Growth Strategy Bylaw No. 1136, 2010)."

At the October 17, 2011 Council Meeting Council passed the following resolution:

"THAT Council supports the proposed amendments to the Metro Vancouver Regional Growth Strategy as described in the report dated October 5, 2011 entitled, "Metro Vancouver Regional Growth Strategy Amendments"."

1.2 History

West Vancouver’s current Regional Context Statement was adopted in June 2004 as a required component of the District’s OCP. It is contained within the “Framework for Action” section of the Plan, and describes how the OCP supports the four strategies of the 1996 Livable Region Strategic Plan; that is: protection of the Green Zone; building complete communities; achieving a compact metropolitan region; and increasing transportation choice.

Following the acceptance of the new Metro Vancouver Regional Growth Strategy (RGS) by all affected local governments, and adoption of the RGS by the Metro Vancouver Regional Board on July 29, 2011, five municipalities (including West Vancouver) submitted resolutions to Metro Vancouver requesting amendments to the adopted RGS. Specifically, West Vancouver requested the following:

- To change the land use designation for those areas of the Old Growth Conservancy identified as “General Urban” to “Conservation and Recreation”; and

- To amend Map 12 of the RGS to expand the “Special Study Area” for West Vancouver’s Upper Lands to include all “General Urban” lands above the 1,200 foot contour line.

These were approved via an amendment to the RGS on October 28, 2011.

2.0 Policy

2.1 Official Community Plan

Section 866 of the Local Government Act (LGA) requires that an Official Community Plan include a Regional Context Statement, which identifies the
relationship between the Official Community Plan and the Regional Growth Strategy.

2.2 Bylaw

Adoption of a new Regional Context Statement requires an amendment to the OCP. Attached as Appendix ‘A’ to this report is draft Official Community Plan Bylaw No. 4360, 2004, Amendment Bylaw No. 4797, 2014.

3.0 Analysis

3.1 Discussion

West Vancouver’s Regional Context Statement is contained within the Official Community Plan (OCP). It links our municipal policies with the vision and strategic directions for Metro Vancouver, as articulated in the regional plan (RGS). Work on an updated Regional Context Statement for West Vancouver has been delayed, in part, due to the ongoing work of the Upper Lands Study Review Working Group pertaining to the “Special Study Area” designation within the RGS.

Staff began work on the revised Regional Context Statement in late 2013 with the assistance of a consultant, JL McLeod and Associates. This consultant’s particular expertise has enabled the District to expedite the preparation of the draft RGS for Council’s consideration in 2014.

The Regional Context Statement is the part of the OCP that links West Vancouver’s municipal policies to the vision and strategic directions of Metro Vancouver’s RGS. It describes:

- how existing District policies are consistent with the RGS or how they will be made consistent over time; and

- what new policies will be required to respond to applicable RGS strategies.

The draft OCP amendment bylaw (Appendix ‘A’) includes a revised Regional Context Statement (Schedule ‘A’ to the draft bylaw) and a Statement of Compliance between the District’s OCP and the RGS (Schedule ‘B’ to the draft bylaw).

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1 The draft OCP amendment bylaw (Appendix ‘A’) is silent on the question of the “Special Study Area”, as this will be addressed at a future date when Council considers the recommendations of the Upper Lands Working Group, and would likely be incorporated within a broader review and update of the OCP, which is intended to commence in 2015.
Regional Growth Strategy, “Metro Vancouver 2040 – Shaping Our Future” (RGS)

The RGS (Appendix ‘B’) builds on the directions of the 1996 Livable Region Strategic Plan – in supporting the protection of natural areas, building complete communities, achieving a compact region, and supporting sustainable transportation choices. It also includes new regional policies and land use designations. The resulting changes to the structure of the regional plan require a complete re-drafting of Regional Context Statements in all local Official Community Plans.

Key changes to the structure of the regional plan, and requirements for member municipalities are described below:

- A new policy section has been added to support a sustainable economy.

- The former “Growth Concentration Areas” have been removed and a new “Urban Containment Boundary” has been established. The intent is to provide a stable, long term, regionally-defined boundary for urban development. Agricultural, Conservation and Recreation, and Rural areas are to be protected outside of the Urban Containment Boundary; and local plans must identify municipal Urban Containment Boundaries in their Regional Context Statements.

- A number of new regional land use designations have been added to both the “Urban” and “Non-Urban” areas of the region. However, only two regional designations apply within West Vancouver:
  
  1. The “General Urban” designation provides for residential neighbourhoods and centres, supported by shopping, services, recreational facilities, and parks.

  2. The “Conservation and Recreation” designation is intended to protect significant ecological assets including watersheds, conservation areas, ecological reserves, and major parks and recreation areas, including ski hills and other tourist recreation areas.

These designations must be shown on a map in the Regional Context Statement, as described in this report.

- The former “Green Zone” in the Livable Region Strategic Plan has been re-defined under two different designations in the RGS: “Agriculture” and “Conservation and Recreation”.

The RGS sets out specific roles that Metro Vancouver, local municipalities, and other governments and agencies are expected to carry out to achieve regional goals and strategic directions. Each municipality’s Regional Context Statement is expected to address how it meets, or will meet, each of the roles set out for municipalities through the RGS’s five major goals and strategic directions.
Maps and Overlays

The RGS requires that maps be included in the Regional Context Statement to depict the Regional Land Use Designations described above. The Regional Land Use Designations map must show the Urban Containment Boundary, and include an ‘overlay’ showing the boundaries of Urban Centres. This overlay will illustrate the relationship between policies for Urban Centres and the General Urban designation.

Ambleside is identified as a “Municipal Town Centre” on the Regional Land Use Designations map of the RGS, and is the only “Urban Centre” in West Vancouver. Its boundaries are shown as an overlay on the General Urban designation. While Ambleside is shown as a ‘dot’ in the Regional plan, Regional Context Statement maps are to show the parcel-specific boundaries of the Municipal Town Centre.

As enabled under the RGS, the Regional Context Statement provides for adjustments to the boundaries of the Ambleside Municipal Town Centre without the need for a regional plan amendment, provided that the any such adjustments meet the guidelines for Urban Centres set out in the RGS.

A map must also be included that identifies goods movement corridors within the Transportation Network.

Frequent Transit Development Areas

An additional ‘overlay’ which municipalities may choose to add is “Frequent Transit Development Areas” (FTDAs). FTDAs are intended to identify priority locations to accommodate concentrated growth at higher densities within 400 metres of TransLink’s Frequent Transit Network. They are characterized by high density residential, commercial and mixed-use development, and may contain community, cultural and institutional uses. Where they are adopted, they must comply with the guidelines set out in Table 3 of the RGS.

As the identification of suitable locations and guidelines for such overlays would require considerable work and public consultation, the designation of FTDAs has not been contemplated at this time – even though the Frequent Transit Network within the District has been defined in the North Shore Area Transit Plan. Such work may be within the scope of the broader review and update of the OCP, intended to commence in 2015.

Format of the Regional Context Statement

The proposed OCP amendment bylaw (Appendix ‘A’) has four components as

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2 Note: Dundarave, Caulfeild, Horseshoe Bay, and Park Royal are identified as Local Centres in the "Regional Land Use Designations" Map in the Regional Context Statement (see Schedule 'C' to Appendix 'A').
described below:

1. **Regional Context Statement (Schedule ‘A’)**

   The revised Regional Context Statement would replace the current version contained in the “Framework for Action” section of the OCP.

2. **Statement of Compliance (Schedule ‘B’)**

   The structure of the RGS requires that municipal Regional Context Statements state specifically how they are consistent with the five regional goals as well as approximately thirty strategic directions. Most municipalities have found it convenient and straightforward to add a “Statement of Compliance” to their Official Community Plans showing how each strategic direction is addressed.

3. **The addition of a new “Regional Land Use Designations Map” (Schedule ‘C’)**

   The current map on page 27 of the OCP, “Regional Context Statement ‘Green Zone Lands’” would be deleted and replaced by a new map – “Regional Land Use Designations”, which would illustrate:
   
   - The extent of the two regional land use designations that apply to West Vancouver: “General Urban” and “Conservation and Recreation”;
   - The location of the “Urban Containment Boundary”;
   - The boundaries of the “Ambleside Municipal Town Centre”;
   - The location of “Local Centres”; and
   - The boundaries of the “Upper Lands Special Study Area”. This ‘Special Study Area’ boundary is the area designated as a ‘Special Study Area’ in the RGS. It is smaller than the ‘study area’ for the District’s Upper Lands Working Group, which is reviewing all undeveloped lands above the Upper Levels Highway.

4. **The addition of a new “Transportation and Goods Movement Map” (Schedule ‘D’)**

   The draft OCP amendment bylaw includes a number of minor policy amendments3 to other sections of the Official Community Plan. The minor amendments address components of the RGS by adding a limited number of new policies that reflect policy decisions already made by Council outside of the OCP, or where the District has already implemented actions that support the

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3 In addition, there are a number of ‘housekeeping’ amendments related to references to external agencies and the former Livable Region Strategic Plan.
policy directions of the RGS. It is not the intent of this amendment to add significant new policy content to the OCP. Rather, as noted above, it is the role of the Regional Context Statement to link OCP policies with the directions set out in the RGS.

'Work toward' Policies

In areas where the OCP does not yet contain specific policies or projections required by the RGS, the Regional Context Statement includes statements advising that the municipality will "work toward" achieving consistency. This work would be undertaken during the next OCP review process and would include refining population, dwelling units and employment projections to 2041, defining new non-residential, trip generating uses in the West Vancouver context, adding policies to recognize the role of the "Conservation and Recreation" designation, and focusing infrastructure and amenities in the Municipal Town Centre. It is intended that this work will take place in the context of the District's broader review and update of the OCP, intended to commence in 2015.

3.2 Sustainability

The draft Regional Context Statement aligns with the vision and strategic directions of the RGS in supporting the protection of natural areas, building complete communities, achieving a compact region and supporting sustainable transportation choices.

3.3 Consultation

As noted in this report, the purpose of the proposed OCP amendment is to adopt a new Regional Context Statement and augment existing OCP policies with additional policy statements to align the OCP with Metro Vancouver's RGS – both in terms of its strategic directions and policy format. While this amendment is administrative in nature, and does not alter the intent or direction of the existing OCP, an appropriate public engagement process is necessary for any OCP amendment. Residents of West Vancouver will be given sufficient opportunity to learn about the proposed new Regional Context Statement and concurrent OCP amendments, and to have the opportunity for discussion and input.

Staff proposes a consultation period from June through September 2014, that will include the following:

- Information sharing – the draft Regional Context Statement will be posted on westvancouver.ca with opportunity to provide input through westvancouverITE;
- Newspaper advertisements;
- Information displays at District venues; and,
- An open house in September 2014.
As required by the *Local Government Act*, draft Official Community Plan Bylaw No. 4360, 2004, Amendment Bylaw No. 4797, 2014 is to be referred to neighbouring municipalities, First Nations, Metro Vancouver, TransLink and the West Vancouver School District (SD45) for comment.

3.4 Communications Process

Refer to Section 3.3 – Consultation.

4.0 **Options**

4.1 Council may:

**(as recommended)**

- Receive for information the draft OCP amendment bylaw pertaining to a proposed update of West Vancouver’s Regional Context Statement, and direct staff to undertake community consultation and refer the draft bylaw to external agencies for comment;

**(or alternatively)**

- Request further information (to be specified).

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**Author:**

Claudia Freire, Community Planner

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**Concurrence:**

Stephen Mikicich, Manager of Community Planning

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**Concurrence:**

Raymond Fung, Director of Engineering & Transportation

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**Appendices:**


B. “Metro Vancouver 2040 – Shaping Our Future” (Regional Growth Strategy Bylaw No. 1136, 2010)
District of West Vancouver

Official Community Plan Bylaw No. 4360, 2004
Amendment Bylaw No. 4797, 2014

Effective Date:
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District of West Vancouver

Official Community Plan Bylaw No. 4360, 2004, Amendment Bylaw No. 4797, 2014

A bylaw to amend the Official Community Plan to update West Vancouver's Regional Context Statement to align with Metro Vancouver's Regional Growth Strategy “Metro Vancouver 2040 – Shaping Our Future”.

WHEREAS the Council of The Corporation of the District of West Vancouver deems it expedient to provide for an amendment to the Official Community Plan;

NOW THEREFORE, the Council of the District of West Vancouver enacts as follows:

Part 1 Citation

1.1 This bylaw may be cited as Official Community Plan Bylaw No. 4360, 2004, Amendment Bylaw No. 4797, 2014.

Part 2 Severability

2.1 If a portion of this bylaw is held invalid by a Court of competent jurisdiction, then the invalid portion must be severed and the remainder of this bylaw is deemed to have been adopted without the severed section, subsection, paragraph, subparagraph, clause or phrase.

Part 3 Amends Framework for Action

3.1 Schedule A to Official Community Plan Bylaw No. 4360, 2004 is amended as follows:

3.1.1 By deleting the existing Regional Context Statement and replacing it a new Regional Context Statement attached as Schedule ‘A’

3.1.2 By inserting the “Statement of Compliance between the Policies of the OCP and Regional Growth Strategy” attached as Schedule ‘B’ immediately following the new Regional Context Statement and preceding the section titled “Implementation /
Future Reviews”.

3.1.3 By replacing the current map labelled “Regional Context Statement ‘Green Zone Lands” with a new map “Regional Land Use Designations” attached as Schedule ‘C’

3.1.4 By adding a new map labelled “Transportation and Goods Movement” attached as Schedule ‘D’ immediately following the Transportation Network map in Policy Section 12

3.1.5 By inserting the text shown in italics in Policy T 2 as follows:

“provide increased transportation-related non-vehicular facilities and services throughout the community including the implementation of bus-only lanes, maintaining an updated cycling network master plan, maintaining and adding separated and/or marked bicycle lanes, completing the Spirit Trail, maintaining signage, maps and way-finding to support walking and cycling, and developing streetscape guidelines such as the Ambleside Streetscape Standards that support the pedestrian realm and the use of transit”

3.1.6 By adding the following text as a new bullet under Policy U 1 as follows:

“Promote the use of sustainable and energy efficient technologies such as geothermal energy use in civic facilities such as the Aquatic Centre, Ice Arena and Seniors’ Activity Centre”

3.1.7 By adding Policy H 13 as follows:

“The Housing Action Plan, (adopted February 2013) outlines the existing framework for Housing in West Vancouver, and identifies the key housing gaps based on population and demographic trends, and an extensive community dialogue. The Housing Action Plan identifies actions for addressing the community’s housing issues; specifically to:

- Continue established practices for supporting development of seniors’ and rental housing, accessible/adaptive housing units and variations in unit size in new developments;

- Consider coach houses as an infill housing option in established residential areas following an informed community discussion;
- Identify, consider and engage the community in a discussion of opportunities to retain and add purpose-built rental housing;

- Work to strengthen Official Community Plan policies on housing diversity to provide a framework for the consideration of innovative housing proposals; and

- Monitor and report annually on the Housing Action Plan.”

3.1.8 By adding the italicized text to the first bullet of Policy H 7 as follows:

“Explore opportunities for providing non-market housing when evaluating development applications and facilitating land assemblies, and consider working with senior levels of government, public/private partnerships, administrative assistance and the use of amenity zoning in private developments.”

3.1.9 By adding Policy SP 10 as follows:

“Support food security and urban agriculture initiatives

- Locate community gardens in municipal parks and at community centres, and support local residents in sharing garden initiatives

- Encourage local farmers’ markets

- Support food collection and support local retailers who divert food from the waste stream for distribution to local agencies

- Encourage education in urban agriculture.”

3.1.10 By adding two new bullets under Policy T 5 as follows:

“Support transportation demand strategies including Bus Only Lanes along Marine Drive and Taylor Way, transit priority signals, and queue-jumper lanes for transit buses at the Lions Gate Bridge.”

“Support traffic management through information sharing systems with the Ministry of Transportation.”
3.1.11 By replacing the second bullet under Policy H 9 with the following text:

"Support the legalization of existing secondary suites and the construction of new legal suites as a means of providing quality and safe rental units."

3.1.12 By deleting references to the former "Livable Region Strategic Plan" throughout the OCP and, where applicable, adding the phrase "Metro Vancouver 2040 – Shaping Our Future" in reference to the Metro Vancouver regional plan.

**Schedules**

Schedule A – Draft Regional Context Statement

Schedule B – Statement of Compliance between the Policies of the OCP and Regional Growth Strategy

Schedule C – Regional Land Use Designations Map

Schedule D – Transportation and Goods Movement Map
READ A FIRST TIME on
PUBLICATION OF PROPOSED BYLAW on
PUBLIC HEARING HELD on
READ A SECOND TIME on
READ A THIRD TIME on
APPROVED by Metro Vancouver Board on
ADOPTED by the Council on

__________________
Mayor

__________________
Municipal Clerk
Schedule A – Regional Context Statement

The District of West Vancouver is required, by section 866(8) of the Local Government Act, to include a Regional Context Statement in its Official Community Plan. The Regional Context Statement is the document which links municipal 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 and, if applicable, it must 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 No. 1136, 2010) was endorsed by the District of West Vancouver on March 7, 2011, and was adopted as the Regional Growth Strategy for Metro Vancouver on July 29, 2011. With the adoption of the Regional Growth Strategy, all municipalities within Metro Vancouver were required to update their Regional Context Statements to reflect the new Regional Growth Strategy.

Metro Vancouver 2040 sets out five goals to guide its actions and those of its local municipalities in achieving a vibrant, diverse, prosperous and sustainable region. These 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, where possible, the five major goals and the strategies of the Regional Growth Strategy. It sets out the actions that will be taken by the District of West Vancouver to fulfill the required municipal roles, and to address the population and employment projections set by the Region.

Due to its history as a community of residential neighbourhoods, and due to its natural setting and topography, the District of West Vancouver does not contain agricultural lands and does not have an industrial land base. It cannot, therefore, address all of the strategies set out in the Regional Growth Strategy. However the goals set out in the District’s Official Community Plan, where they do apply, are consistent with the vision and policies of the Regional Growth Strategy.

To assist in long range planning, the Regional Growth Strategy has provided projections for population and employment for all municipalities within Metro Vancouver. These projections provide for a population of 60,000, a total of 24,500 dwelling units, and an employment level of 29,000 jobs within the District by the year 2041. The Regional Context Statement describes how the District will work towards achieving these projections, where possible, over time.
The Regional Growth Strategy sets out broad land use designations for all of Metro Vancouver. The “Regional Land Use Designations” map 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 the Squamish Nation Capilano Indian Reserve No. 5, which is 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, provided such adjustments satisfy the requirements set out in section 6.2.8 of the Regional Growth Strategy and meet the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas).

The Regional Growth Strategy’s Map 12 shows 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”. The District has appointed an Upper Lands Working Group with the mandate to undertake consultation and develop recommendations for the Upper Lands. The area identified on the “Regional Land Use Designations” map will continue to be shown as a “Special Study Area” until Council has considered the recommendations of the Upper Lands Working Group, and has completed any further amendments to the Official Community Plan and Regional Growth Strategy that may be required to implement Council’s direction.

The “Statement of Compliance between the Policies of the OCP and the Regional Growth Strategy” identifies how the policies of the Official Community Plan comply with the Regional Growth Strategy, and where applicable, describes how the Plan will be brought into further conformity over time.
Schedule B – Statement of Compliance between the Policies of the OCP and Regional Growth Strategy

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, with the exception of the Upper Lands. There, lands above the 1200 foot elevation will be predominantly protected from urban levels of development, and lands below the 1200 foot elevation may be developed as comprehensively planned future neighbourhoods over time, subject to detailed Area Development Plans.

<table>
<thead>
<tr>
<th>RGS Strategies</th>
<th>Official Community Plan</th>
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<tbody>
<tr>
<td><strong>1.1.3 a</strong></td>
<td>Depict the Urban Containment Boundary.</td>
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<td>The Urban Containment Boundary is shown on the “Regional Land Use Designations Map”.</td>
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<td><strong>1.1.3 b</strong></td>
<td>Provide population, dwelling unit and employment projections.</td>
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<td>Demonstrate how growth will be accommodated within the Urban Containment Boundary.</td>
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<td>Metro Vancouver’s revised estimates and projections for the District are:</td>
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<th>2011</th>
<th>2021</th>
<th>2031</th>
<th>2041</th>
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<tr>
<td>Population</td>
<td>46,300</td>
<td>50,000</td>
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<td>Dwellings</td>
<td>18,500</td>
<td>20,000</td>
<td>23,000</td>
<td>25,000</td>
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<tr>
<td>Employment*</td>
<td>16,200/18,700</td>
<td>18,000/20,000</td>
<td>21,000/23,000</td>
<td>23,000/25,000</td>
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*Employment figures show ‘with’ and ‘without allocation’ of no fixed place of work.

The “Community Context” section of the Official Community Plan identifies an expected low growth rate of 0.4% annually and a projected population of 50,000 by 2031, which takes into account the existing population of the Squamish First Nation Capilano Indian Reservation No. 5 Lands, and is based on the census data. Note: This does not take into account the phased development of the Upper Lands, which could add approximately 4,000 dwelling units and an approximate population of 12,000, or future development of Squamish First Nation Capilano Indian Reservation No. 5 Lands.

The projections currently within the OCP are lower than the Regional Growth Strategy (RGS) projections, and the District will work toward refined population projections for 2031 and 2041 in its next Official Community Plan Review.
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<th>RGS Strategies</th>
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<tr>
<td></td>
<td>Policy Section 1 “Local Economy” confirms the vision of the District as a community without industrial activities. Employment is primarily in retail, service and recreational activities, with home-based businesses accounting for approximately 17% of the employment in the District. All land outside of the Urban Containment Boundary is designated for Conservation and Recreation uses. All Residential Neighbourhoods, as identified on the Community Context map in the “Community Context” section of the OCP are within the Urban Containment Boundary. While significant increases in employment within the municipality are not expected, there are a number of policies that speak to increased employment within the context of the District’s Vision. A more complete assessment of current employment and more detailed employment projections will be undertaken in the next Official Community Plan Review. The District will work toward finding opportunities to meet the Regional employment projections.</td>
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<td>1.2.6 a</td>
<td>The Ambleside Municipal Town Centre includes approximately 3,340 dwelling units and a population of approximately 5,000. This is likely to increase with anticipated infill development in the future. Dwelling unit and employment projections for the Ambleside Municipal Town Centre will be prepared in conjunction with the next Official Community Plan Review. The District has not designated any Frequent Transit Development Areas (FTDAs).</td>
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<td>1.2.6 b</td>
<td>Include policies for Urban Centres which:</td>
</tr>
<tr>
<td>(i) Identify Urban Centre locations and boundaries;</td>
<td>Ambleside is identified as a Municipal Town Centre as shown on the “Regional Land Use Designations” map.</td>
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<tr>
<td>(ii) Focus growth and development in Urban Centres generally consistent with Table 3 - Guidelines for Urban Centres;</td>
<td>Policy Section 1 “Local Economy” identifies Ambleside as the historic community centre and focus of community activities with extensive commercial and retail service shopping and service needs, civic uses, and galleries and civic amenities. Policies call for the renewal and enhancement of this area and Policy LE 2 reinforces the role of Ambleside as West Vancouver’s Municipal Town Centre. The District’s highest residential densities are centred in the Ambleside Town Centre, and around the commercial areas of Dundarave, Park Royal and Horseshoe Bay. Policy Section 4 “Built Form &amp; Neighbourhood Character” Policy BF C 3 ‘Ambleside Village Centre’ promotes the Municipal Town</td>
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<tr>
<td>RGS Strategies</td>
<td>Official Community Plan</td>
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<td>Centre area as a compact, more intense, convenient and interesting commercial area, supporting vibrant and attractive commercial, civic, and service components, increasing the proportion of residential uses to emphasize its role as a “living” centre, and enhancing its role as the location for civic and cultural activities.</td>
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<td>(iii) Encourage office development in Urban Centres through policies, incentives;</td>
<td>Policy Section 1 “Local Economy” identifies Ambleside as a focus for the provision of local services. Policy LE 1 includes policy that promotes redevelopment in Ambleside that would contribute to office uses.</td>
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<tr>
<td>(iv) With the provision of transit, reduce residential and commercial parking where appropriate.</td>
<td>While “Commercial and Mixed Use Guidelines” BF-C3 encourage shared parking accessible by customers and residents, there are currently no policies which call for the reduction of parking with the provision of transit. Policies to reduce parking in locations along the Frequent Transit Network will be considered in the next review of the Official Community Plan.</td>
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<td>1.2.6.c</td>
<td>Not applicable (FTDAs have not been identified at this time).</td>
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<td>Include policies for Frequent Transit Development Areas (FTDAs) to identify and focus growth and development in these areas.</td>
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<td>1.2.6 d</td>
<td>Include policies for General Urban areas:</td>
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<td>(i) Identify General Urban areas;</td>
<td>General Urban areas are identified on the “Regional Land Use Designations” map.</td>
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| (ii) Ensure development in the General Urban areas outside of the Urban Centre is lower density; | Policy Section 3 “Housing” (under “Context”) recognizes that West Vancouver’s highest density housing is centred in and around the commercial areas of Ambleside. Some higher densities are also permitted around the local centres of Dundarave, Park Royal and Horseshoe Bay. Policy Section 3 “Housing” (under “Meeting West Vancouver’s Housing Needs”) encourages mixed commercial and residential developments in the Ambleside, Dundarave and Horseshoe Bay Commercial centres with densities between 1.0 and 1.75 FAR. Policy Section 3 “Housing” strives to “create, enhance and preserve the quality of residential neighbourhoods” Policy H3 confirms the process for addressing limited, site-
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<tr>
<td>(iii) Identify small scale Local Centres where appropriate;</td>
<td>Horseshoe Bay is identified as ‘Ferry’ on the RGS Map 11 “Local Centres”. This is identified as ‘Horseshoe Bay Marina’ and ‘Marine Commercial Development Permit Area’ on the “Commercial Development Permit Area Designations” map in the OCP. As well, the “Regional Land Use Designations” map identifies Dundarave, Caulfield, Park Royal and Horseshoe Bay Village as Local Centres.</td>
</tr>
<tr>
<td>(iv) Exclude non-residential, major trip generating uses from areas outside Urban Centres and FTDAs;</td>
<td>Policy Section 1 “Local Economy” “Commercial Areas” map identifies all existing commercial areas. There are no provisions in the OCP for non-residential, major trip-generating uses. In the next review of the OCP, the District will work toward strengthening policies to exclude such uses outside of Urban Centres by defining new non-residential trip generating uses within the West Vancouver context.</td>
</tr>
<tr>
<td>(v) Encourage infill development by directing growth to established areas.</td>
<td>Policy H 2 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. Policy H 4 provides for specifically identified areas for duplex, triplex and townhouse redevelopment. Policy Section 4 “Built Form” 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, triplexes. Policy BF D 2 allows for rezoning in the Clyde Avenue area east of Taylor Way to allow for a mix of uses including residential.</td>
</tr>
<tr>
<td>1.2.6 e Ensure Regional Industrial, Mixed Employment and Recreation and Conservation designations prevail in Urban Centre and FTDAs.</td>
<td>The Ambleside Municipal Town Centre is completely within the General Urban designation. FTDAs have not been identified at this time.</td>
</tr>
<tr>
<td>1.2.6.f For Urban Centres, FTDAs and General Urban areas, include policies which:</td>
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</tr>
<tr>
<td>(i) Minimize impacts</td>
<td>Not applicable (there are no Industrial designated areas).</td>
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<td>of urban uses on industrial activities;</td>
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<tr>
<td>(ii) Encourage safe and efficient transit, cycling and walking;</td>
<td>Policy Section 4 “Built form &amp; Neighbourhood Character” Policy BF C 3 sets out Development Permit Area objectives for the Ambleside commercial area for improving streets and sidewalks to promote alternative transportation and facilitate pedestrian movement. Policy Section 12 “Transportation and Mobility” Policies T4 and T5 contain policies to improve safety and accessibility through appropriate design of streets, bus stops, trails, sidewalks and crosswalks, and to enhance and expand transportation options to reduce auto dependency by developing enhanced transit connections and comprehensive and accessible walking and cycling networks.</td>
</tr>
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<td>(iii) Implement transit priority measures where appropriate;</td>
<td>Policy Section 12 “Transportation and Mobility” Policy T2 includes increasing transportation related non-vehicular facilities and services throughout the community. Policy T5 includes supporting transportation demand strategies including bus only lanes along Marine Drive and Taylor Way, transit priority signals, and queue-jumper lanes for transit buses at the Lions Gate Bridge.</td>
</tr>
<tr>
<td>(iv) Support district energy systems and renewable energy generation.</td>
<td>Policy Section 13 “Municipal Utilities” Policy U 1 supports environmentally sensitive methods for extracting potential energy, including micro power generation from storm water and geothermal energy. It promotes the use of these systems for municipal facilities including the Aquatic Centre, Ice Arena and Seniors’ Activity Centre.</td>
</tr>
<tr>
<td>1.3.3 a Identify Rural Areas.</td>
<td>Not applicable (there are no Rural designated areas).</td>
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**Goal 2: Support a Sustainable Economy**

Planning Principle 5 of the West Vancouver Official Community Plan is to support a vibrant and diverse local economy in commercial areas.

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<td>2.1.4 a Include policies that support appropriate economic development in Urban Centres, FTDAs, Industrial and Mixed</td>
<td>Policy Section 1 “Local Economy” contains policies to promote redevelopment in Ambleside that would contribute to primary office, service, retail and entertainment uses, and undertake a review to define the Municipal role in supporting economic development. Policy LE 2.2 is to assist in the development of a Business Improvement Area Program.</td>
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<td><strong>2.1.4 b</strong></td>
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Support the development of office space in Urban Centres through policies and incentives.  
Policy Section 1 “Local Economy” Policy LE 3 is to encourage mixed commercial and residential redevelopment projects in commercial centres where consistent with ongoing commercial activity.  
Policy Section 3 “Housing” Policy H 5 encourages mixed commercial and residential developments in the Ambleside Municipal Town Centre. |
| **2.1.4.c**  |  
Include polices that discourage major commercial and institutional development outside of Urban Centres and FTDAs.  
Policy Section 1 “Local Economy” and the “Commercial Areas” map specify that commercial areas consist of Ambleside as the Municipal Town Centre, as well as Park Royal regional shopping centre, the local commercial centres of Dundarave, Caulfield and Horseshoe Bay, and dispersed smaller commercial sites. No other commercial areas are provided for, and the policies under “Local Economy” specifically encourage retaining the valued character of these areas.  
Policy Section 1 “Local Economy” Policy LE 1 states, “Discourage new major commercial and institutional trip generating uses outside of the Municipal Town Centre.” |
| **2.1.4 d**  |  
Show how Special Employment Areas are supported through land use and transportation policies.  
Not applicable. The District of West Vancouver does not contain hospitals, or post-secondary institutions. Dundarave, Horseshoe Bay, Park Royal & Caulfield as are identified as ‘Local Centres’ on the “Regional Land Use Designations” Map. |
| **2.2.4 a to 2.3.6.a** | These sections are not applicable as there are no Industrial, Mixed Employment or Agricultural designated areas within West Vancouver. |
| **2.3.6 b**  |  
Include policies to support agricultural viability.  
Although there are no areas in West Vancouver within the Agriculture designation, urban agriculture and food security initiatives are encouraged in Policy Section 2 “Social Planning - Health, Wellness and Social Services” Policy SP 10. |

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

The OCP describes the natural environment of West Vancouver: the forested mountainside, the Capilano and Eagle Lake Watersheds, the scenic and rugged shoreline, salmon spawning creeks, and significant vegetation including arbutus groves and old growth trees, as being highly valued by West Vancouver
residents and subject to control to protect environmental attributes. Over 60% of the land base in West Vancouver is designated for major parks and for watershed protection. Planning Principle 7 promotes environmental stewardship by protecting natural resources and preserving ecosystems. Policy Section 6 “Natural Environment” contains objectives, policies and development permit area designations and guidelines to protect and enhance natural areas and ensure the safety of people and property from natural hazards.

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<td><strong>3.1.4 a</strong> Identify Conservation and Recreation areas.</td>
<td>All land outside of the ‘Urban Containment Boundary’ is within the ‘Conservation and Recreation’ designation as identified on the “Regional Land Use Designations” map. A portion of the ‘Conservation and Recreation’ designation is identified as ‘Special Study Area’ pending the outcome of the Upper Lands study.</td>
</tr>
<tr>
<td><strong>3.1.4 b (i) to (vi)</strong> 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.</td>
<td>Policy Section 6 “Natural Environment” Policies NE 1, NE 4 and NE 6 promote environmental stewardship, and the protection of creek corridors and other environmentally sensitive lands, public ownership and the management of environmentally sensitive areas throughout the municipality. West Vancouver will work toward including additional policies to reflect the specific objectives for the ‘Conservation and Recreation’ designation in the next review of the OCP. Policy Section 8 “Parks and Open Space” and “District and Community Parks” map identify Lighthouse Park as a District Park. Much of the area that is within the Regional ‘Conservation and Recreation’ designation is protected through its location in Regional and Provincial parks. Policy Section 8 “Parks and Open Space” Policy P 13 calls for working cooperatively with the Region, and Provincial and Federal Governments to encourage measures to allow Cypress Provincial Park to exemplify the commitment to stewardship and conservation, outdoor recreation and education, community involvement and the provision of commercial recreation opportunities. Policy Section 8 Policy P 2 calls for the protection and enhancement of the natural character of the mountain and coastal landscape in municipal land-use management and planning.</td>
</tr>
<tr>
<td><strong>3.1.4 c</strong> Buffer Conservation and Recreation areas from activities in adjacent areas.</td>
<td>Much of the protected area of West Vancouver is in public ownership. Policy NE 7 requires that developers provide detailed inventories and analysis of a site’s natural assets in their preliminary planning, and Development Permit Area Guidelines apply to all areas in the vicinity of ‘Conservation and Recreation’ areas. Policy Section 7 “Upper Lands” states that more than 72% of the Upper Lands, or more than 4,500 acres above the 1200 foot elevation contour, will be preserved as Limited Use and Recreation.</td>
</tr>
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</table>
| **3.2.4** Include policies and/or maps to illustrate | Policy Section 6 “Natural Environment” includes two maps: (1) “Natural Environment and Resources”, which identifies key environmental resources; and (2) “Areas where Development Permit Required to Address Environmental Considerations”.


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<td>management of ecologically important areas and natural features.</td>
<td>Policies UL 7 and UL 8 require the incorporation of terrain analysis and sensitivity to the natural environment in neighbourhood design for the Upper Lands, and the creation of a Comprehensive Management Plan to avoid or mitigate potential environmental impacts. Policy UL 8.1 protects at least 55% of the Rodgers Creek area as Environmentally Protected Area.</td>
</tr>
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3.3.4 a  
Identify land development and transportation strategies to meet GHG reduction targets.  
Policy Section A “Climate Action” commits to becoming carbon neutral with respect to municipal operations by 2012 and to reducing GHG emissions by at least 33% below 2007 levels by 2020, and by at least 80% by 2050. It includes the direction to examine energy consumption and efficiency of municipally-owned facilities and vehicles, staff transportation, and purchasing policies. This section identifies that 97% of the emissions come from community-based sources, and commits to educating and empowering owners to improve efficiency in their homes.

3.3.4 b  
Identify land use and infrastructure policies, programs to reduce energy consumption and GHG emissions and improve air quality.  
Policy Section A “Climate Action” identifies climate action initiatives undertaken by the District including geo-exchange systems and universal water metering. It includes policies to integrate sustainability into community development and municipal operations. Policy Section 3 “Housing” Policy H 12 encourages more efficient buildings that help to reduce community GHG emissions and supports retrofits and the consideration of energy performance in reviewing development applications. The policies commit to awareness, actions and initiatives to reduce energy consumption and GHG production. Policy UL 8.1 (n) for the development of the Rodgers Creek area is to strive for innovative, green buildings and infrastructure with lower water and energy consumption, GHG emissions and that evidence sustainability. These policies will be taken into consideration in the planning and development of the Upper Lands.

3.3.4 c  
Focus infrastructure and amenities in Urban Centres and FTDAs.  
Policy Section 13 “Municipal Utilities” contains policies for the efficient and energy conscious provision of services and utilities to meet the needs of West Vancouver residents. Policies to focus infrastructure in the Ambleside Municipal Town Centre will be considered during the next review of the OCP.

3.3.4 d  
Identify policies, strategies to support integrated storm water management and water conservation.  
Policy Section 6 “Natural Environment” Policy NE 8 contains policies to integrate storm water management practices with community planning. Policy NE 12 calls for the establishment of comprehensive environmental policies, bylaws, regulations and practices including storm water management practices. Watercourse Protection Development Permit Areas are identified and objectives and guidelines for their protection are set out in Policy NE 13.

3.4.4  
Minimize risk  
Policy Section 6 “Natural Environment” Development Permit Area NE 5 and Policy NE 6 provide objectives and guidelines to avoid hazardous
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<td>associated with climate change and natural hazards.</td>
<td>conditions relating to sloping sites, difficult terrain, and foreshore areas.</td>
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**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, Caulfield, and Horseshoe Bay, and by the major regional 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. Park Royal is identified as a ‘Local Centre’ on the “Regional Land Use Designations” map.

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<td><strong>4.1.7 a</strong> Work toward meeting estimated housing demand (Table A.4 of RGS):</td>
<td>Table A.4 of the Regional Growth Strategy identifies demand for 900 ownership and 500 new rental units to be provided over a ten year period. The rental demand is further identified as 400 affordable rental units and 100 market rental units. The development of the Upper Lands in a variety of housing forms, and gradual infill development elsewhere in the community will address the demand for many of the ownership units. The District will work toward the creation of new market and affordable rental units through its support for secondary suites and coach houses, through obtaining new rental units as community benefits through the rezoning process, and through innovative infill development in suitable locations.</td>
</tr>
<tr>
<td><strong>(i) Ensure plans articulate need for diverse housing options;</strong></td>
<td>Planning Principle 3 of the Plan is to provide for a diversity of housing types to accommodate a balanced and diverse population in terms of age, ability and income and household type. Policy Section 3 “Housing Objectives” calls for a variety of housing types, forms, tenures, sizes and densities that meet diverse needs. Policy H 6 encourages a variety of housing types in the future neighbourhoods in the Upper Lands. Policy UL 3 provides for a varied housing mix by area with at least 40% expected to be non-single family homes.</td>
</tr>
<tr>
<td><strong>(ii) Increase supply through infill, compact forms and increased density;</strong></td>
<td>Policy Section “Housing” Policy H 9 supports secondary suites, and Policy H 13 supports the consideration of Coach Houses.</td>
</tr>
<tr>
<td><strong>(iii) Work with senior governments to provide affordable</strong></td>
<td>Policy Section 3 “Housing” Policy H 7 states that the District will work with senior governments and explore other mechanisms to</td>
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<td>rental;</td>
<td>providing non-market housing.</td>
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<tr>
<td>(iv) Encourage affordable housing through municipal measures.</td>
<td>Policy Section 3 “Housing” Policy H 7 supports the provision of non-market housing when evaluating development applications, and through public private partnerships, administrative assistance and the use of amenity zoning. Policy Section 3 “Housing” Policy H 9 supports the provision of rental housing and does not support the conversion of rental apartments to strata units.</td>
</tr>
<tr>
<td>4.1.8 a - f</td>
<td>The District adopted a Housing Action Plan in February 2013 and implementation policies are contained in Policy Section 3 “Housing” Policy H 13.</td>
</tr>
<tr>
<td>4.2.4 a</td>
<td>Policy Section 12 “Transportation and Mobility” objectives are to reduce dependency on private automobiles and to promote alternatives to private vehicles including: public transportation, walking and cycling networks. Policy Section 8 “Parks and Open Space” Policy P8 promotes public access through the community including a coordinated system of links and urban trails for pedestrians and cyclists. Policy Section 4 “Built Form and Neighbourhood Character” promotes streetscape improvements, sidewalk and accessibility improvements and improved pedestrian connections, and encourages mixed use commercial/residential development in commercial areas. Policy BF C3 contains objectives and guidelines for a walkable Ambleside Municipal Town Centre.</td>
</tr>
<tr>
<td>4.2.4 b</td>
<td>Policy Section 1 “Local Economy” Policy LE 2.5 considers the needs and opportunities for the Ambleside Municipal Town Centre in the development of long-range strategies for the use of the Municipal Hall, Museum, Police building and other civic and cultural facilities. The OCP describes virtually all civic uses, as well as the main cultural uses, within an easy walk of the Ambleside Municipal Town Centre. In addition to the Municipal Hall, this includes Seniors’, Aquatic and Community Centres and community arts facilities.</td>
</tr>
<tr>
<td>4.2.4 c</td>
<td>Policy Section 4 “Built Form &amp; Neighbourhood Character” Policy BF A 5 is to promote development that fosters social interaction and involvement. Policy Section 8 “Parks and Open Space” provides for community and neighbourhood parks that provide amenities to serve immediate residential areas. Policy Section 9 “Community Recreation” Policies R 1 through R 7 support the collaborative development of facilities to meet the diverse needs of the population supporting a range of</td>
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<td>4.2.4 d Support active living.</td>
<td>Policy Section 2 “Social Planning – Health, Wellness and Social Services” contains policies and describes programs that provide a system of public health, social and recreational services, resources and opportunities that help improve the lives of West Vancouver residents. Objectives in this section promote a healthy and caring community and Policy SP 1 promotes working with Vancouver Coastal Health Authority, West Vancouver School District, and senior levels of government to support public health, seniors’ and community centres as resources for education, social networking, and provision of information about community services. Policy Section 9 “Community Recreation” calls for the development of recreational facilities that support quality of life and wellness, and stimulate interest and involvement in all aspects of leisure. Policy Section 10 “Arts, Culture and Library” promotes healthy living by supporting a wide variety of locally based arts and cultural activities.</td>
</tr>
<tr>
<td>4.2.4 e Support food production and distribution.</td>
<td>There are no agricultural lands in West Vancouver, but the District supports urban agriculture and food security initiatives through Policy Section 2 “Social Planning – Health, Wellness and Social Services” Policy SP 10.</td>
</tr>
<tr>
<td>4.2.4 f Assess health implications of plans and infrastructure.</td>
<td>Policy Section 4 “Built Form and Neighbourhood Character” Policy BF A 1 promotes superior environmental design in new development that provides healthy and high quality living environments. Policy BF A 2 promotes sustainability practices including the introduction of programs to ensure public health by improving the quality of life for residents and visitors. Policies provide for advisory bodies to review environmental, social and neighbourhood character impacts of municipal initiatives and projects.</td>
</tr>
<tr>
<td>4.2.4 g Support universally accessible community design.</td>
<td>Policy Section 1 “Local Economy” ‘Objectives’ includes policies to ensure that commercial areas are physically accessible to persons with disabilities. Policy SP 8 promotes an accessible and barrier free community in private and public buildings and developments. Policy Section 3 “Housing” Policy H 8 encourages adaptable design in a variety of housing forms.</td>
</tr>
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<td>4.2.4 h The Regional Growth Strategy has identified the Horseshoe Bay</td>
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<td>Identify small scale local centres.</td>
<td>Ferry Terminal on Map 11 “Local Centres”. The “Regional Land Use Designations” map identifies Dundarave, Horseshoe Bay, Park Royal and Caulfield as ‘Local Centres’.</td>
</tr>
<tr>
<td>4.2.4 i Recognize Special Employment Areas.</td>
<td>Not applicable (there are no ‘Special Employment Areas’ within West Vancouver).</td>
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**Goal 5  Support Sustainable Transportation Choices**

Planning Principle 6 of the Official Community Plan seeks to reduce auto dependency by developing a comprehensive transit, transportation and land use plan that incorporates convenient and workable alternatives to the single-occupant car. The objectives of the “Transportation and Mobility” Policies of the Plan are to encourage sustainable choices based on reducing dependency on private automobiles, and promoting alternatives including enhanced public transportation and walking and cycling networks.

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<tr>
<td>5.1.6 a Encourage a greater share of trips by transit, HOVs, cycling, walking and support the Frequent Transit Network.</td>
<td>The “Transportation Network” map identifies the road and rail network, including the Trans Canada Bike Route. Policy Section 12 “Transportation and Mobility” Policy T 2 calls for the development of policies and programs that encourage the use of alternative forms of transportation and provide increased transportation related non-vehicular facilities and services throughout the community. Policy T 5 calls for increased transit service between major activity centres, enhanced rail connections, a comprehensive and accessible walking and cycling network, the design of new roads to accommodate bus service and improved bike routes along Marine Drive and other possible routes.</td>
</tr>
<tr>
<td>5.1.6 b Support transportation system and demand management strategies.</td>
<td>Policy Section 12 “Transportation and Mobility” Policy, T 5 calls for the investigation and implementation of traffic demand management and other techniques to reduce the impact of the private automobile.</td>
</tr>
<tr>
<td>5.1.6 c Manage and enhance municipal infrastructure to support transit, multiple occupancy vehicles, cycling and</td>
<td>Policy Section 12 “Transportation and Mobility” states that with the exception of the ‘1000-foot Connector’, no additional major roads are planned and future road implementation will be limited to new local streets in future neighbourhoods in the Upper Lands. Policy Section 12 “Transportation and Mobility” Policy T 2 calls for increased transportation-related non-vehicular facilities and services through the community, including the implementation of</td>
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<td>walking.</td>
<td>bus-only lanes, maintain an updated cycling network master plan, maintaining and adding separated and/or marked bicycle lanes including the completion of the Spirit Trail, maintaining signage, maps and way-finding to support walking and cycling, and streetscape guidelines such as the Ambleside Streetscape Standards that support the pedestrian realm and the use of transit.</td>
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<tr>
<td><strong>5.2.3 a</strong> Map goods movement routes.</td>
<td>The “Transportation and Goods Movement” map in Policy Section 12 identifies goods movement routes.</td>
</tr>
<tr>
<td><strong>5.2.3 b</strong> Support the efficient movement of vehicles for passengers and goods and services.</td>
<td>Policy Section 12 “Transportation and Mobility” Policy T 1 calls for coordination with Provincial agencies, neighbouring municipalities and First Nations in a variety of measures to enhance safety and mobility for vehicle and goods movements.</td>
</tr>
<tr>
<td><strong>5.2.3 c</strong> Support the development of transportation system management strategies.</td>
<td>Policy Section 12 “Transportation and Mobility” Policy T 5 supports the transportation system management strategies including Bus Only lanes along Marine Drive and Taylor Way, transit priority traffic signals, queue-jumper lanes for transit at the Lions Gate Bridge and traffic management through information sharing systems with the Ministry of Transportation and Infrastructure.</td>
</tr>
<tr>
<td><strong>5.2.3 d</strong> Support the protection of rail rights-of-way and access to navigable waterways.</td>
<td>The “Transportation Network” map in Policy Section 12 identifies the BC Rail right-of-way.</td>
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Schedule C – Regional Land Use Designations Map
Schedule D – Transportation and Goods Movement Map

Transportation & Goods Movement
Metro Vancouver 2040
Shaping Our Future

Adopted by the
Greater Vancouver Regional District Board
on July 29, 2011
Updated to July 26, 2013

www.metrovancouver.org
GREATER VANCOUVER REGIONAL DISTRICT

BYLAW NO. 1136, 2010
A Bylaw to Adopt a Regional Growth Strategy for the Greater Vancouver Regional District

WHEREAS Part 25 of the Local Government Act permits a regional district to undertake the development, adoption, implementation and monitoring of a Regional Growth Strategy,

AND WHEREAS the Board of the Greater Vancouver Regional District by resolution on April 21, 2006, initiated the preparation of the Regional Growth Strategy pursuant to section 854 of the Local Government Act,

NOW THEREFORE, the Board of the Greater Vancouver Regional District, in open meeting assembled, enacts as follows:

1. Pursuant to section 863(1) of the Local Government Act, the Metro Vancouver 2040 Regional Growth Strategy, attached hereto and forming part of this Bylaw, is hereby adopted.

2. The official citation of this bylaw is “Greater Vancouver Regional District Regional Growth Strategy Bylaw Number 1136, 2010”. This Bylaw may be cited as “Metro Vancouver 2040 Regional Growth Strategy Bylaw”.

READ A FIRST TIME this 12th day of November, 2010

READ A SECOND TIME this 12th day of November, 2010

Public Hearing held the 24th day of November, 2010; reconvened the 30th day of November, 2010; reconvened the 1st day of December 2010; reconvened and concluded the 2nd day of December, 2010.

SECOND READING RESCINDED this 14th day of January, 2011

READ A SECOND TIME AS AMENDED this 14th day of January, 2011

READ A THIRD TIME this 29th day of July, 2011

RECONSIDERED, PASSED, AND FINALLY ADOPTED this 29th day of July, 2011

Amended by the Greater Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1150, 2011, on October 28, 2011.


Amended by the Greater Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1160, 2012, on September 21, 2012.

Amended by the Greater Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1185, 2013, on July 26, 2013.
ACCEPTED, BY RESOLUTION

- by the Village of Anmore on the 8th day of March, 2011
- by the Village of Belcarra on the 21st day of February, 2011
- by the City of Burnaby on the 7th day of March, 2011
- by the City of Coquitlam on the 25th day of July, 2011
- by the Corporation of Delta on the 7th day of February, 2011
- by the City of Langley on the 21st day of February, 2011
- by the Township of Langley on the 7th day of March, 2011
- by the Village of Lions Bay on the 24th day of January, 2011
- by the District of Maple Ridge on the 22nd day of March, 2011
- by the City of New Westminster on the 14th day of March, 2011
- by the City of North Vancouver on the 7th day of March, 2011
- by the District of North Vancouver on the 21st day of March, 2011
- by the City of Pitt Meadows on the 1st day of March, 2011
- by the City of Port Coquitlam on the 14th day of March, 2011
- by the City of Port Moody on the 8th day of April, 2011
- by the City of Richmond on the 28th day of February, 2011
- by the City of Surrey on the 28th day of February, 2011
- by the Tsawwassen First Nation on the 2nd day of March, 2011
- by the City of Vancouver on the 3rd day of March, 2011
- by the District of West Vancouver on the 7th day of March, 2011
- by the City of White Rock on the 7th day of March, 2011
- by the Fraser Valley Regional District on the 22nd day of February, 2011
- by the Squamish-Lillooet Regional District on the 28th day of February, 2011

- by the South Coast British Columbia Transportation Authority on the 11th day of March, 2011

PAULETTE A. YETLESON
CORPORATE SECRETARY

LOIS E. JACKSON
CHAIR
Vision Statement

Sustainable Region Initiative

Metro Vancouver has an opportunity and a vision to achieve what humanity aspires to on a global basis – the highest quality of life embracing cultural vitality, economic prosperity, social justice and compassion, all nurtured in and by a beautiful and healthy natural environment.

We will achieve this vision by embracing and applying the principles of sustainability, not least of which is an unshakeable commitment to the well-being of current and future generations and the health of our planet, in everything we do.

As we share our efforts in achieving this vision, we are confident that the inspiration and mutual learning we gain will become vital ingredients in our hopes for a sustainable common future.

Regional Growth Strategy

Metro Vancouver is a region of diverse communities where people in all their infinite variety live, work and play, aspiring to create a region even more livable for future generations than it is for those who live here today. The pattern and form of development is seen as critical in maintaining harmony with nature, fostering community well-being and ensuring economic prosperity. Local and regional land use plans and transportation services and infrastructure are carefully integrated through inclusive and respectful planning processes which characterize Metro Vancouver's collaborative governance system.
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A The Sustainability Framework: Context for the Regional Growth Strategy

Since 2002, Metro Vancouver has formally put sustainability at the core of its operating and planning philosophy and advanced its role as a leader in the attempt to make the region one which is explicitly committed to a sustainable future. This comprehensive endeavour became known as the Sustainable Region Initiative, or more familiarly as the “SRI”. In 2008, Metro Vancouver’s Board adopted a Sustainability Framework outlining its vision, mission, values, sustainability imperatives, and sustainability principles. Depicted in Figure 1, the Sustainability Framework provides the foundation for Metro Vancouver’s suite of plans, including the Regional Growth Strategy.
The Metro Vancouver Sustainability Framework

**REGIONAL VISION** The highest quality of life embracing cultural vitality, economic prosperity, social justice and compassion, all nurtured in and by a beautiful and healthy natural environment. Achieved by an unshakeable commitment to the well-being of current and future generations and the health of our planet, in everything we do.

**METRO VANCOUVER ROLE AND MISSION** Serve the region and attain excellence in meeting these responsibilities. Plan for the future by developing and using an integrated system of plans. Facilitate collaboration with local governments and citizens.

**VALUES** Integrity is our foundation. Passion for our work and pride in our accomplishments are our drivers. Respect for the public and compassion in our relationships are our guideposts.

**SUSTAINABILITY IMPERATIVES** Have regard for local and global consequences and long-term impacts. Recognize and reflect the interconnectedness and interdependence of systems. Be collaborative.

**SUSTAINABILITY PRINCIPLES** Protect and enhance the natural environment. Provide for ongoing prosperity. Build community capacity and social cohesion.

...these are the foundation for Metro Vancouver’s three interconnected roles:

<table>
<thead>
<tr>
<th>Services</th>
<th>Policy</th>
<th>Political Forum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Providing services to local governments and their communities</td>
<td>Developing and using an integrated system of plans; includes some regulatory responsibilities</td>
<td>Building and facilitating collaborative processes among governments and citizens</td>
</tr>
</tbody>
</table>

**UTILITIES**
- Drinking Water
- Liquid Waste
- Solid Waste

**ENVIRONMENT**
- Parks and Greenways
- Air Quality
- Climate Change and Energy
- Ecological Health

**PHYSICAL & SOCIAL DEVELOPMENT**
- Affordable Housing
- Growth Management
- Food
- Regional Emergency Management

Other issues including: Transportation, Policing, Economic Development, Ports

Progress towards a sustainable region is measured by

**METRICS, TARGETS and KEY DELIVERABLES**

which establish strategic priorities and key activities
B Scope and Linkages to Other Plans

The Local Government Act establishes authority for the Regional Growth Strategy. The Local Government Act states that the purpose of a Regional Growth Strategy is to "promote human settlement that is socially, economically and environmentally healthy and makes efficient use of public facilities and services, land and other resources".

FIGURE 2 Metro Vancouver's Interconnected Plans

Metro Vancouver's Regional Growth Strategy is one plan among a suite of interconnected management plans developed around Metro Vancouver's Sustainability Framework. The Regional Growth Strategy focuses on land use policies to guide the future development of the region and support the efficient provision of transportation, regional infrastructure and community services. In combination with other management plans, Metro Vancouver's Regional Growth Strategy can help meet the region's priorities and mandates and support the long-term commitment to sustainability.

The Regional Growth Strategy provides the land use framework for planning related to utilities (water, liquid waste and solid waste), transportation, housing and air quality. Reciprocally, the Drinking Water, Liquid Waste and Solid Waste Management Plans set the utility frameworks within which the Regional Growth Strategy must be developed. Further, the housing elements in the Regional Growth Strategy help implement the Metro Vancouver Affordable Housing Strategy while the environmental policies have important linkages with the Metro Vancouver Regional Parks and Greenways Plan. Similarly, the strategies and actions set out in the Regional Growth Strategy are intended to contribute to improvements in air quality and reductions in greenhouse gas emissions, as called for in the Air Quality Management Plan, by directing urban development in ways that encourage energy efficient built form and vehicle travel patterns.

Table 1, Linkages Between Metro Vancouver Plans, summarizes major links where actions identified in other Metro Vancouver plans affect the Regional Growth Strategy, and conversely where actions in this Strategy make a contribution to the goals of the other Metro Vancouver plans.

TransLink is the regional transportation authority responsible for planning, managing, and operating the regional transportation system. TransLink is required to provide a regional transportation system that supports Metro Vancouver's Regional Growth Strategy, air quality and greenhouse gas reduction objectives, and the economic development of the region. TransLink's long range plan (maps shown as reference in Appendix B), sets out transportation strategies for the road and transit networks as well as other matters affecting the regional transportation system, in support of the Regional Growth Strategy, provincial and regional environmental objectives, and the economic development of the transportation service region. The Regional Growth Strategy and regional transportation plans must be mutually reinforcing to be successful.

If and when First Nations develop land management plans, Metro Vancouver and the respective First Nations and adjacent municipalities should endeavour to coordinate with each other to ensure, to the extent possible, that the Regional Growth Strategy, municipal Official Community Plans, and First Nations' land management plans are respectful and supportive of each other.

Other important partners include: the federal government and the province, other authorities and agencies, as well as residents, non-profit organizations and business associations. The federal government has jurisdiction and funding responsibilities for such matters as trade and transportation facilities, such as the ports and airports, and the provincial government for transportation planning, education and health facilities, which all have significant impacts on land use patterns. Both senior governments have funding responsibilities for affordable housing.
### Table 1: Linkages Between Metro Vancouver Plans

#### Air Quality Management Plan

<table>
<thead>
<tr>
<th>INPUT</th>
<th>REGIONAL GROWTH STRATEGY</th>
<th>OUTPUT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reducing air emissions, including greenhouse gas emissions, is complementary to protecting the region’s environment</td>
<td></td>
<td>A compact urban area including transit-oriented development reduces greenhouse gas and common air contaminant emissions from transportation</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Complete communities promote walking, cycling, transit, and reduced trip distances which reduce greenhouse gas and common air contaminant emissions</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Protecting forests and green space through Rural / Agricultural / Conservation and Recreation areas contribute to better air quality and sequesters carbon</td>
</tr>
</tbody>
</table>

#### Drinking Water Management Plan

<table>
<thead>
<tr>
<th>INPUT</th>
<th>REGIONAL GROWTH STRATEGY</th>
<th>OUTPUT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Provision of clean, safe drinking water is integral to complete communities and a sustainable economy</td>
<td></td>
<td>A compact urban area generally uses infrastructure more efficiently and places less demands on the overall system</td>
</tr>
<tr>
<td>Protected watersheds protect the region’s conservation lands</td>
<td></td>
<td>Protection of conservation lands reinforces protection of sources of drinking water (i.e. watersheds)</td>
</tr>
</tbody>
</table>

#### Integrated Solid Waste and Resource Management Plan

<table>
<thead>
<tr>
<th>INPUT</th>
<th>REGIONAL GROWTH STRATEGY</th>
<th>OUTPUT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Provision of waste management services is integral to complete communities and a sustainable economy</td>
<td></td>
<td>Compact development makes collection of garbage, recycling, and compost more efficient</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Multi-unit dwellings generally produce less solid waste per capita, however, recycling rates from multi-unit dwellings are significantly lower than single-detached units</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Encourages development that would be conducive to recovering resources from the solid waste stream (e.g. areas suitable for district energy)</td>
</tr>
</tbody>
</table>
INTEGRATED LIQUID WASTE AND RESOURCE MANAGEMENT PLAN

Provision of liquid waste services is integral to complete communities and a sustainable economy.

Coordinates expansion of sewerage infrastructure capacity with urban development.

INPUT

REGIONAL GROWTH STRATEGY

OUTPUT

Limits development and expansion of sewerage service into rural, agricultural or conservation and recreation areas which contributes to an effective and affordable service.

Encourages integrated stormwater management plans throughout the region.

Encourages development that would be conducive to recovering resources from the liquid waste stream (e.g. areas suitable for district energy).

REGIONAL FOOD SYSTEM STRATEGY

Promotes agricultural viability, especially for food production, and supports protection of agricultural lands.

INPUT

REGIONAL GROWTH STRATEGY

OUTPUT

Protects agricultural lands with an emphasis on food production.

PARKS AND GREENWAYS PLAN

Protects and enhances recreation and conservation lands including natural features, biodiversity, and connectivity throughout the region.

Greenways and parks encourage walking and cycling.

INPUT

REGIONAL GROWTH STRATEGY

OUTPUT

Protects Conservation and Recreation areas and supports preservation and enhancement of active and passive parks and greenways systems, as well as other natural areas, regionally significant habitat, and public recreation facilities.

Compact urban growth reduces the ecological footprint of development (per capita).

AFFORDABLE HOUSING STRATEGY

Affordable housing with a range of housing options is an essential part of complete communities.

INPUT

REGIONAL GROWTH STRATEGY

OUTPUT

Includes estimates of housing needs.

Requires municipalities to prepare Housing Action Plans.

Supports higher densities and intensification which provide a diversity of (more affordable) housing options.

Note: Table for reference only, see section 6.13.2
C  Challenges and Responses

Challenges
Metro Vancouver has experienced substantial growth over the past decades, adding more than one million people in a generation. Strong population growth is likely to continue. The key challenge is to accommodate growth in ways which both advance livability and sustainability. To accomplish this, the Regional Growth Strategy addresses the following issues:

Accommodating Growth To Advance Livability and Sustainability
The region is expected to continue to grow by over 35,000 residents per year. Growth without sprawl implies greater density of development. Carefully structured, this can reduce congestion, improve the economics of transportation infrastructure and public services, increase the viability of retail and service centres, foster the creation of vibrant centres of culture and community activities, and maintain an attractive and diverse urban environment.

Building Healthy, Complete Communities
As the region’s population both ages and grows in number, providing affordable and appropriate housing for residents at various stages of their lives is an ongoing challenge. Additionally, ensuring access to the key elements of a healthy social community – shops, personal services, community activities, recreation, employment, culture, entertainment and a safe and attractive public environment – requires careful planning primarily at the local scale, but also, to some extent, regionally.

Supporting Economic Prosperity
Metro Vancouver has a diversified economic base, including trade and commerce, manufacturing, goods distribution, professional services, tourism, education and agriculture. The region connects with, and serves, a resource-rich province and has strong gateway links to the North American and Asia-Pacific regions. The challenge for the Regional Growth Strategy is to ensure an adequate supply of space for industry and commerce throughout the region, located appropriately to their needs and in a manner that supports an efficient transportation system on which the economy depends.

Protecting the Natural Environment
Many of Metro Vancouver’s natural assets are of national and international significance. Managed properly, they also provide the basics of life – breathable air, potable water and nutritious food. The challenge is to protect these assets for the benefit of current and future generations in the face of a growing population and associated urban development and impacts which can threaten their integrity and quality.

Responding to Climate Change Impacts and Natural Hazard Risks
The major natural hazard risks facing the Metro Vancouver region include earthquakes, floods, and slope instability. Many of these are exacerbated by the global threat of climate change. The challenge is to prepare for and mitigate regional natural hazards and reduce the greenhouse gas emissions which can increase many of these risks, not only through mitigation strategies, but also through land use and transportation patterns generally.

Protecting Agricultural Land to Support Food Production
Comprising over 50,000 hectares of the region, agricultural lands are an important asset. The heightened importance of producing fresh, regionally grown food to meet economic, environmental, health and food security objectives reinforce the need to protect the region’s rich agricultural lands. The challenge for the Regional Growth Strategy is to protect the agricultural land base and to encourage its active use for food production.

Responses
To respond to these challenges, the Regional Growth Strategy sets out a series of strategies and actions for Metro Vancouver and member municipalities arranged under five key goals intended to achieve the desired outcomes.
Create a Compact Urban Area

Metro Vancouver's growth is concentrated in compact communities with access to a range of housing choices, and close to employment, amenities and services. Compact transit-oriented development patterns help reduce greenhouse gas emissions and pollution, and support both the efficient use of land and an efficient transportation network.

Support a Sustainable Economy

The land base and transportation systems required to nurture a healthy business sector are protected and supported. This includes supporting regional employment and economic growth. Industrial and agricultural land is protected and commerce flourishes in Urban Centres throughout the region.

Protect the Environment and Respond to Climate Change Impacts

Metro Vancouver's vital ecosystems continue to provide the essentials of life – clean air, water and food. A connected network of habitats is maintained for a wide variety of wildlife and plant species. Protected natural areas provide residents and visitors with diverse recreational opportunities. Strategies also help Metro Vancouver and member municipalities meet their greenhouse gas emission targets, and prepare for, and mitigate risks from, climate change and natural hazards.

Develop Complete Communities

Metro Vancouver is a region of communities with a diverse range of housing choices suitable for residents at any stage of their lives. The distribution of employment and access to services and amenities builds complete communities throughout the region. Complete communities are designed to support walking, cycling and transit, and to foster healthy lifestyles.

Support Sustainable Transportation Choices

Metro Vancouver's compact, transit-oriented urban form supports a range of sustainable transportation choices. This pattern of development expands the opportunities for transit, multiple-occupancy vehicles, cycling and walking, encourages active lifestyles, and reduces energy use, greenhouse gas emissions, household expenditure on transportation, and improves air quality. The region's road, transit, rail and waterway networks play a vital role in serving and shaping regional development, providing linkages among the region's communities and providing vital goods movement networks.
MAP 1
Metro Vancouver Municipalities and Electoral Area

Note: Map for reference only, see section 6.13.2.
D Regional Land Use Designations and Overlays

The following regional land use designations and overlays are key tools in achieving the five goals of the Regional Growth Strategy. They establish a long-term regional land use framework and provide the basis for defining matters of regional significance.

The intent statements for the regional land use designations and overlays are to be read in conjunction with applicable strategies and actions under each goal and are to be interpreted by municipalities in their Regional Context Statements. The boundaries for the regional land use designations are established on a parcel-based map maintained by Metro Vancouver and are depicted on the Regional Land Use Designations map (Map 2).

The general locations (not the parcel-based boundaries) of Urban Centre and Frequent Transit Development Area overlays, once defined by municipalities will be shown on Maps 2 and 4. The parcel-based boundaries of Urban Centre and Frequent Transit Development Area overlays, as determined by municipalities, will be depicted on a reference map, which will be maintained in association with, but not part of the Regional Growth Strategy.

Urban Containment Boundary
The Urban Containment Boundary is intended to establish a stable, long-term, regionally defined area for urban development. The establishment of the Urban Containment Boundary reinforces the protection of agricultural, conservation and rural areas, and provides predictability for locating urban uses, major regional transportation and infrastructure investment.

Urban Land Use Designations

Industrial
Industrial areas are primarily intended for heavy and light industrial activities, and appropriate accessory uses. Limited commercial uses that support industrial activities are appropriate. Residential uses are not intended.

Mixed Employment
Mixed Employment areas are intended for industrial, commercial and other employment related uses to help meet the needs of the regional economy. They are intended to continue to support industrial activities, and complement and support the planned function of Urban Centres and Frequent Transit Development Areas. Mixed Employment areas located within Urban Centres and Frequent Transit Development Areas provide locations for a range of employment activities and more intensive forms of commercial development.

Mixed Employment areas located outside of Urban Centres and Frequent Transit Development Areas are primarily intended for industrial and commercial uses that would not normally be attracted to these locations. Mixed Employment areas located outside of Urban Centres and Frequent Transit Development Areas may contain office and retail uses provided that they are at lower densities than typically higher density Urban Centres and Frequent Transit Development Areas and in locations well served by transit or have committed expansions to transit service. Residential uses are not intended in Mixed Employment areas.

Non-Urban Land Use Designations

Rural
Rural areas are intended to protect the existing character of rural communities, landscapes and environmental qualities. Land uses include low density residential development, small scale commercial, industrial, and institutional uses, and agricultural uses that do not require the provision of urban services such as sewer or transit. Rural areas are not intended as future urban development areas, and generally will not have access to regional sewer services.

Agricultural
Agricultural areas are intended primarily for agricultural uses, facilities and supporting services with an emphasis on food production where appropriate. These areas reinforce provincial and local objectives to protect the agricultural land base of the region.
Conservation and Recreation

Conservation and Recreation areas are intended to protect significant ecological and recreation assets, including: drinking watersheds, conservation areas, wildlife management areas and ecological reserves, forests, wetlands, riparian corridors, major parks and recreation areas, ski hills and other tourist recreation areas.

Urban Centre and Frequent Transit Development Area Overlays

Within the Urban Containment Boundary, Urban Centres and Frequent Transit Development Areas may be overlaid on any regional land use designation. Urban Centre and Frequent Transit Development Area overlays and policies enable higher density residential and commercial development for General Urban areas, and higher density commercial development for Mixed Employment areas. Where overlays cover areas other than General Urban or Mixed Employment, the intent and policies of the underlying regional land use designations still apply.

Urban Centres

Urban Centres are intended to be the region’s primary focal points for concentrated growth and transit service. They are intended as priority locations for employment and services, higher density housing, commercial, cultural, entertainment, institutional and mixed uses. Urban Centres are intended to emphasize place-making, an enriched public realm, and promote transit-oriented communities, where transit, cycling and walking are the preferred modes of transportation. Maps 2 and 4 show the Urban Centres locations. Urban Centres boundaries will be identified by municipalities in their Regional Context Statements in a manner generally consistent with the guidelines in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas).

Frequent Transit Development Areas

Frequent Transit Development Areas are intended to be additional priority locations to accommodate concentrated growth in higher density forms of development. They are located at appropriate locations along TransLink’s Frequent Transit Network. Frequent Transit Development Areas complement the network of Urban Centres, and are characterized by higher density residential, commercial and mixed uses, and may contain community, cultural and institutional uses. Urban design for these areas promotes transit-oriented communities where transit, cycling and walking are the preferred modes of transportation. Maps 2 and 4 will show the location of Frequent Transit Development Areas, once identified by municipalities in their Regional Context Statements. The Frequent Transit Development Area boundaries will be established by municipalities in their Regional Context Statements in a manner generally consistent with the guidelines in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas).
Notes:
1) This map is a small scale depiction of the Regional Land Use Designation Map that Metro Vancouver maintains as the basis for defining land use designation boundaries. The Regional Land Use Designation Map is posted on the Metro Vancouver website.
2) Urban Centres are shown as symbols in approximate locations.

Urban Designations
- Metropolitan Core
- Regional City Centres
- Municipal Town Centres
- General Urban
- Surrey Metro Centre

Non-Urban Designations
- Conservation & Recreation
- Agricultural
- Rural
- Industrial
- Mixed Employment

Boundaries
- Metro Vancouver
- Municipal
E Goals, Strategies and Actions
Create a Compact Urban Area

A compact region reflects the recognition that sprawling urban development consumes the natural landscape, necessitates costly and inefficient urban infrastructure and adds to the global problems of greenhouse gases, peak oil and climate change. Strategies under this goal delineate between urban and non-urban areas through an Urban Containment Boundary.

It is critical that growth within the Urban Containment Boundary be properly structured. This includes creating strong Urban Centres throughout the region that are well served by transit and the road network. These centres collectively make an important contribution to providing locations for employment and convenient access to shops and services close to home. Frequent Transit Development Areas, located in strategic areas along TransLink’s Frequent Transit Network, provide an additional focus for growth, particularly for higher density residential, commercial, and mixed-use development. Together, the Urban Centres and Frequent Transit Development Areas help shape transportation demand and optimize investments in the region’s transportation system.

Strategies to achieve this goal are:

1.1 Contain urban development within the Urban Containment Boundary

1.2 Focus growth in Urban Centres and Frequent Transit Development Areas

1.3 Protect Rural areas from urban development
Metro Vancouver's role is to:
1.1.1 Direct the Greater Vancouver Sewerage and Drainage District to not extend regional sewage services into the Rural, Agricultural or Conservation and Recreation areas, except for building footprints in cases where infrastructure is needed to address a public health issue, protect the region's natural assets, or to service agriculture or agri-industry.

1.1.2 Accept Regional Context Statements that accommodate all urban development within the areas defined by the Urban Containment Boundary, and that meet or work towards Action 1.1.3.

The role of municipalities is to:
1.1.3 Adopt Regional Context Statements which:

a) depict the Urban Containment Boundary on a map, generally consistent with the Regional Land Use Designations map (Map 2);

b) provide municipal population, dwelling unit and employment projections, with reference to guidelines contained in Appendix Table A.1, and demonstrate how municipal plans will work towards accommodating the projected growth within the Urban Containment Boundary.

Actions Requested of Other Governments and Agencies
1.1.4 That the federal government and the province and their agencies direct urban, commercial and institutional facilities and investments within the Urban Containment Boundary, and to Urban Centres where appropriate.

1.1.5 That TransLink and the province continue to support a compact urban form within the Urban Containment Boundary when developing and implementing transportation plans, strategies and investments.

1.1.6 That TransLink and the province discourage the provision of infrastructure that would facilitate the dispersal of housing and employment outside the Urban Containment Boundary when preparing and implementing transportation plans, strategies and investments.
STRATEGY 1.2
Focus growth in Urban Centres and Frequent Transit Development Areas

Metro Vancouver’s role is to:

1.2.1 Explore, in collaboration with municipalities, other governments and agencies, the use of financial tools and other incentives to support the location of major commercial, office, retail, and institutional development in Urban Centres.

1.2.2 Work with municipalities, TransLink, other governments and agencies to support the development and delivery of effective regional transportation networks and services that support the growth and development of Urban Centres and Frequent Transit Development Areas.

1.2.3 Maintain a reference map to provide updated information on the location, extent, and population and employment capacity of Urban Centres and Frequent Transit Development Areas.

1.2.4 Monitor progress towards the targets set out in Table 2 (Metro Vancouver Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas) for the Urban Centres and Frequent Transit Development Areas.

1.2.5 Accept Regional Context Statements that prioritize growth and focus higher density development primarily in Urban Centres, and additionally to Frequent Transit Development Areas, and that meet or work towards Action 1.2.6.

The role of municipalities is to:

1.2.6 Adopt Regional Context Statements which:

a) 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 as set out in Table 2 (Metro Vancouver Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas);

b) include policies for Urban Centres which:

i) identify the general location, boundaries and types of Urban Centres on a map generally consistent with the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and the Regional Land Use Designations map (Map 2);

ii) focus growth and development in Urban Centres, generally consistent with guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas);

iii) encourage office development through policies and/or other financial incentives, such as zoning that reserves capacity for office uses and density bonus provisions;

iv) in coordination with the provision of transit service, establish or maintain reduced residential and commercial parking requirements in Urban Centres, where appropriate;
c) include policies for Frequent Transit Development Areas which:

i) identify on a map, in consultation with TransLink, the general location and boundaries of Frequent Transit Development Areas that are generally consistent with:

- Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas);
- TransLink’s Frequent Transit Network, which may be updated over time;
- other applicable guidelines and policies of TransLink for the Frequent Transit Network;

ii) focus growth and development in Frequent Transit Development Areas, generally consistent with the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas);

iii) in coordination with the provision of transit service, establish or maintain reduced residential and commercial parking requirements within Frequent Transit Development Areas, where appropriate;

d) include policies for General Urban areas which:

i) identify the General Urban areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);

ii) ensure development in General Urban areas outside of Urban Centres and Frequent Transit Development Areas are generally lower density than development in General Urban areas within Urban Centres and Frequent Transit Development Areas;

iii) where appropriate, identify small scale Local Centres in the General Urban areas that provide a mix of housing types, local-serving commercial activities and good access to transit. Local Centres are not intended to compete with or compromise the role of Urban Centres and should preferably be located within Frequent Transit Development Areas (see Map 11);

iv) exclude non-residential major trip-generating uses, as defined in the Regional Context Statement, from those portions of General Urban areas outside of Urban Centres and Frequent Transit Development Areas;

v) encourage infill development by directing growth to established areas, where possible;

e) include policies that, for Urban Centres or Frequent Transit Development Areas that overlay Industrial, Mixed Employment, or Conservation and Recreation areas, the Industrial, Mixed Employment, and Conservation and Recreation intent and policies prevail, except that higher density commercial would be allowed in the Mixed Employment areas contained within the overlay area;

f) for Urban Centres, Frequent Transit Development Areas and General Urban areas, include policies which:

i) support continued industrial uses by minimizing the impacts of urban uses on industrial activities;

ii) encourage safe and efficient transit, cycling and walking;

iii) implement transit priority measures, where appropriate;

iv) support district energy systems and renewable energy generation, where appropriate.

**Actions Requested of Other Governments and Agencies**

1.2.7 That the federal government and the province and their agencies direct major office and institutional development to Urban Centres and Frequent Transit Development Areas, where appropriate.

1.2.8 That TransLink, the federal government and the province and their agencies’ procurement, disposition and development plans and actions for land holdings support the goals of the Regional Growth Strategy.

1.2.9 That TransLink and the province, as appropriate:

a) collaborate with municipalities and other stakeholders on the planning of new or expanded Frequent Transit Network corridors and stations;

b) collaborate with municipalities to improve place-making, safety, access, and amenities for pedestrians, cyclists, and persons using mobility aids;

c) work with municipalities to support the safe and efficient movement of people, goods and service vehicles, to, from, and within Urban Centres and Frequent Transit Development Areas (e.g. by enhancing the design and operation of the road network), where appropriate.
### TABLE 2
Metro Vancouver Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas

<table>
<thead>
<tr>
<th>DWELLING UNITS</th>
<th>2006</th>
<th>2021</th>
<th>2031</th>
<th>2041</th>
<th>2006-2041</th>
</tr>
</thead>
<tbody>
<tr>
<td>#</td>
<td>%</td>
<td>%</td>
<td>%</td>
<td>%</td>
<td>%</td>
</tr>
<tr>
<td>Metropolitan Core</td>
<td>88,000</td>
<td>10%</td>
<td>110,000</td>
<td>10%</td>
<td>116,000</td>
</tr>
<tr>
<td>Surrey Metro Centre</td>
<td>8,300</td>
<td>1%</td>
<td>27,000</td>
<td>2%</td>
<td>36,000</td>
</tr>
<tr>
<td>Regional City Centres</td>
<td>71,000</td>
<td>8%</td>
<td>110,000</td>
<td>10%</td>
<td>142,000</td>
</tr>
<tr>
<td>Municipal Town Centres</td>
<td>49,000</td>
<td>6%</td>
<td>82,000</td>
<td>7%</td>
<td>106,000</td>
</tr>
<tr>
<td>Urban Centres Total</td>
<td>216,300</td>
<td>26%</td>
<td>329,000</td>
<td>29%</td>
<td>400,000</td>
</tr>
<tr>
<td>Frequent Transit Development Areas</td>
<td>217,000</td>
<td>26%</td>
<td>281,000</td>
<td>25%</td>
<td>337,000</td>
</tr>
<tr>
<td>General Urban Area</td>
<td>382,000</td>
<td>45%</td>
<td>486,000</td>
<td>43%</td>
<td>535,000</td>
</tr>
<tr>
<td>Rural, Agricultural, Conservation and Recreation</td>
<td>33,000</td>
<td>4%</td>
<td>34,000</td>
<td>3%</td>
<td>35,000</td>
</tr>
<tr>
<td>Metro Vancouver Total</td>
<td>848,000</td>
<td>100%</td>
<td>1,130,000</td>
<td>100%</td>
<td>1,307,000</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>EMPLOYMENT</th>
<th>2006</th>
<th>2021</th>
<th>2031</th>
<th>2041</th>
<th>2006-2041</th>
</tr>
</thead>
<tbody>
<tr>
<td>#</td>
<td>%</td>
<td>%</td>
<td>%</td>
<td>%</td>
<td>%</td>
</tr>
<tr>
<td>Metropolitan Core</td>
<td>256,000</td>
<td>22%</td>
<td>266,000</td>
<td>20%</td>
<td>302,000</td>
</tr>
<tr>
<td>Surrey Metro Centre</td>
<td>18,000</td>
<td>2%</td>
<td>31,000</td>
<td>2%</td>
<td>40,000</td>
</tr>
<tr>
<td>Regional City Centres</td>
<td>124,000</td>
<td>11%</td>
<td>177,000</td>
<td>12%</td>
<td>208,000</td>
</tr>
<tr>
<td>Municipal Town Centres</td>
<td>69,000</td>
<td>6%</td>
<td>107,000</td>
<td>7%</td>
<td>135,000</td>
</tr>
<tr>
<td>Urban Centres Total</td>
<td>467,000</td>
<td>40%</td>
<td>601,000</td>
<td>42%</td>
<td>685,000</td>
</tr>
<tr>
<td>Frequent Transit Development Areas</td>
<td>254,000</td>
<td>22%</td>
<td>323,000</td>
<td>22%</td>
<td>370,000</td>
</tr>
<tr>
<td>All Other Areas</td>
<td>437,000</td>
<td>38%</td>
<td>524,000</td>
<td>36%</td>
<td>567,000</td>
</tr>
</tbody>
</table>

Notes:
1. This table provides guidance to assist in regional and local planning.
2. Frequent Transit Development Area targets are conceptual and subject to future municipal and transit planning processes.
3. "All Other Areas" refers to areas outside of Urban Centres and Frequent Transit Development Areas.
### TABLE 3
Guidelines for Urban Centres and Frequent Transit Development Areas

<table>
<thead>
<tr>
<th>Type of Urban Centres</th>
<th>Description and Land Use Characteristics</th>
<th>Transportation Characteristics</th>
</tr>
</thead>
<tbody>
<tr>
<td>Region-Serving Centres</td>
<td>Location identified on the Regional Land Use Designations map (Map 2)</td>
<td>Regional and/or subregional transportation hubs with multiple Frequent Transit Network connections</td>
</tr>
<tr>
<td>Metropolitan Core</td>
<td>Defined as appropriate locations generally within 800 metres of one or more rapid transit stations or within 400 metres of the intersection of two or more corridors on TransLink's Frequent Transit Network</td>
<td>Provision of transit priority measures and other transit-supportive road infrastructure and operations</td>
</tr>
<tr>
<td>The Region's Downtown</td>
<td>Regional-scale employment, services, business and commercial activities</td>
<td>Major Road Network access</td>
</tr>
<tr>
<td>Downtown Vancouver and</td>
<td>Major institutional, community, cultural and entertainment uses</td>
<td>High quality, accessible walking and cycling environment</td>
</tr>
<tr>
<td>Central Broadway</td>
<td>High and medium density housing (in General Urban only), including affordable housing choices</td>
<td></td>
</tr>
<tr>
<td>Surrey Metro Centre</td>
<td>Industrial uses</td>
<td></td>
</tr>
<tr>
<td>Centre of Activity South of</td>
<td>Parks, greenspace and ecological areas</td>
<td></td>
</tr>
<tr>
<td>Fraser River</td>
<td>The Metropolitan Core is the principal business, employment, cultural and entertainment location for the region</td>
<td></td>
</tr>
<tr>
<td>Regional City Centre</td>
<td>Surrey Metro Centre and the Regional City Centres are major activity areas for the subregion</td>
<td></td>
</tr>
<tr>
<td>Major regional centres, serving Metro Vancouver's subregions</td>
<td>Location identified on the Regional Land Use Designations map (Map 2)</td>
<td>Local transportation hubs with existing Frequent Transit Network service or potential for Frequent Transit Network services as warranted by ridership demand</td>
</tr>
<tr>
<td>Coquitlam, Langley, Lonsdale (North Vancouver), Maple Ridge, Metrotown (Burnaby), New Westminster, Richmond</td>
<td>Defined as appropriate locations generally within 800 metres of a rapid transit station or within 400 metres of TransLink's Frequent Transit Network</td>
<td>Provision of transit priority measures and other transit-supportive road infrastructure and operations</td>
</tr>
<tr>
<td>Municipal Town Centre</td>
<td>Employment, services, business and commercial activities, typically serving the municipal or local area</td>
<td>Major Road Network access</td>
</tr>
<tr>
<td>Hubs of activity within municipalities</td>
<td>Institutional, community, cultural and entertainment uses</td>
<td>High quality, accessible walking and cycling environment</td>
</tr>
<tr>
<td>Aldergrove, Abbotsford, Brentwood, Cloverdale, Edmonds, Guildford, Fleetwood, Inlet Centre, Ladner, Lougheed, Lynn Valley, Newton, Oakridge, Pitt Meadows, Port Coquitlam, Semiahmoo, Willoughby</td>
<td>High and medium density housing (in General Urban only), including affordable housing choices</td>
<td></td>
</tr>
<tr>
<td>Frequent Transit Development Areas</td>
<td>Industrial uses</td>
<td></td>
</tr>
<tr>
<td>Focal areas for growth in alignment with TransLink’s Frequent Transit Network</td>
<td>Parks, greenspace and ecological areas</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Services and activities oriented to the local needs of the surrounding communities</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Municipal focus for community and cultural activities</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Locations determined by municipalities, in consultation with TransLink, in accordance with local area plans</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Defined as appropriate locations generally within 800 metres of a rapid transit station or within 400 metres of TransLink's Frequent Transit Network</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Focus for medium and higher density housing (in General Urban only), including affordable housing choices, and mixed uses with concentrated growth at appropriate locations along TransLink's Frequent Transit Network</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Employment, services, business and commercial activities, and may include cultural, institutional, and community uses, typically serving the local area</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Industrial uses</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Parks, greenspace and ecological areas</td>
<td></td>
</tr>
</tbody>
</table>

**Notes:**
- These guidelines describe the broad land use and transportation characteristics of Urban Centres and Frequent Transit Development Areas and are not intended to identify or suggest specific levels of transportation facilities, service levels, or priorities. Transportation facilities and services, and their timing, will be determined through municipal, TransLink, and provincial planning processes.
- TransLink’s Frequent Transit Network is a part of the regional transit system that provides frequent, reliable transit service on designated corridors throughout the day. The Frequent Transit Network comprises a family of services, including rapid transit (busways/rail) and frequent local and limited stop transit services. For more information refer to Appendix Map B.1: Frequent Transit Network Concept (provided by TransLink).
- TransLink’s Major Road Network is a part of the regional road system, which includes provincial highways and federal transportation facilities. For more information refer to Appendix Map B.2: Major Road Network, Highways and Gateways (provided by TransLink).
STRATEGY 1.3
Protect Rural areas from urban development

Metro Vancouver’s role is to:

1.3.1 Direct the Greater Vancouver Sewerage and Drainage District not to extend regional sewer services into Rural areas, except for building footprints in cases where infrastructure is needed to address a public health issue, protect the region’s natural assets, or to service agriculture or agri-industry.

1.3.2 Accept Regional Context Statements that protect Rural areas from urban development and that meet or work towards Action 1.3.3.

The role of municipalities is to:

1.3.3 Adopt Regional Context Statements which:

a) identify the Rural areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);

b) limit development to a scale, form, and density consistent with the intent for the Rural land use designation, and that is compatible with on-site sewer servicing;

c) include policies which:

i) specify the allowable density and form, consistent with Action 1.3.1, for land uses within the Rural land use designation;

ii) support agricultural uses within the Agricultural Land Reserve, and where appropriate, outside of the Agricultural Land Reserve.
GOAL 2
Support a Sustainable Economy

The Regional Growth Strategy builds on the region's existing economic strengths to provide for a prosperous future by supporting a diverse commercial and industrial base, encouraging economic development, and recognizing the region's role as a key gateway location. The Regional Growth Strategy is intended to support a sustainable economy and a number of its strategies are important in contributing to that goal. However, it is important to recognize that this is a Regional Growth Strategy concerned primarily with land use and transportation and not an economic development strategy.

Urban Centres distributed throughout the region provide for more opportunities for commercial activities, services and employment to be close to where people live and achieve greater economic efficiencies and transportation access. Strategies are included to avoid the dispersal of major employment and major trip-generating uses from Urban Centres and Frequent Transit Development Areas.

Market pressure to convert industrial lands to office, retail and housing has resulted in a diminished supply of industrial land in the region, while demand for land for industrial activities continues to increase as the population and economy of the region grow. Many industries provide for the day-to-day needs of the region's population, such as repair and servicing activities, and renovation and construction functions for shops, homes, hotels and restaurants. Additional lands are needed for container storage, freight forwarding, warehouses, and other distribution functions.

Meeting the needs of both a growing regional economy and an expanding international gateway for trade requires an adequate supply of industrial lands. Preserving the region's industrial lands supports businesses by allowing them to expand within the region and not face long transportation distances and costs which could lead to business inefficiencies. In response to the vulnerability of industrial land, strategies are included to protect and appropriately use the limited supply of industrial land in the region.

Experience has shown that there are some economic activities which are not traditional industrial activities but are not readily accommodated or economically viable in Urban Centres or Frequent Transit Development Areas. These are important elements of the evolving regional economy. The Regional Growth Strategy provides for these activities to be accommodated in Mixed Employment areas, which are intended to complement Urban Centres, Frequent Transit Development Areas and Industrial areas without undermining the planned function of these areas.

Major educational institutions, such as the University of British Columbia, Simon Fraser University, and the British Columbia Institute of Technology, and the numerous other post-secondary universities and colleges also have a vital role in the regional economy. They have key linkages with many sectors of the economy, including the health sector and the region's hospitals, provide research and innovation and spawn incubator industries. Map 11 shows the locations of post-secondary institutions, hospitals and Local Centres.

Agriculture is also an important sector of the region's economy, covering a significant part of the region's land base. Strategies are included to strengthen the economic viability of the agricultural industry and to protect agricultural lands.

**Strategies to achieve this goal are:**

2.1 Promote land development patterns that support a diverse regional economy and employment close to where people live

2.2 Protect the supply of industrial land

2.3 Protect the supply of agricultural land and promote agricultural viability with an emphasis on food production
STRATEGY 2.1
Promote land development patterns that support a diverse regional economy and employment close to where people live

Metro Vancouver’s role is to:

2.1.1 Provide regional utility infrastructure to support the region’s economic functions and to support efficient employment and settlement patterns.

2.1.2 Work with the federal government and the province and municipalities to investigate:

a) fiscal measures to reinforce the attraction of investment and employment to locations identified in Action 2.1.3;

b) fiscal reform to ensure the property tax system is equitable and supports sound land use decisions.

2.1.3 Accept Regional Context Statements that support economic activity appropriate to Urban Centres, Frequent Transit Development Areas, Industrial, Mixed Employment areas, Special Employment Areas, ports and airports, and that meet or work towards Action 2.1.4.

The role of municipalities is to:

2.1.4 Adopt Regional Context Statements which:

a) include policies that support appropriate economic development in Urban Centres, Frequent Transit Development Areas, Industrial and Mixed Employment areas;

b) support the development of office space in Urban Centres, through policies such as zoning that reserves land for office uses, density bonus provisions to encourage office development, variable development cost charges, and/or other financial incentives;

c) include policies that discourage major commercial and institutional development outside of Urban Centres or Frequent Transit Development Areas;

d) show how the economic development role of Special Employment Areas, post secondary institutions and hospitals are supported through land use and transportation policies.

Actions Requested of Other Governments and Agencies

2.1.5 That TransLink, the federal government and the province and their agencies develop and operate transportation infrastructure to support economic activity in Urban Centres, Frequent Transit Development Areas, Industrial, Mixed Employment areas and ports and airports.

2.1.6 That airports encourage the use of airport lands for industrial activities, discourage non-airport related commercial development on airport lands, and not expand beyond the Industrial and Mixed Employment areas specified on the Regional Land Use Designations map (Map 2).

2.1.7 That Port Metro Vancouver encourage the use of port lands for industrial activities, discourage non-port related commercial development on port lands, and not expand beyond the Industrial and Mixed Employment areas specified on the Regional Land Use Designations map (Map 2).

2.1.8 That the federal government and the province and their agencies develop a formal mechanism to collaborate with Metro Vancouver, TransLink, municipalities, and the private sector on a regional economic strategy to retain and attract investment and employment to the region.

2.1.9 That the Fraser Valley Regional District and the Squamish-Lillooet Regional District collaborate with Metro Vancouver on shared economic matters.
STRATEGY 2.2
Protect the supply of industrial land

Metro Vancouver's role is to:

2.2.1 Monitor the supply of, and demand for, industrial land in the region with the objective of assessing whether there is sufficient capacity to meet the needs of the regional economy.

2.2.2 Work with the province, municipalities and other agencies to investigate industrial taxation rates and policies that support industrial activities.

2.2.3 Accept Regional Context Statements that protect and support the ongoing economic viability of industrial activities and that meet or work towards Action 2.2.4.

The role of municipalities is to:

2.2.4 Adopt Regional Context Statements which:

a) identify the Industrial areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);

b) include policies for Industrial areas which:
   i) support and protect industrial uses;
   ii) support appropriate accessory uses, including commercial space and caretaker units;
   iii) exclude uses which are inconsistent with the intent of industrial areas, such as medium and large format retail, residential uses (other than industrial caretaker units where necessary), and stand-alone office uses that are not supportive of industrial activities;
   iv) encourage better utilization and intensification of industrial areas for industrial activities;

c) identify the Mixed Employment areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);

d) include policies for Mixed Employment areas which:
   i) support a mix of industrial, commercial, office and other related employment uses, while maintaining support for established industrial areas, including potential intensification policies for industrial activities, where appropriate;
   ii) allow large and medium format retail, where appropriate, provided that such development will not undermine the broad objectives of the Regional Growth Strategy;
   iii) support the regional objective of concentrating commercial and other major trip-generating uses in Urban Centres and Frequent Transit Development Areas;
   iv) where Mixed Employment areas are located within Urban Centres or Frequent Transit Development Areas, support higher density commercial development and allow employment and service activities consistent with the intent of Urban Centres or Frequent Transit Development Areas;
   v) allow low density infill / expansion based on currently accepted local plans and policies in Mixed Employment areas and support increases in density only where the Mixed Employment area has transit service or where an expansion of transit service has been identified in TransLink's strategic transportation plans for the planned densities;
   vi) exclude residential uses, except for an accessory caretaker unit;
   e) include policies which help reduce environmental impacts and promote energy efficiency.

Actions Requested of Other Governments and Agencies

2.2.5 That within the context of the regional objective of maintaining industrial activities in proximity to highway, rail, waterfront, port and/or airport facilities, request as appropriate TransLink, Port Metro Vancouver, the Vancouver International Airport Authority or the Ministry of Transportation and Infrastructure to review and comment on proposed Regional Context Statement or Regional Growth Strategy amendments for Industrial and Mixed Employment areas. Where a proposed amendment includes lands within the Agricultural Land Reserve, the Agricultural Land Commission will be consulted.
Map 6: Industrial and Mixed Employment Areas

Note: The depicted road network, rail lines, and port / airport transportation facilities are shown for reference only.
STRATEGY 2.3
Protect the supply of agricultural land and promote agricultural viability with an emphasis on food production

Metro Vancouver's role is to:

2.3.1 Direct the Greater Vancouver Sewerage and Drainage District to not extend regional sewage services into Agricultural areas, except for building footprints in cases where infrastructure is needed to address a public health issue, protect the region’s natural assets, or to service agriculture or agri-industry.

2.3.2 Monitor the status of agricultural land, including the amount of actively farmed land, and other indicators, with the objective of promoting agricultural viability and food production in collaboration with the province and the Agricultural Land Commission.

2.3.3 In collaboration with the province and the Agricultural Land Commission, identify and pursue strategies and actions to increase actively farmed agricultural land, emphasize food production, reduce barriers to the economic viability of agricultural activities, ensure the management of farmlands is in concert with groundwater resources, and minimize conflicts among agricultural, recreation and conservation, and urban activities.

2.3.4 Work with the Agricultural Land Commission to protect the region’s agricultural land base and not amend the Agricultural or Rural land use designation of a site if it is still part of the Agricultural Land Reserve, except to change it to an Agricultural land use designation.

2.3.5 Accept Regional Context Statements that protect the region’s supply of agricultural land and promote agricultural viability with an emphasis on food production and that meet or work towards Action 2.3.6.

The role of municipalities is to:

2.3.6 Adopt Regional Context Statements which:

a) specify the Agricultural areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);

b) include policies to support agricultural viability including those which:

i) assign appropriate regional land use designations that support agricultural viability and discourage non-farm uses that do not complement agriculture;

ii) discourage subdivision of agricultural land leading to farm fragmentation;

iii) where feasible, and appropriate with other governments and agencies, maintain and improve transportation, drainage and irrigation infrastructure to support agricultural activities;

iv) manage the agricultural-urban interface to protect the integrity and viability of agricultural operations (e.g. buffers between agricultural and urban areas or edge planning);

v) demonstrate support for economic development opportunities for agricultural operations (e.g. processing, agri-tourism, farmers’ markets and urban agriculture);

vi) encourage the use of agricultural land, with an emphasis on food production;

vii) support educational programs that provide information on agriculture and its importance for the regional economy and local food systems.
Actions Requested of Other Governments and Agencies

2.3.7 That the province, utility companies and TransLink strive to avoid fragmentation of Agricultural areas when developing and operating utility and transportation infrastructure, but where unavoidable, consider mitigating the impacts, including possible enhancement to the areas.

2.3.8 That the Agricultural Land Commission consult with Metro Vancouver to ensure consistency between the Regional Growth Strategy and Agricultural Land Commission decisions and policies with respect to Agricultural Land Reserve exclusion, inclusion, and non-farm use applications.

2.3.9 That the federal government and the province and their agencies adopt financial measures to encourage agri-food economic development, including:

a) agricultural tax policies that reinforce the continued use of agricultural lands for agriculture operations, with an emphasis on food production;

b) incentive and education programs to encourage new farmers.

2.3.10 That the province, in consultation with municipalities, establish and enforce maximum residential floor area and setback regulations for development within the Agricultural Land Reserve, while recognizing existing municipal regulations.

2.3.11 That the province explore and implement fiscal tools and incentives to protect natural assets on agricultural lands.
Note: The Agricultural Land Reserve boundary and the Regional Growth Strategy Agricultural land use designation do not always coincide. Any Metro Vancouver Regional Park within the Agricultural Land Reserve has been designated as Conservation and Recreation in the Regional Growth Strategy.
GOAL 3
Protect the Environment and Respond to Climate Change Impacts

Metro Vancouver has a spectacular natural environment. Many of Metro Vancouver's ecosystems have global significance and provide both internationally important fish habitat and key feeding and resting points for migratory birds along the Pacific Flyway. The region’s forests, fields, coastal and intertidal areas, wetlands, and watercourses together are integral pieces of a habitat network for fish and wildlife.

The natural environment is important to livability and sustainability as well as our sense of place. The region’s diverse open space in mountain, coastal and river areas offers recreation and healthy lifestyle opportunities for residents and visitors. The region’s environment also provides essential ecosystem services such as clean drinking water. Protecting these natural features boosts the region’s ecological health and resiliency in the face of climate change and natural hazard risks.

The Conservation and Recreation land use designation is intended to help protect the important environmental and recreation areas throughout the region. Strategies and actions recognize the importance of providing connectivity throughout the region linking important natural features, and emphasize the collaborative effort needed to protect and enhance natural assets.

A strategy in this section also addresses climate change, noting that to a large extent greenhouse gas reductions will be achieved by actions contained throughout the Regional Growth Strategy as well as by actions in other Metro Vancouver management plans. The most significant contributions of the Regional Growth Strategy to climate change mitigation will be made through a continued focus on urban containment and land use patterns that support sustainable transportation and reduce energy use. Policies on climate change adaptation, such as protection for at-risk coastal floodplain areas, are included. The strategy also addresses other natural hazards such as flooding, mudslides, interface fires, and earthquakes.

Strategies to achieve this goal are:

3.1 Protect Conservation and Recreation lands

3.2 Protect and enhance natural features and their connectivity

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

3.4 Encourage land use and transportation infrastructure that improve the ability to withstand climate change impacts and natural hazard risks
STRATEGY 3.1
Protect Conservation and Recreation lands

Metro Vancouver’s role is to:

3.1.1 Direct the Greater Vancouver Sewerage and Drainage District to not extend regional sewage services into Conservation and Recreation areas, except for building footprints in cases where infrastructure is needed to address a public health issue, protect the region’s natural assets, or to service agriculture or agri-industry.

3.1.2 Implement the Metro Vancouver Regional Parks and Greenways Plan in collaboration with municipalities, to identify, secure and enhance habitat and park lands and buffer, where feasible, park and conservation areas from activities in adjacent areas.

3.1.3 Accept Regional Context Statements that protect lands within the Conservation and Recreation areas and that meet or work towards Action 3.1.4.

The role of municipalities is to:

3.1.4 Adopt Regional Context Statements which:

a) identify Conservation and Recreation areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);

b) include land use policies to support the protection of Conservation and Recreation areas that are generally consistent with the following:

i) public service infrastructure, including the supply of high quality drinking water;

ii) environmental conservation;

iii) recreation, primarily outdoor;

iv) education, research and training facilities and uses that serve conservation and/or recreation users;

v) commercial uses, tourism activities, and public, cultural or community amenities that are appropriately located, scaled and consistent with the intent of the designation;

vi) limited agricultural use, primarily soil-based;

c) include policies, where appropriate, that effectively buffer Conservation and Recreation areas from activities in adjacent areas.
Actions Requested of Other Governments and Agencies

3.1.5 That the province, utility companies and TransLink strive to avoid fragmentation of Conservation and Recreation areas when developing and operating utility and transportation infrastructure, but where unavoidable, consider mitigating the impacts, including possible enhancement to the areas.

3.1.6 That the province actively manage provincial park / environmental lands with the intent of enhancing natural assets and recreational opportunities.

3.1.7 That the federal government and the province and their agencies:

a) recognize the Conservation and Recreation areas and ensure that activities within or adjacent to these areas are consistent with the intent of the Conservation and Recreation land use designation;

b) strive to improve consultation and collaboration among all levels of government in the planning of Conservation and Recreation lands.
STRATEGY 3.2
Protect and enhance natural features and their connectivity

Metro Vancouver’s role is to:

3.2.1 In collaboration with other agencies, develop and manage the Metro Vancouver Regional Recreation Greenway Network, as conceptually shown on the Regional Recreation Greenway Network map (Map 9).

3.2.2 Manage Metro Vancouver assets and collaborate with municipalities and other agencies to:

a) protect, enhance and restore ecologically important systems, features and corridors and establish buffers along watercourses, coastlines, agricultural lands, and other ecologically important features, as conceptually shown on the Natural Features and Land Cover map (Map 10);

b) incorporate into land use decision-making and land management practices planning tools, incentives, green technologies and infrastructure that support ecological innovation, minimize negative impacts on ecologically important features and maximize ecosystem function through restoration.

3.2.3 Accept Regional Context Statements that advance the protection and enhancement of a connected network of ecosystems, features and corridors throughout the region, and that meet or work towards Actions 3.2.4 to 3.2.7.

The role of municipalities is to:

3.2.4 Adopt Regional Context Statements which include policies and/or maps that indicate how ecologically important areas and natural features will be managed (as conceptually shown on Map 10) (e.g. steep slopes and ravines, intertidal areas and other natural features not addressed in Strategy 3.1).

3.2.5 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.

3.2.6 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 ecogifting).

3.2.7 Consider watershed and ecosystem planning and/or Integrated Stormwater Management Plans in the development of municipal plans.

Actions Requested of Other Governments and Agencies

3.2.8 That TransLink coordinate the development of a regional cycling network with Metro Vancouver's Regional Recreation Greenway Network.

3.2.9 That the federal government and the province collaborate to enhance endangered species and ecosystem protection legislation that identifies, protects and restores habitats and biodiversity.
Map 9: Regional Recreation Greenway Network

The Regional Recreation Greenway Network map illustrates existing, planned, and desired connections of regional significance. This map is conceptual and is not a regional land-use designation. Although primarily intended for recreational purposes, these greenways are multi-functional, promote connectivity at a landscape level and offer ancillary ecological benefits by linking Conservation and Recreation areas, protecting natural assets along the corridors, and improving resiliency. They provide locations for recreational activities, and cycling and walking routes. Because of the variety of uses and intents, these greenways often vary in form, function, surfacing, land ownership, and management arrangements. The Regional Recreation Greenway Network is a conceptual network, and greenway alignments are determined collaboratively with municipalities and other agencies.

Note: Map for reference only, see section 6.13.2.
Map 10: Natural Features and Land Cover

The Natural Features and Land Cover map illustrates the region's natural features and land cover. This map is conceptual and is not a regional land use designation. The region's natural assets are present within all regional land use designations and include globally significant mudflats and intertidal areas, a diversity of riparian corridors, wetlands, ravines, forests, soil and hedgerows in agricultural areas, and open space, backyards and street trees in urban settings. These features offer a variety of services such as habitat, biodiversity, stormwater management, flood protection, air and water cleansing, and recreation.

Note: Map for reference only, see section 6.13.2.
STRATEGY 3.3
Encourage land use and transportation infrastructure that reduce energy consumption and greenhouse gas emissions, and improve air quality

Metro Vancouver’s role is to:

3.3.1 Implement the strategies and actions of the Regional Growth Strategy which contribute to regional targets to reduce greenhouse gas emissions by 33 percent below 2007 levels by 2020 and 80 percent below 2007 levels by 2050. Figure 3 identifies examples of strategies and actions contained in the Regional Growth Strategy to address climate change.

3.3.2 Work with the federal government and the province, TransLink, municipalities, non-governmental organizations, and the private sector to:

a) support the ongoing monitoring of energy consumption, greenhouse gas emissions, and air quality related to land use and transportation infrastructure;

b) promote best practices and develop guidelines to support local government actions to reduce energy consumption and greenhouse gases, and improve air quality related to land use and transportation infrastructure (e.g. district heating systems and renewable energy opportunities).

3.3.3 Accept Regional Context Statements that encourage land use and transportation infrastructure that reduce energy consumption and greenhouse gas emissions, and improve air quality, and that meet or work towards Action 3.3.4.

The role of municipalities is to:

3.3.4 Adopt Regional Context Statements which:

a) identify how municipalities will use their land development and transportation strategies to meet their greenhouse gas reduction targets and consider how these targets will contribute to the regional targets;

b) identify policies and/or programs that reduce energy consumption and greenhouse gas emissions, and improve air quality from land use and transportation infrastructure, such as:

- existing building retrofits and construction of new buildings to green performance guidelines or standards, district energy systems, and energy recovery and renewable energy generation technologies, such as solar panels and geothermal systems, and electric vehicle charging infrastructure;

- community design and facility provision that encourages transit, cycling and walking (e.g. direct and safe pedestrian and cycling linkages to the transit system);

c) focus infrastructure and amenity investments in Urban Centres and Frequent Transit Development Areas, and at appropriate locations along TransLink’s Frequent Transit Network;

d) implement land use policies and development control strategies which support integrated storm water management and water conservation objectives.
Actions Requested of Other Governments and Agencies

3.3.5 That TransLink, in collaboration with Metro Vancouver and municipalities, establish criteria for defining major development proposals, which are referenced in the South Coast British Columbia Transportation Authority Act, in order to help meet the objective of concentrating major trip-generating uses in areas well served by transit.

3.3.6 That TransLink pursue reductions of common air contaminants and greenhouse gas emissions from on-road transportation sources in support of regional air quality objectives and greenhouse gas reduction targets.

3.3.7 That TransLink manage its transit fleet and operations with the goal of increasing fuel efficiency and reducing common air contaminants and greenhouse gas emissions over time, in support of the Regional Growth Strategy and Air Quality Management Plan.

3.3.8 That the federal government and the province and their agencies establish further legislative and fiscal actions to help the public and private sectors to maximize reductions in energy consumption and greenhouse gas emissions, and improve air quality, such as:

   a) in the building sector,

      • accelerate the modernization of the BC Building Code
      • increase incentives for residential and commercial building retrofits
      • support, where feasible and appropriate, energy recovery, renewable energy generation and district energy systems and related transmission needs

   b) in the transportation sector,

      • enable the implementation of regional transportation demand management measures such as transportation user-based pricing
      • increase funding for sustainable transportation infrastructure
      • continue to advance stringent standards for on-road vehicle emissions and fuel carbon content.

FIGURE 3
How Land Use and Transportation Actions Address Climate Change

Note: Figure for reference only, see section 6.13.2
The numbers relate to the applicable strategy in the Regional Growth Strategy
STRATEGY 3.4
Encourage land use and transportation infrastructure that improve the ability to withstand climate change impacts and natural hazard risks

Metro Vancouver’s role is to:

3.4.1 Incorporate climate change and natural hazard risk assessments into the planning and location of Metro Vancouver utilities, assets and operations.

3.4.2 Work with the federal government and the province, TransLink and municipalities to:

a) consider climate change impacts (e.g. sea level rise) and natural hazard risks (e.g. earthquake, flooding, erosion, subsidence, mudslides, interface fires) when extending utilities and transportation infrastructure that encourages land use development;

b) research and promote best practices in adaptation to climate change as it relates to land use planning.

3.4.3 Accept Regional Context Statements that encourage land use, transportation and utility infrastructure which improve the ability to withstand climate change impacts and natural hazard risks and that meet or work towards Actions 3.4.4 and 3.4.5.

The role of municipalities is to:

3.4.4 Adopt Regional Context Statements that include policies to encourage settlement patterns that minimize risks associated with climate change and natural hazards (e.g. earthquake, flooding, erosion, subsidence, mudslides, interface fires).

3.4.5 Consider incorporating climate change and natural hazard risk assessments into the planning and location of municipal utilities, assets and operations.

Actions Requested of Other Governments and Agencies

3.4.6 That the Integrated Partnership for Regional Emergency Management, in collaboration with the federal government and the province, and other agencies:

a) identify areas that are vulnerable from climate change and natural hazard risks, such as those listed in Actions 3.4.2 and 3.4.4;

b) coordinate priority actions to address the vulnerabilities identified, including implementation and funding strategies.

3.4.7 That the federal government and the province, in collaboration with the Integrated Partnership for Regional Emergency Management and other agencies:

a) provide financial assistance and timely data and information, such as flood hazard mapping, shoreline mapping, hydrological and hydraulic studies, to better enable local governments to fulfill their flood hazard management roles and responsibilities;

b) provide a coordination role to address flood hazard issues and management decisions;

c) implement appropriate preparatory actions to address the implications of long-term sea level rise on infrastructure planning, construction, and operations;

d) review and improve the effectiveness of existing provincial legislation and guidelines regarding flood hazard management by municipalities.
GOAL 4

Develop Complete Communities

Complete communities are walkable, mixed use, transit-oriented communities where people can: find an appropriate place to live at all stages of their lives, earn a living, access the services they need, and enjoy social, cultural, educational and recreational pursuits. A diverse mix of housing types is fundamental to creating complete communities. This includes a mix of housing types and tenures that respond to an aging population, changing family and household characteristics and the full range of household incomes and needs across the region. Access to a wide range of services and amenities close to home, and a strong sense of regional and community identity and connection are also important to promote health and well-being.

The development of complete communities is sought through two strategies. The first strategy is directed toward ensuring an adequate supply of housing to meet future demand. It is recognized that all levels of government have a role to play in creating opportunities for diverse housing options and that federal and provincial funding is essential to meet the estimated demand for affordable housing.

The second strategy emphasizes the importance of designing neighbourhoods within urban areas, Urban Centres, and Local Centres that are accessible for people of all ages and physical ability, promote transit, cycling and walking, provide access to employment, social and cultural opportunities, parks, greenways and recreational opportunities, and promote healthy living.

**Strategies to achieve this goal are:**

4.1 Provide diverse and affordable housing choices

4.2 Develop healthy and complete communities with access to a range of services and amenities
STRATEGY 4.1
Provide diverse and affordable housing choices

Metro Vancouver’s role is to:

4.1.1  Pursue the strategies and actions set out in the Metro Vancouver Affordable Housing Strategy.

4.1.2  Assist municipalities in developing Housing Action Plans in accordance with Metro Vancouver’s Affordable Housing Strategy, by providing analysis on regional demographics, household characteristics and market conditions, and work with municipalities to review and refine municipal housing priorities, policies and future demand estimates in the context of this analysis.

4.1.3  Monitor and report on the success of municipal Housing Action Plans in achieving regional housing demand estimates.

4.1.4  Advocate to the federal government and the province for incentives to stimulate private rental supply and capital and operating funds to support the construction of affordable, supportive and transitional housing across the region.

4.1.5  Support the Metro Vancouver Housing Corporation in increasing the number of affordable housing units in Metro Vancouver and assist municipalities in the management of units acquired through municipal processes.

4.1.6  Accept Regional Context Statements that achieve diverse and affordable housing options, and that meet or work towards Actions 4.1.7 and 4.1.8.

The role of municipalities is to:

4.1.7  Adopt Regional Context Statements which:

a)  include policies or strategies that indicate how municipalities will work towards meeting the estimated future housing demand as set out in Appendix Table A.4, which:

i) ensure the need for diverse housing options is articulated in municipal plans and policies, including neighbourhood and area plans;

ii) increase the supply and diversity of the housing stock through infill developments, more compact housing forms and increased density;

iii) in collaboration with the federal government and the province, assist in increasing the supply of affordable rental units for households with low or low to moderate incomes through policies, such as density bonus provisions, inclusionary zoning or other mechanisms, particularly in areas that are well served by transit;

iv) encourage and facilitate affordable housing development through measures such as reduced parking requirements, streamlined and prioritized approval processes, below market leases of publicly owned property, and fiscal measures.

4.1.8  Prepare and implement Housing Action Plans which:

a) assess local housing market conditions, by tenure, including assessing housing supply, demand and affordability;

b) identify housing priorities, based on the assessment of local housing market conditions, and consideration of changing household demographics, characteristics and needs;

c) identify implementation measures within the jurisdiction and financial capabilities of municipalities, including actions set out in Action 4.1.7;

d) encourage the supply of new rental housing and where appropriate mitigate or limit the loss of existing rental housing stock;

e) identify opportunities to participate in programs with other levels of government to secure additional affordable housing units to meet housing needs across the continuum;

f) cooperate with and facilitate the activities of the Metro Vancouver Housing Corporation under Action 4.1.5.

Actions Requested of Other Governments and Agencies

4.1.9  That the federal government and the province and their agencies provide incentives to stimulate private sector investment in rental housing to help achieve market housing demand estimates as shown in Appendix Table A.4.

4.1.10 That the federal government and the province and their agencies provide capital funding to help achieve the low and moderate income housing demand estimates as shown in Appendix Table A.4.

4.1.11 That the federal government and the province and their agencies provide capital and operating funding for the development of supportive and transitional housing units.
STRATEGY 4.2
Develop healthy and complete communities with access to a range of services and amenities

Metro Vancouver’s role is to:
4.2.1 Support municipalities in the development of healthy and complete communities through regional strategies on affordable housing, culture, food, and parks and recreation.
4.2.2 Provide technical advice and assistance on air quality aspects of land use and infrastructure decisions.
4.2.3 Collaborate with health authorities to advance measures to promote healthy living through land use policies.

The role of municipalities is to:
4.2.4 Include policies within municipal plans or strategies, that may be referenced in the Regional Context Statements, which:
   a) support compact, mixed use, transit, cycling and walking oriented communities;
   b) locate community, arts, cultural, recreational, institutional, medical/health, social service, education facilities and affordable housing development in Urban Centres or areas with good access to transit;
   c) provide public spaces and other place-making amenities for increased social interaction and community engagement;
   d) support active living through the provision of recreation facilities, parks, trails, and safe and inviting pedestrian and cycling environments;
   e) support food production and distribution throughout the region, including in urban areas, roof top gardens, green roofs and community gardens on private and municipally-owned lands and healthy food retailers, such as grocery stores and farmers’ markets near housing and transit services;
   f) assess overall health implications of proposed new communities, infrastructure and transportation services, including air quality and noise, with input from public health authorities;
   g) support universally accessible community design;
   h) where appropriate, identify small scale Local Centres in General Urban areas that provide a mix of housing types, local-serving commercial activities and good access to transit. Local Centres are not intended to compete with or compromise the role of Urban Centres and should preferably be located within Frequent Transit Development Areas;
   i) recognize the Special Employment Areas as shown on the Local Centres, Hospitals and Post-Secondary Institutions map (Map 11). Special Employment Areas are located outside of Urban Centres and Frequent Transit Development Areas, and are region-serving, special purpose facilities that have a high level of related transportation activity due to employee, student, or passenger trips.

Actions Requested of Other Governments and Agencies
4.2.5 That the federal government and the province, their agencies and health authorities locate community, arts, cultural, recreational, institutional, medical/health, social service, education facilities and affordable housing development in Urban Centres or areas with good access to transit.
4.2.6 That any funding provided by the federal government and the province, their agencies and health authorities to other groups or organizations for the provisions of facilities mentioned in Action 4.2.5 take into consideration the location of those facilities and prioritize funding for facilities in Urban Centres or areas with good access to transit.
4.2.7 That TransLink provide appropriate levels of transit service to Local Centres and Special Employment Areas, consistent with TransLink’s strategic transportation plans.
GOAL 5: Support Sustainable Transportation Choices

Land use influences travel patterns and transportation systems in turn influence land use and development. Achieving the goals of the Regional Growth Strategy requires the alignment of land use and transportation strategies. Accessible and sustainable transportation choices are supported by strategies for a compact urban area, and transit-oriented development patterns throughout the region with growth focused in Urban Centres and Frequent Transit Development Areas. This transit-oriented pattern of growth helps reduce vehicle use, traffic congestion, energy consumption and air emissions from on-road sources while fostering transit ridership. It also provides the region's residents with greater travel options and a cleaner environment.

The first strategy identifies actions required to increase the proportion of trips by transit, cycling and walking, and other alternatives to single-occupant vehicle travel. Implementation of TransLink's Frequent Transit Network will be critical in reinforcing the network of transit-oriented Urban Centres and emerging Frequent Transit Development Areas, which support transit, cycling and walking, and also reduce trip distances.

The second strategy recognizes the fundamental role that TransLink's Major Road Network, provincial highways, and federal transportation facilities play in shaping regional growth, moving people and goods among and between the region's communities and economic areas, and connecting the region with intra-provincial, national and international destinations. The strategy advocates for active management of the existing and planned capacity of the road network and the demands put on it. This minimizes the need for capital-intensive expansion in the future. Further, rail and marine transportation have the potential to play a larger role in the future for goods movement, so protecting rail rights-of-way and access points to waterways today is critical in preserving transportation options in the future.

Metro Vancouver continues to work in partnership with municipalities, TransLink, Port Metro Vancouver, airport authorities, and the federal government and the province to coordinate decision-making to achieve the goals of the Regional Growth Strategy. TransLink prepares and implements strategic transportation plans for roads, transit and cycling and other regional transportation programs, as well as the region's long-term transportation strategy. The Regional Growth Strategy and TransLink's long-term transportation strategy comprise the region's long-term vision for the land use and transportation system. The province prepares provincial highway and transit plans which help to guide the development of regional transportation plans. Both the federal government and the province play significant roles in funding regional transit and goods movement infrastructure. Furthermore, Metro Vancouver advocates for reductions in transportation-related greenhouse gas emissions and common air contaminants.

Strategies to achieve this goal are:

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
Metro Vancouver’s role is to:

5.1.1 Acknowledge TransLink’s mandate for the preparation and implementation of regional transportation system and demand management strategies and to provide input through the provision of land use, growth management and air quality information and forecasts, and, as appropriate, evaluation of land use and vehicle emissions impacts.

5.1.2 Communicate to TransLink that Metro Vancouver’s objectives for the regional transportation system are:

A. to support regional land use objectives, particularly those described in Strategy 1.2;

B. to support energy consumption, greenhouse gas emission, and air quality objectives as described in Strategy 3.3, in part through transit ridership growth and mode shifting; and

C. to support the safe and efficient movement of vehicles for passengers, goods, and services, as set out in Strategy 5.2.

With respect to Objective A (regional land use objective), Metro Vancouver’s priorities for the expansion of the Frequent Transit Network and other transit services are:

i) staging rapid transit expansion (busways or rail), in the following priority corridors:

Priority 1:
- Connecting Lougheed Municipal Town Centre, Inlet Municipal Town Centre, and Coquitlam Regional City Centre.

Priority 2:
- Connecting Surrey Metro Centre to one or more of the following Urban Centres south of the Fraser River: Fleetwood Municipal Town Centre, Guildford Municipal Town Centre, Newton Municipal Town Centre, and Langley Regional City Centre;

- Connecting or extending the existing rapid transit network in the Broadway/Commercial Drive area to the Central Broadway area.

ii) enhancing or extending the Frequent Transit Network and other transit services in the following regional corridors to reinforce Urban Centres and Frequent Transit Development Areas:

- enhanced service linking Maple Ridge Regional City Centre and Langley Regional City Centre to each other, to Port Coquitlam Municipal Town Centre and to Coquitlam Regional City Centre and to other Urban Centres south of the Fraser River;

- enhanced service linking the Lonsdale Regional City Centre to North Shore Municipal Town Centres and the Metro Core;

- enhanced service linking Semiahmoo Municipal Town Centre to other Urban Centres south of the Fraser River;

With respect to Objective B (transit ridership growth and mode shifting), Metro Vancouver’s priorities are to achieve an increased share of trips made by transit, multiple-occupancy vehicles, cycling, and walking, and reductions in energy consumption and air emissions from on-road transportation sources. Metro Vancouver will support TransLink’s development of strategic transportation plans to achieve this objective, in context with TransLink’s mandate to plan and manage the regional transportation system.

Metro Vancouver acknowledges that:

- The role of TransLink is to bring forward plans and supplemental plans that are financially sustainable and appropriately balance actions and investments in support of the Regional Growth Strategy, Metro Vancouver’s air quality objectives and greenhouse gas emission reduction targets, and the economic development of the region;
• The role of the Regional Transportation Commissioner is to review TransLink’s strategic transportation plans and may comment on the degree that the strategic transportation plans support the Regional Growth Strategy, Metro Vancouver’s air quality objectives and greenhouse gas emission reduction targets, and the economic development of the region; and

• The role of the Mayors’ Council on Regional Transportation is to determine the acceptability of TransLink’s supplemental plans.

Metro Vancouver’s role is to provide advice and input to TransLink, the Regional Transportation Commissioner, and the Mayors’ Council in the fulfillment of their roles in light of the above objectives and the circumstances of the day.

5.1.3 Collaborate with TransLink, municipalities, and the province to implement land use and transportation data collection programs, forecasting methodologies, and performance measures and/or targets, as appropriate, in support of the development of future regional growth management, air quality management, and transportation strategies and plans.

5.1.4 Pursue, in collaboration with municipalities and TransLink, the conversion of redundant rail rights-of-way for primarily transportation uses (e.g. greenways, cycling, transit) which support the Regional Growth Strategy, municipal plans, and TransLink’s strategic transportation plans.

5.1.5 Accept Regional Context Statements that identify policies and actions that coordinate land use and transportation planning to support transit, multiple-occupancy vehicles, cycling and walking, and that meet or work towards Action 5.1.6.

The role of municipalities is to:

5.1.6 Adopt Regional Context Statements which:

a) identify land use and transportation policies and actions, and describe how they are coordinated, to encourage a greater share of trips made by transit, multiple-occupancy vehicles, cycling and walking, and to support TransLink’s Frequent Transit Network;

b) identify policies and actions that support the development and implementation of municipal and regional transportation system and demand management strategies, such as parking pricing and supply measures, transit priority measures, ridesharing, and car-sharing programs;

c) identify policies and actions to manage and enhance municipal infrastructure to support transit, multiple-occupancy vehicles, cycling and walking.

Actions Requested of Other Governments and Agencies

5.1.7 That TransLink, in collaboration with municipalities, Metro Vancouver, the federal government and the province, as appropriate:

a) prepare and implement strategic transportation plans that support focused growth in Urban Centres and Frequent Transit Development Areas, and other appropriate areas along TransLink’s Frequent Transit Network (as shown as reference in Appendix Map B.1);

b) provide Metro Vancouver with adequate opportunity to provide input into TransLink’s strategic planning and decision-making processes that would affect the achievement of Metro Vancouver’s objectives and priorities as set out in Action 5.1.2;
c) establish performance measures and/or targets that support an increased share of trips made by transit, multiple-occupancy vehicles, cycling and walking, and reductions in air emissions from on-road transportation sources, and monitor progress towards achieving these targets;

d) prepare and implement regional transportation system and demand management strategies, such as ridesharing programs, transportation user-based pricing and regional parking policy;

e) support the development of high quality and safe regional cycling networks serving Urban Centres, Frequent Transit Development Areas, and other areas of high commuter and/or recreational cycling potential.

5.1.8 That TransLink and the province, in collaboration with municipalities, as appropriate, evaluate the potential impacts on the region’s Industrial areas, Agricultural areas, and Conservation and Recreation areas when planning rapid transit alignments, station locations, and associated transportation infrastructure.

5.1.9 That the province collaborate through Metro Vancouver’s Intergovernmental Advisory Committee (or an alternative collaborative mechanism) with TransLink, municipalities, Metro Vancouver, Fraser Valley Regional District, Squamish-Lillooet Regional District, First Nations, and other relevant agencies and associations, in the planning of major inter-regional transportation facilities, such as inter-regional transit and provincial highways, and the role that they are intended to play to support the Regional Growth Strategy, Air Quality Management Plan, and economic development of the Lower Mainland.

5.1.10 That the federal government and the province support the Regional Growth Strategy through the:

a) development of predictable and sustainable funding sources for a transportation system which work towards regional, provincial and national sustainability goals;

b) shared funding for transportation infrastructure and operations, including the implementation and evaluation of innovative pilot projects.

5.1.11 That rail companies, in developing their plans and strategies for rail corridors and facilities in Metro Vancouver, coordinate and consult with municipalities, TransLink, Port Metro Vancouver and Metro Vancouver to support regional transportation and land use planning goals.
STRATEGY 5.2
Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods and services

Metro Vancouver’s role is to:
5.2.1 Support TransLink’s preparation and implementation of a regional goods movement strategy through the provision of land use and growth management information and forecasts, and, as appropriate, evaluation of land use and vehicle emissions impacts.

5.2.2 Accept Regional Context Statements that identify coordinated land use and transportation policies and actions in support of the safe and efficient movement of vehicles for passengers, goods and services and that meet or work towards Action 5.2.3.

The role of municipalities is to:
5.2.3 Adopt Regional Context Statements which:

a) identify routes on a map for the safe and efficient movement of goods and service vehicles to, from, and within Urban Centres, Frequent Transit Development Areas, Industrial, Mixed Employment and Agricultural areas, Special Employment Areas, ports, airports, and international border crossings;

b) identify land use and related policies and actions that support optimizing the efficient movement of vehicles for passengers, Special Employment Areas, goods and services on the Major Road Network, provincial highways, and federal transportation facilities;

c) support the development of local and regional transportation system management strategies, such as the provision of information to operators of goods and service vehicles for efficient travel decisions, management of traffic flow using transit priority measures, coordinated traffic signalization, and lane management;

d) identify policies and actions which support the protection of rail rights-of-way and access points to navigable waterways in order to reserve the potential for goods movement, in consideration of the potential impacts on air quality, habitat and communities.

Actions Requested of Other Governments and Agencies
5.2.4 That TransLink, in collaboration with municipalities and other agencies as appropriate, support the safe and efficient movement of vehicles for passengers, goods and services through the:

a) management and maintenance of the Major Road Network (as shown as reference in Appendix Map B.2), in consideration of the goals and policies of the Regional Growth Strategy for Urban Centres and Frequent Transit Development Areas;

b) preparation and implementation of a regional goods movement strategy, in consideration of the goals and policies of the Regional Growth Strategy for Urban Centres and Frequent Transit Development Areas;

c) preparation and implementation of regional transportation system and demand management strategies, in consideration of the goals and policies of the Regional Growth Strategy for Urban Centres and Frequent Transit Development Areas.

5.2.5 That TransLink, the province and partner agencies, as appropriate, support the protection of rail rights-of-way and access points to navigable waterways in order to reserve the potential for goods movement, in consideration of the potential impacts on air quality, habitat and communities.

5.2.6 That TransLink and the province, as appropriate, in collaboration with municipalities, seek to minimize impacts from within-and-through passenger, goods, and service vehicle movement on the environment and public health affecting the region and areas within the Lower Fraser Valley Airshed.
5.2.7 That TransLink and the province, as appropriate, evaluate the following elements when contemplating future expansion of private vehicle capacity on major roads, highways, and bridges:

a) transportation demand management strategies as alternatives to, or as integral with, such capacity expansion;

b) impacts on the achievement of the Regional Growth Strategy and the Air Quality Management Plan, including potential cumulative impacts.

5.2.8 That the federal government and the province support the safe and efficient movement of vehicles for passengers, goods and services through shared funding, policies and regulations for:

a) protection of rail rights-of-way and access points to navigable waterways;

b) protective and mitigation measures on air quality, habitat and communities;

c) applied research into transportation system and demand management-related technologies, policies, and regulations to optimize movement of vehicles for passengers, goods and services, in particular to airports, ports, and intermodal goods-handling facilities;

d) survey instruments to obtain timely and comprehensive data on the travel patterns of residents, workers, and goods and service vehicles travelling within and through the Lower Mainland.
F Implementation

6.1 Regional Growth Strategy Implementation Framework

6.1.1 Metro Vancouver and affected local governments will implement the Regional Growth Strategy within a collaborative decision-making framework. This framework is based on provisions set out in the Local Government Act and in recognition by Metro Vancouver and affected local governments that collaborative decision-making is necessary in order to achieve the visions and goals in this Regional Growth Strategy. The Regional Growth Strategy has been designed so that the more regionally significant an issue, the higher the degree of Metro Vancouver involvement in decision-making, and conversely, the less regionally significant an issue, the less Metro Vancouver involvement. This approach is intended to provide checks and balances on land use planning decisions made within Metro Vancouver and member municipalities.

This collaborative decision-making process applies to:

- acceptance by affected local governments of the initial Regional Growth Strategy and subsequent amendments;
- acceptance by Metro Vancouver of initial municipal Regional Context Statements and subsequent amendments;
- ongoing Regional Growth Strategy and Regional Context Statement administration and procedures.

TABLE 4
Regional Growth Strategy Implementation Framework

<table>
<thead>
<tr>
<th>Regionally significant</th>
<th>Principles</th>
<th>Examples</th>
<th>Procedures</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Fundamental change to core goals/strategies</td>
<td>Amend the goals or strategies; delete an entire goal; change the minor amendment process</td>
<td>Type 1 – Major 50% + 1 Board vote and acceptance by all affected local governments</td>
</tr>
<tr>
<td></td>
<td>Region-wide significance for non-urban designations</td>
<td>Change Urban Containment Boundary or Agricultural designation</td>
<td>Type 2 – Minor 2/3 Board vote and regional Public Hearing</td>
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<tr>
<td></td>
<td>Region-wide significance for urban designations</td>
<td>Large scale industrial area designation change</td>
<td>Type 3 – Minor 50% + 1 Board vote, no regional Public Hearing</td>
</tr>
<tr>
<td></td>
<td>Small scale urban designation changes</td>
<td>Small scale Industrial area designation change, changes to Urban Centre boundaries</td>
<td>Official Community Plan change only, no requirement to amend Regional Context Statement</td>
</tr>
<tr>
<td></td>
<td>Local planning matter with no regional significance</td>
<td>Rezoning consistent with Official Community Plan</td>
<td>Official Community Plan matters, no Regional Context Statement reference required</td>
</tr>
</tbody>
</table>

Note: Table for reference only, see section 6.13.2
6.2 Regional Context Statements

6.2.1 Within two years of the Metro Vancouver Board’s adoption of the Regional Growth Strategy, each municipality must include in its Official Community Plan, and submit to the Metro Vancouver Board for acceptance, a Regional Context Statement. A municipality may submit its Regional Context Statement to the Metro Vancouver Board for acceptance either before or after the municipality holds its public hearing relating to its Official Community Plan amendment.

Contents of Regional Context Statement

6.2.2 The Regional Context Statement must identify the relationship between the Official Community Plan and the goals, strategies and actions identified in the Regional Growth Strategy. If applicable, the Regional Context Statement will identify how the Official Community Plan will be made consistent with the Regional Growth Strategy over time. Regional Context Statements that propose to add or delete Frequent Transit Development Areas must be accompanied by written comments from TransLink.

Regional Context Statement Process

6.2.3 If a municipality proposes an amendment to a Regional Context Statement it must submit to Metro Vancouver the council resolution, including a report, that sets out the municipality’s proposed amendment to the Regional Context Statement.

6.2.4 If a municipality anticipates that its proposed Regional Context Statement, or amendment thereto, will not be accepted by the Metro Vancouver Board because it is not generally consistent with the Regional Growth Strategy, the municipality may submit concurrently a proposed amendment to the Regional Growth Strategy. The procedure for amendments to the Regional Growth Strategy is set out in section 6.4.

6.2.5 The Metro Vancouver Board will respond within 120 days by resolution, requiring a simple majority weighted vote, indicating whether it accepts a Regional Context Statement. If the Board refuses to accept a Regional Context Statement, the Board will indicate the provisions to which it objects and the reasons for its objections.

Consistency with Regional Growth Strategy

6.2.6 In considering acceptance of Regional Context Statements, the Metro Vancouver Board’s expectation is that acceptable Regional Context Statements are generally consistent with the Regional Growth Strategy’s goals, strategies, actions and the parcel-based regional land use designations depicted in the Regional Land Use Designations map (Map 2).

Providing for Appropriate Municipal Flexibility

6.2.7 A municipality may include language in its Regional Context Statement that permits amendments to the municipality’s Official Community Plan.
Plan to adjust the boundaries of regional land use designations (or their equivalent Official Community Plan designation) within the Urban Containment Boundary, provided that:

a) the municipality may re-designate land from one regional land use designation to another regional land use designation, only if the aggregate area of all proximate sites so re-designated does not exceed one hectare;

b) notwithstanding section 6.2.7 (a), for sites that are three hectares or less, the municipality may re-designate land:

- from Mixed Employment or Industrial to General Urban land use designation, if the site is located on the edge of an Industrial or Mixed Employment area and the developable portion of the site will be predominately within 150 metres of an existing or approved rapid transit station on TransLink’s Frequent Transit Network; or

- from Industrial to Mixed Employment land use designation if the developable portion of the site will be predominantly within 250 metres of an existing or approved rapid transit station on TransLink’s Frequent Transit Network, provided that:

  - the re-designation does not impede direct rail, waterway, road or highway access for industrial uses; and

  - the aggregate area of all proximate sites that are re-designated does not exceed three hectares;

c) the aggregate area of land affected by all re-designations under section 6.2.7 (a) and (b) together cannot exceed two percent of the municipality’s total lands within each applicable regional land use designation.

6.2.8 A municipality may include language in its Regional Context Statement that permits amendments to the municipality’s Official Community Plan to adjust the boundaries of the municipality’s Urban Centres and Frequent Transit Development Areas, provided such boundary adjustments meet the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) of the Regional Growth Strategy.

6.2.9 Municipalities will notify Metro Vancouver of all adjustments, as permitted by sections 6.2.7 and 6.2.8, as soon as practicable after the municipality has adopted its Official Community Plan amendment bylaw.

6.2.10 If a municipality includes language in its Regional Context Statement that permits amendments to the municipality’s Official Community Plan to adjust the boundaries of regional land use designations within the Urban Containment Boundary or the boundaries of Urban Centres and Frequent Transit Development Areas, as permitted by sections 6.2.7 and 6.2.8 respectively, the prescribed adjustments do not require an amendment to the municipality’s Regional Context Statement. All other adjustments to regional land use designation boundaries will require an amendment to the municipality’s Regional Context Statement, which must be submitted to the Metro Vancouver Board for acceptance in accordance with the requirements of the Local Government Act.

Request for Board Comment During Initial Two Year Period

6.2.11 From the time that the Metro Vancouver Board adopts the Regional Growth Strategy until the first time that the Metro Vancouver Board accepts a municipality’s Regional Context Statement, each municipality is requested to seek comment from the Metro Vancouver Board on proposed amendments to that municipality’s Official Community Plan which are inconsistent with the Regional Growth Strategy.

6.3 Categories of Regional Growth Strategy Amendments

Type 1 - Major Amendments to the Regional Growth Strategy

6.3.1 The following Type 1 major amendments to the Regional Growth Strategy require an affirmative 50% + 1 weighted vote of the Metro Vancouver Board and acceptance by all affected local governments in accordance with section 857 of the Local Government Act:

a) the addition or deletion of Regional Growth Strategy goals or strategies;

b) an amendment to the process for making minor amendments to the Regional Growth Strategy, which is specified in sections 6.3.3 and 6.3.4;

c) the matters specified in section 857.1(4) of the Local Government Act.
6.3.2 All amendments to the Regional Growth Strategy other than the amendments specified in section 6.3.1 are minor amendments (Type 2 and Type 3) for the purposes of section 857.1(2) of the Local Government Act.

Type 2 - Minor Amendments to the Regional Growth Strategy (two-thirds weighted vote and regional public hearing required)

6.3.3 The following Type 2 minor amendments require an affirmative two-thirds weighted vote of the Metro Vancouver Board and a regional public hearing:

a) amendment to the Urban Containment Boundary;

b) amendment of Agricultural or Conservation and Recreation land use designations, except as set out in section 6.3.4 (e), (f) and (g);

c) amendment from Rural land use designation to Industrial, Mixed Employment or General Urban land use designations;

d) for sites located outside the Urban Containment Boundary that are designated Industrial or Mixed Employment, amendments to Industrial, Mixed Employment or General Urban land use designations;

e) the addition or deletion of an Urban Centre;

f) the addition or deletion of, or amendment to, the descriptions of the regional land use designations or actions listed under each strategy.

g) for those sites that are identified as Special Study Areas on the Special Study Areas and Sewerage Extension Areas map (Map 12), an amendment to one or more of the regional land use designations set out in the Regional Growth Strategy and associated Urban Containment Boundary adjustments;

h) housekeeping amendments to population, dwelling unit and employment projections, housing demand estimates, performance measures, tables, figures, grammar, or numbering, that do not alter the intent of the Regional Growth Strategy;

i) amendments to mapping to incorporate maps included in accepted Regional Context Statements;

j) all other amendments not identified in sections 6.3.1 or 6.3.3.

Type 3 - Minor Amendments to the Regional Growth Strategy (simple majority weighted vote and no regional public hearing required)

6.3.4 The following Type 3 minor amendments require an affirmative 50% + 1 weighted vote of the Metro Vancouver Board and do not require a regional public hearing:

a) the addition or deletion of a Frequent Transit Development Area location;

b) for sites within the Urban Containment Boundary, amendments from Industrial, Mixed Employment, or General Urban land use designations to any other such regional land use designations;

c) amendment from Industrial, Mixed Employment or General Urban land use designations to Rural, Agricultural or Conservation and Recreation land use designations;

d) amendment from Rural land use designation to Agricultural or Conservation and Recreation land use designations;

e) amendment from Conservation and Recreation land use designation to Agricultural land use designation;

f) for sites that are contiguous with, or within, the Urban Containment Boundary and are not within the Agricultural Land Reserve, amendment from Agricultural or Rural land use designations to Industrial land use designation, and associated Urban Containment Boundary adjustments;

g) for those sites that are identified as Special Study Areas on the Special Study Areas and Sewerage Extension Areas map (Map 12), an amendment to one or more of the regional land use designations set out in the Regional Growth Strategy and associated Urban Containment Boundary adjustments;

h) housekeeping amendments to population, dwelling unit and employment projections, housing demand estimates, performance measures, tables, figures, grammar, or numbering, that do not alter the intent of the Regional Growth Strategy;

i) amendments to mapping to incorporate maps included in accepted Regional Context Statements;

j) all other amendments not identified in sections 6.3.1 or 6.3.3.

6.4 Procedures for Regional Growth Strategy Amendments

Who Can Apply for an Amendment

6.4.1 The process to initiate amendments to the Regional Growth Strategy is by resolution of the Metro Vancouver Board. Municipalities may, by resolution, request amendments. The Metro Vancouver Board will not give first reading to an amendment bylaw which proposes to change a regional land use designation or Urban Containment Boundary unless or until the municipality or municipalities in which the subject site is located have requested that amendment or have been given the opportunity to formally comment on the proposed amendment.
Notification and Request for Comments

6.4.2 For all proposed amendments to the Regional Growth Strategy the Metro Vancouver Board will:

a) provide written notice of the proposed amendment to all affected local governments;

b) provide a minimum of 30 days for affected local governments, and the appropriate agencies, to respond to the proposed amendment;

c) post notification of the proposed amendment on the Metro Vancouver website, for a minimum of 30 days;

d) if the proposed amendment is to change a site from Industrial or Mixed Employment to General Urban land use designation, provide written notice and a minimum of 30 days for Port Metro Vancouver, the Vancouver International Airport Authority, the Ministry of Transportation and Infrastructure and/or the Agricultural Land Commission, as appropriate, to respond to the proposed amendment.

Procedures for Type 1 Major Amendments

6.4.3 For Type 1 major amendments to the Regional Growth Strategy set out in section 6.3.1, the procedures set out in section 857 of the Local Government Act apply.

Procedures for Type 2 Minor Amendments Requiring a Two-Thirds Weighted Vote

6.4.4 For Type 2 minor amendments to the Regional Growth Strategy set out in section 6.3.3, the Metro Vancouver Board will:

a) consider first and second reading of the amendment bylaw;

b) provided the amendment bylaw receives an affirmative two-thirds weighted vote of the Metro Vancouver Board at first reading and second reading, refer the amendment bylaw to a public hearing;

c) hold a public hearing to receive public comment on the amendment bylaw;

d) consider third reading;

e) provided the amendment bylaw receives an affirmative two-thirds weighted vote of the Metro Vancouver Board at third reading, consider final adoption of the amendment bylaw and, provided the amendment bylaw receives an affirmative two-thirds weighted vote of the Metro Vancouver Board, adopt the amendment bylaw.

Procedures for Type 3 Minor Amendments Requiring Simple Majority Weighted Vote

6.4.5 For Type 3 minor amendments to the Regional Growth Strategy set out in section 6.3.4, the Metro Vancouver Board will:

a) consider first, second and third reading of the amendment bylaw;

b) provided the amendment bylaw receives an affirmative majority weighted vote of the Metro Vancouver Board at each of the first, second and third readings, consider final adoption of the amendment bylaw and, provided the amendment bylaw receives an affirmative simple majority weighted vote of the Metro Vancouver Board, adopt the amendment bylaw.

6.5 Coordination with First Nations

6.5.1 Metro Vancouver will work with First Nations to facilitate the compatibility of Metro Vancouver's Regional Growth Strategy and First Nations planning and development initiatives.

6.5.2 Many First Nations communities have asserted aboriginal rights and title to traditional territories within the region, and are currently engaged in treaty negotiations and other processes. The implementation of the Regional Growth Strategy will proceed without prejudice to any aboriginal rights or title that may currently exist, or be defined further through treaty or other processes.

6.5.3 On Treaty Effective Date (April 3rd, 2009), Tsawwassen First Nation became a Treaty First Nation member of Metro Vancouver and its land use plan was deemed to be consistent with the Regional Growth Strategy until the date Tsawwassen First Nation amends or replaces that land use plan after the Effective Date. Section 6.2.1 does not apply to Tsawwassen First Nation. A land use plan prepared by Tsawwassen First Nation after the Effective Date will include a statement equivalent to a Regional Context Statement as defined in the Local Government Act, identifying how its land use plan is consistent with the Regional Growth Strategy.
6.6 Coordination with TransLink

6.6.1 Metro Vancouver will work with TransLink with the objective that the Regional Growth Strategy and TransLink’s regional transportation plans are compatible and complementary. Metro Vancouver will refer to TransLink for written comments Regional Context Statement amendments that would impact the regional transportation system or significantly affect the demand for regional transportation services.

6.6.2 As an affected local government, TransLink is required to consider acceptance of the Regional Growth Strategy and any proposed Type 1 major amendments, as set out in section 6.3.1.

6.7 Coordination with Other Governments and Agencies

6.7.1 Metro Vancouver will work with the Fraser Valley Regional District, the Squamish-Lillooet Regional District, and the Islands Trust (regarding Bowen, Bowyer and Passage Islands) to facilitate the compatibility of regional growth planning and initiatives in Metro Vancouver and these neighbouring jurisdictions.

6.7.2 Metro Vancouver will collaborate with TransLink and the federal government and the province and their agencies on major investments in the regional transportation system, expansion of affordable housing options, and the location of public facilities that support the goals and strategies specified in the Regional Growth Strategy. Metro Vancouver will seek formal Implementation Agreements with these agencies to give effect to that intent.

6.8 Coordination with Greater Vancouver Boards

6.8.1 After the Metro Vancouver Board has adopted this Regional Growth Strategy all bylaws adopted and all works and services undertaken by the Greater Vancouver Regional District, the Greater Vancouver Water District or the Greater Vancouver Sewerage and Drainage District must be consistent with the Regional Growth Strategy. The Greater Vancouver Sewerage and Drainage District and the Greater Vancouver Water District will not directly or indirectly supply, agree to supply, or authorize connections that enable the supply of services to a site that is developed or proposed to be developed after the date of adoption of the Regional Growth Strategy where the nature of that development is, in the sole judgment of the Greater Vancouver Regional District, inconsistent with the provisions of the Regional Growth Strategy.

6.8.2 For further clarity, sites within the Urban Containment Boundary which are designated General Urban, Industrial or Mixed Employment, would be eligible for sewerage services, subject to normal Greater Vancouver Sewerage and Drainage District technical considerations, provided that the proposed development complies with the applicable policies under those designations and any such Urban Centre and Frequent Transit Development Area overlays which might apply. For sites designated Rural, Agriculture, or Conservation and Recreation, policies 1.3.1, 2.3.1 or 3.1.1 apply, respectively.

6.9 Sewerage Area Extensions

6.9.1 Notwithstanding any other provision in this Regional Growth Strategy, the area identified on Map 12 as “Rural within the Sewerage Area” includes part of the Salmon River Uplands in the Township of Langley that is contained within the Greater Vancouver Sewerage and Drainage District’s (GVS&DD) Fraser Sewerage Area. For the areas identified on Map 12 as “Sewerage Extension Areas” known as North Salmon River Uplands and South Fernridge in the Township of Langley, sewer servicing will be permitted subject only to land uses being consistent with the applicable regional land use designation and normal GVS&DD technical considerations.
6.10 Special Study Areas

6.10.1 Special Study Areas as depicted on the Specialty Study Areas and Sewerage Extension Areas map (Map 12) identify locations where, prior to the adoption of the Regional Growth Strategy, a municipality has expressed an intention to alter the existing land use, and is anticipating a future regional land use designation amendment. Pending Board approval of a regional land use designation amendment, the current regional land use designation applies within the Special Study Area. Amending a regional land use designation within a Special Study Area is a minor amendment under section 6.3.4 of the Regional Growth Strategy. This includes associated adjustments to the Urban Containment Boundary for a Special Study Area.

6.10.2 If the Special Study Area involves lands within the Agricultural Land Reserve, then the municipality is required to consult with the Agricultural Land Commission during the preparation of the planning studies prior to initiating an application to exclude the lands from the Agricultural Land Reserve.

6.11 Jurisdiction

6.11.1 This Regional Growth Strategy applies to all lands within the boundaries and jurisdiction of Metro Vancouver.

6.11.2 In accordance with the Agricultural Land Commission Act, in the event that there is an inconsistency between the regional land use designations or policies set out in the Regional Growth Strategy and the requirements of the Agricultural Land Commission Act or regulations and orders made pursuant thereto, the Agricultural Land Commission requirements will prevail.

6.12 Regional Growth Strategy Maps

6.12.1 The official regional land use designation maps are maintained by Metro Vancouver and available for viewing on the Metro Vancouver website, and will be updated to incorporate changes to designation boundaries that result from regional amendment bylaws. The maps contained in the Regional Growth Strategy are small scale depictions of the official regional land use designation maps.

6.12.2 Where a regional land use designation boundary does not align with a legal boundary, the Agricultural Land Reserve boundary, a municipal Official Community Plan or zoning boundary, or a distinct geographic feature, the regional designation boundary is approximate, and the municipal boundary depicted in the accepted Regional Context Statement prevails.

6.12.3 Boundaries for Urban Centres and Frequent Transit Development Areas are to be defined by municipalities in municipal plans (e.g. Official Community Plans, Area Plans) and shown in Regional Context Statements. Where municipalities amend the boundaries of Urban Centres or Frequent Transit Development Areas and, in accordance with section 6.2.8, have not amended their Regional Context Statement, municipalities are requested to forward any change to boundaries of Urban Centres or Frequent Transit Development Areas to Metro Vancouver.

6.12.4 The areas for Special Study Areas and Sewerage Extension Areas depicted on Map 12 are not to be expanded nor are new areas to be created. A Type 3 minor amendment to Map 12 is only permitted to delete Special Study Areas and may occur after the Regional Growth Strategy has been amended to change the regional land use designation of the Special Study Area or when a municipality extinguishes a Special Study Area.

6.12.5 Notwithstanding section 6.12.4, provided that a council resolution requesting that Metro Vancouver add or expand an RGS Special Study Area exists as of the date of adoption of this Regional Growth Strategy on July 29, 2011, Special Study Areas may be added or expanded to overlay lands within the Urban Containment Boundary that are designated General Urban, Industrial or Mixed Employment.

6.13 Tables, Figures and Performance Measures

6.13.1 Tables 2, A.1, A.2, A.3 and A.4 showing population, dwelling unit and employment projections, and housing demand estimates for Metro Vancouver and municipalities are included in the document as guidelines only. These tables are included in the Regional Growth Strategy as a reference for use when preparing Regional Context Statements and regional planning initiatives. Metro Vancouver, in collaboration with municipalities will maintain projections to monitor growth and will propose updates to tables in accordance with the amendment process set out in section 6.3.4 following Board acceptance of municipal Regional Context Statements or a significant change in the growth projections assumptions.
6.13.2 The following figures and maps in the Regional Growth Strategy are included as reference only: Tables 1, 4, Figures 1, 2, 3, 4 and Maps 1, 9, 10.

6.13.3 Pursuant to section 869 (1)(b) of the Local Government Act, Metro Vancouver will prepare an annual report on progress in meeting the goals of the Regional Growth Strategy through the monitoring of the performance measures identified in the Performance Measures section and in meeting other targets set out in the Regional Growth Strategy.

6.14 Interpretation

6.14.1 In this document, unless the context requires otherwise, the term ‘Metro Vancouver’ refers to the Greater Vancouver Regional District.

6.14.2 All terms used in the Regional Growth Strategy that are defined in the Local Government Act have the meanings given to such terms in the Local Government Act.

6.14.3 Affected local governments are the governments and authorities which are directly affected by the Regional Growth Strategy, namely the Metro Vancouver member municipalities (excluding Bowen Island Municipality), the Tsawwassen First Nation, the adjoining Regional Districts of Squamish-

Lillooet Regional District and Fraser Valley Regional District, and the South Coast British Columbia Transportation Authority (also known as ‘TransLink’).

6.14.4 For the purposes of this Regional Growth Strategy, the Tsawwassen First Nation is considered to be a member municipality.

6.15 Guidelines

6.15.1 The Metro Vancouver Board may periodically prepare guidelines to assist in the implementation of the Regional Growth Strategy, including but not limited to, guidelines for the preparation of Regional Context Statements, for amendment of a Regional Context Statement and / or Regional Growth Strategy, and, for establishing Frequent Transit Development Areas.
G Performance Measures

To assist in implementing the Regional Growth Strategy, Metro Vancouver will prepare an annual report on progress in meeting the goals of the Regional Growth Strategy. This measuring and monitoring will also allow for the informed future update of the Regional Growth Strategy as required.

Goal 1: Create a Compact Urban Area

**Strategy 1.1: Contain urban development within the Urban Containment Boundary**
1. Annual population, dwelling unit and employment growth in Metro Vancouver and member municipalities.
2. Percentage of residential and employment growth occurring within the Urban Containment Boundary.
3. Residential density within the Urban Containment Boundary.
4. Percentage of residential and employment growth occurring in established urban areas (lands within the Urban Containment Boundary that have been developed).
5. Number of new regional sewer connections outside of the Urban Containment Boundary.

**Strategy 1.2: Focus growth in Urban Centres and Frequent Transit Development Areas**
1. Number and percentage of new dwelling units and population located within Urban Centre boundaries.
2. Number and percentage of new employment located within Urban Centre boundaries.
3. Number and area of Frequent Transit Development Area locations.
4. Number and percentage of new dwelling units and population located within Frequent Transit Development Area boundaries.
5. Number and percentage of new employment located within Frequent Transit Development Area boundaries.

**Strategy 1.3: Protect Rural areas from urban development**
1. Number of net new dwelling units located in the Rural areas.
2. Residential density in the Rural areas.

Goal 2: Support a Sustainable Economy

**Strategy 2.1: Promote land development patterns that support a diverse regional economy and employment close to where people live**
1. Total number and growth of employment by sector for each subregion.
2. Employment to labour force ratio in each subregion.
3. Percentage of residents living and working within the same subregion.
4. Percentage of new office and retail development locating within and outside of Urban Centres and Frequent Transit Development Areas boundaries.

**Strategy 2.2: Protect the supply of industrial land**
1. Number of hectares added to, or removed from, the Industrial and Mixed Employment areas.
2. Number of hectares in Industrial and Mixed Employment areas used for industrial uses.
3. Number of hectares in Industrial and Mixed Employment areas used for non-industrial uses.
4. Vacancy rate of industrial floorspace.
5. Industrial lease rates.
6. Industrial land prices.
7. Inventory of market ready industrial land.
8. Inventory of medium and long-term industrial land.

**Strategy 2.3: Protect the supply of agricultural land and promote agricultural viability with an emphasis on food production**
1. Number of hectares within the Agricultural area.
2. Number of hectares and percentage of the Agricultural area used for agricultural activities.
3. Percentage of Agricultural area under active food production.
4. Value of gross annual farm receipts.
Goal 3: Protect the Environment and Respond to Climate Change Impacts

**Strategy 3.1: Protect Conservation and Recreation lands**
1. Number of hectares in the Conservation and Recreation areas.

**Strategy 3.2: Protect and enhance natural features and their connectivity**
1. Net change in the conservation status of animals and plants.
2. Number of municipalities with mapped and designated Environmentally Sensitive Areas.
3. Number of hectares of designated Environmentally Sensitive Areas.

**Strategy 3.3: Encourage land use and transportation infrastructure that reduce energy consumption and greenhouse gas emissions, and improve air quality**
1. Tonnes of greenhouse gas emissions produced by buildings and transportation sources.
2. Volume of fuel sold for on-road transportation.
3. Share of trips by transit, multiple-occupancy vehicles, cycling and walking.
4. Number of dwellings / non-residential floorspace served by district energy systems.

Goal 4: Develop Complete Communities

**Strategy 4.1: Provide diverse and affordable housing choices**
1. Number of net new housing units by type, tenure, and average cost.
2. Total and number of net new rental units affordable to households with income below 50% of the median income for the region.
3. Total and number of net new rental units affordable to households with income between 50% to 80% of the median income for the region.
4. Total and number of net new rental and ownership units affordable to households with income 80% and higher of the median income for the region.
5. Total and number of net new supportive and transitional housing units.
6. Number of households in core housing need (households unable to find adequate housing without spending 30% or more of gross income on housing costs).
7. Number of municipalities that have adopted and begun to implement Housing Action Plans.

**Strategy 4.2: Develop healthy and complete communities with access to a range of services and amenities**
1. Number of residents living within walking distance of a dedicated park or trail.
2. Hectares of dedicated park per 1,000 people living within the Urban Containment Boundary.
3. Number and percent of residents living within walking distance of a public community / recreation facility / centre.
4. Number and percent of residents living within walking distance of a grocery store.

Goal 5: Support Sustainable Transportation Choices

The following performance measures will be monitored in collaboration with TransLink, and the emphasis for Metro Vancouver will be on performance in relation to regional land use objectives.

**Strategy 5.1: Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking**
1. Number of kilometres of Frequent Transit Network.
2. Total and per capita annual transit service hours.
3. Total and per capita auto driver, auto passenger, transit, cycle, and walk trips.
4. Volume of fossil fuel purchased within Metro Vancouver.
5. Mean trip distance by mode for journey to work.

**Strategy 5.2: Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods and services**
1. Travel time reliability on the Major Road Network.
2. Number and per capita of vehicle-related collisions, injuries, and fatalities.
## Appendix A

### Table A.1

Population, Dwelling Unit and Employment Projections for Metro Vancouver Subregions and Municipalities

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<th>Subregion</th>
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<tr>
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</tbody>
</table>

### Notes:

1. These projections are to assist in long range planning and are guidelines only.
2. Metro Vancouver growth projections are provided as guidance to member municipalities and regional agencies.
3. Figures for the year of 2006 are based on Census of Canada 2006 and include estimated Census undercount.
4. Population projections for Metro Vancouver are based on provincial and Regional District projections prepared by the Province of British Columbia (BC Stats PEOPLE 33, July 2008). Population, dwelling and employment projections for subregions and municipalities were prepared by Metro Vancouver in consultation with member municipalities.
5. All figures in this table are rounded and may include minor inconsistencies for summary totals.
6. All municipal totals include Indian Reserve or First Nation communities located within municipal boundaries, with the exception of Tsawwassen First Nation.
<table>
<thead>
<tr>
<th>SUBREGIONAL ESTIMATES</th>
<th>ESTIMATED TOTAL HOUSING DEMAND</th>
<th>ESTIMATED OWNERSHIP DEMAND</th>
<th>ESTIMATED RENTAL DEMAND</th>
</tr>
</thead>
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<tr>
<td>Metro Vancouver Total</td>
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<td>64,900</td>
</tr>
<tr>
<td>Burnaby, New Westminster</td>
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<tr>
<td>Langley City, Langley Township</td>
<td>14,500</td>
<td>9,400</td>
<td>5,100</td>
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<tr>
<td>Maple Ridge, Pitt Meadows</td>
<td>8,200</td>
<td>5,300</td>
<td>2,900</td>
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<tr>
<td>Coquitlam, Port Coquitlam, Port Moody</td>
<td>23,500</td>
<td>15,300</td>
<td>8,200</td>
</tr>
<tr>
<td>North Shore</td>
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<td>5,100</td>
<td>2,700</td>
</tr>
<tr>
<td>Richmond, Delta, Tsawwassen First Nation</td>
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<tr>
<td>Surrey, White Rock</td>
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<td>Vancouver, Electoral Area A</td>
<td>33,400</td>
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<td>11,600</td>
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</tbody>
</table>

Notes:

1. These 10 year estimates are to commence the year of the adoption of the Regional Growth Strategy.
2. The housing demand estimates set out in Table A.2 are net additional units based on the population and household projections set out in Table A.1. The demand estimates assume an average regional increase of 18,560 households per year.
3. Estimated Ownership Demand: If future housing demand patterns remain consistent with the current tenure profile (65% ownership and 35% rental), it is anticipated that there will be the need for 120,700 ownership units or 12,070 units per year over the next 10 years.
4. Estimated Rental Demand: If the rental housing demand pattern remains consistent with the current tenure profile (65% ownership and 35% rental), there is the need for 64,900 rental housing units or 6,490 units per year over the next 10 years.
5. Anmore, Belcarra, and Lions Bay are not included in the table above given the modest levels of growth anticipated in these communities.
6. Estimated housing demand by municipality is included in Table A.4.
TABLE A.3
Rental Housing Demand Estimates by Household Income for Metro Vancouver Subregions (10 Year Estimate)

<table>
<thead>
<tr>
<th>SUBREGIONAL ESTIMATES</th>
<th>LOW INCOME DEMAND</th>
<th>LOW TO MODERATE INCOME DEMAND</th>
<th>MODERATE AND ABOVE INCOME DEMAND</th>
<th>TOTAL RENTAL DEMAND</th>
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</thead>
<tbody>
<tr>
<td>Metro Vancouver Total</td>
<td>21,400</td>
<td>25,400</td>
<td>18,100</td>
<td>64,900</td>
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<td>Burnaby, New Westminster</td>
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<td>9,600</td>
</tr>
<tr>
<td>Langley City, Langley Township</td>
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<td>Maple Ridge, Pitt Meadows</td>
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</tr>
<tr>
<td>Coquitlam, Port Coquitlam,</td>
<td>2,700</td>
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<td>8,200</td>
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<tr>
<td>Port Moody</td>
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<tr>
<td>North Shore</td>
<td>1,000</td>
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<td>700</td>
<td>2,700</td>
</tr>
<tr>
<td>Richmond, Delta, Tsawwassen</td>
<td>2,300</td>
<td>2,700</td>
<td>1,900</td>
<td>6,900</td>
</tr>
<tr>
<td>First Nation</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Surrey, White Rock</td>
<td>5,800</td>
<td>7,100</td>
<td>5,000</td>
<td>17,900</td>
</tr>
<tr>
<td>Vancouver, Electoral Area A</td>
<td>3,800</td>
<td>4,600</td>
<td>3,200</td>
<td>11,600</td>
</tr>
</tbody>
</table>

Notes:
1. These 10 year estimates are to commence the year of the adoption of the Regional Growth Strategy.
2. It is anticipated that at least 25% of future demand will be for rental housing that is affordable to households with low to moderate incomes (below 80% of the median for the region). This translates into approximately 46,800 net additional units or 4,680 net additional units per year over the next 10 years (Columns 1 + 2).
3. Column 1 shows the estimated demand from households with low incomes. These include households with annual incomes which fall below 50% of the median income for the region and which typically require access to government-supported housing. To meet this demand, funding from other levels of government is required.
4. Column 2 shows the estimated demand from households with low to moderate incomes. These include households with annual incomes which fall between 50% and 80% of the median income for the region. Many of these households may require some level of government assistance to access affordable housing, whether it be government-supported or private market housing.
5. Column 3 shows the estimated demand from households with incomes which are above 80% of the median income for the region. These households typically have the resources needed to secure housing in the private market. While it is anticipated that these households will require rental housing, in some communities this demand could also be met in part through entry-level ownership opportunities.
6. Anmore, Belcarra, and Lions Bay are not included in the table above given the modest levels of growth anticipated in these communities.
7. Estimated housing demand by municipality is included in Table A.4.
TABLE A.4  
Housing Demand Estimates by Tenure and Household Income for Metro Vancouver Subregions and Municipalities (10 Year Estimate)

<table>
<thead>
<tr>
<th>SUBREGIONAL MUNICIPAL ESTIMATES</th>
<th>TOTAL DEMAND</th>
<th>OWNERSHIP DEMAND</th>
<th>RENTAL DEMAND</th>
<th>TOTAL AFFORDABLE RENTAL DEMAND</th>
<th>LOW INCOME RENTAL DEMAND</th>
<th>MODERATE INCOME RENTAL DEMAND</th>
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<td>46,800</td>
<td>21,400</td>
<td>25,400</td>
<td>18,100</td>
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<td>3,700</td>
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</tr>
</tbody>
</table>

Notes:
1. These 10 year estimates are to commence the year of the adoption of the Regional Growth Strategy.
2. Anmore, Belcarra, and Lions Bay are not included in the table above given the modest levels of growth anticipated in these communities.
3. Bowen Island is not included in the table above as it does not fall under the jurisdiction of the Regional Growth Strategy.
4. The estimated demand for "affordable units" comprises net additional demand from households with low to moderate incomes.
Appendix B

Map B.1: Frequent Transit Network Concept
(provided by TransLink)

This map illustrates a concept of the future Frequent Transit Network for Metro Vancouver, as described in TransLink's long-term strategy for the regional transportation system. Identification and development of specific Frequent Transit Network corridors and routes will be undertaken through TransLink's strategic planning processes with partner agencies. This map is for reference only.