



City of Richmond

Report to Committee

To: General Purposes Committee

Date: February 15, 2011


From: Joe Erceg, General Manager,
Planning & Development

File:

Re: The Proposed Metro Vancouver Regional Growth Strategy (RGS) Bylaw 1136, 2010,
entitled, "Metro Vancouver 2040, Shaping Our Future"

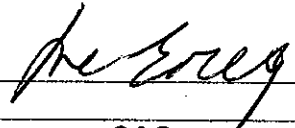
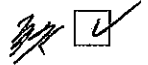
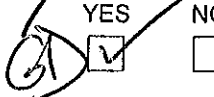
Staff Recommendation

1. That the proposed Metro Vancouver Regional Growth Strategy (RGS) Bylaw 1136, 2010, entitled, "Metro Vancouver 2040, Shaping Our Future", be accepted, and
2. That the Metro Vancouver Board be advised of the City of Richmond's position on the Regional Growth Strategy.


Joe Erceg, General Manager
Planning and Development

JE:tc

Att. 3

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REVIEWED BY TAG	YES <input checked="" type="checkbox"/> 	NO <input type="checkbox"/>	REVIEWED BY CAO YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> 

Staff Report

Origin

On January 14, 2011 the Metro Vancouver (MV) Board gave second reading to the MV Regional Growth Strategy (RGS) Bylaw 1136, 2010, entitled: "Metro Vancouver 2040 *Shaping Our Future*" (**Attachment 1**) and authorized it to be sent to all 24 local governments for acceptance, by resolution.

Council's Term Goals

This report addresses the following Council Term Goal #1:

- *Ensure effective growth management for the City through the completion of a review of the Metro Vancouver Regional Growth Strategy, to ensure appropriate goals for Richmond, from our community's perspective.*

Background

General

Metro Vancouver and the participating 24 local governments have been discussing a new 2040 RGS since 2002. It is to replace the existing 1996 RGS called the Livable Region Strategic Plan (LRSP) which is outdated.

On January 21, 2011, Richmond received the proposed 2040 RGS. Richmond Council (and all other local governments) has 60 days, from the day they receive it, to decide and advise the MV Board, if they accept it. On January 28, 2011, MV staff advised that the deadline for comments is March 22, 2011 at 4:30 pm. If Richmond does not advise the MV Board by the deadline, it is deemed that Richmond accepts the Bylaw. If Richmond has concerns it is to clearly state what its objections are. The BC Local Government Act establishes arbitration processes, to address any MV and local government concerns, with the goal of approving the RGS.

Previous Council Reviews of the Draft RGS

Since 2008, Metro Vancouver has prepared six (6) evolving drafts of the MV RGS and Richmond Council has commented on every one of them, specifically on: (1) January 28, 2008, (2) March 23, 2009, (3) May 11, 2009, (4) October 20, 2009 (when MV staff presented a draft RGS to Planning Committee), (5) December 14, 2009, (e.g., Richmond agreed the draft MV RGS), and (6) October 12, 2010 (e.g., Richmond agreed the draft MV RGS).

With this report, the City will have reviewed the proposed RGS seven (7) times. Since December 2009, Richmond Council has already agreed with the proposed RGS twice. The proposed 2040 RGS is more flexible and policy based, less regulatory and still protects Richmond's local autonomy, and community and regional planning interests.

Protecting Richmond's Regional Planning Interests

Richmond's regional planning interests are to:

1. Protect the City's autonomy in decision making,
2. Ensure effective City community planning,
3. Participate co-operatively in effective regional planning, to create a World Class livable region by flexibly balancing the City's regional and community planning interests with those of the Region.

Analysis

Comments On The Proposed January 14, 2001 MV RGS

- The draft RGS dated September 30, 2010 was accepted by Council on October 12, 2010.
- Since then, MV has held four (4) regional planning meetings, made some minor revisions and is now asking the 24 local governments to accept the RGS dated January 14, 2011.
- The proposed 2040 RGS remains substantially the same with only slight minor revisions (e.g., minor rewordings and rephrasings to provide more accuracy and clarity) which do not negatively affect Richmond. Examples of the minor RGS changes are summarized in **Attachment 2**.

Examples Of How The Proposed 2040 RGS is Similar to the 1996 RGS and Existing City OCP

- Proposed 2040 RGS Text Changes (see the 2040 RGS)
Major benefits of the proposed RGS include: regional planning decisions can now be guided to 2040, regional planning roles (e.g. the MV Board, municipal, TransLink, senior governments) are better clarified, the 2040 growth targets (e.g., population, employment, affordable housing), are now guidelines - not as regulated targets and with the RGS, the MV Board and local governments will be better prepared to seek and obtain senior government support (e.g., funding, policies, programs, research), to implement the RGS (e.g., for sustainability, affordable housing, transportation [rapid transit, bus, bicycling], infrastructure (e.g., water, sanitary, sewer, drainage), GHG reductions, parks).
- Proposed 2040 RGS Map Changes (e.g., RGS page 11):
The proposed RGS map designations continue many of the same existing 1996 MV RGS map designations (with some minor renaming), for example:
 - the existing ALR boundary remains the same,
 - the existing urban foot print remains the same (now called the Urban Containment boundary),
 - the urban area is the same (now called General Urban), with the added emphasis that industrial and mixed employment areas within it now have their own RGS Industrial and Mixed Employment designations, to better protect them (a regional priority),
 - the City Centre continues to be recognized as a Regional City Centre (previously called a Regional Town Centre),

- Proposed 2040 RGS - Consistency With The Existing City 1999 OCP
The proposed 2040 RGS policies and map designations are consistent with existing OCP, for example:
 - Many of the proposed 2040 RGS policies are already being addressed in the OCP (e.g., sustainability, GHG target reductions, affordable housing, employment),
 - The proposed 2040 RGS Map Changes are consistent with the existing OCP designations (e.g., urban, agricultural), and
 - RGS Industrial and Mixed Employment designations, are consistent with the City's existing OCP designation (e.g. Business and Industry),

Reference

For reference, Council's last comments (Oct. 12, 2010) on the proposed RGS are presented in **Attachment 3**.

Summary

Richmond City staff have reviewed the proposed RGS and find that it meets Richmond's objectives, namely:

- Protect the City's autonomy in decision making,
- Ensure effective City community planning,
- Participate co-operatively in effective regional planning, to create a World Class livable region by flexibly balancing the City's regional planning interests with those of the Region.

City staff find that the proposed 2040 RGS addresses Richmond's previous concerns, does not create any more, retains Richmond's local autonomy, maximizes the City's planning flexibility, promotes regional planning, and minimizes the need for future MV Board approvals to amend the RGS and OCP Regional Context Statement (RCS) to accommodate the City's long term planning interests.

MV and the 24 local governments have been working on the RGS for nine (9) years in a collaborative consensus based approach. The proposed 2041 RGS is forward thinking, effective, and balances wide range of interests (e.g., the need for flexibility with rigour). City staff recommend that the proposed Metro Vancouver Regional Growth Strategy (RGS) Bylaw 1136, 2010, entitled, "Metro Vancouver 2040, Shaping Our Future, be accepted.

Next Steps

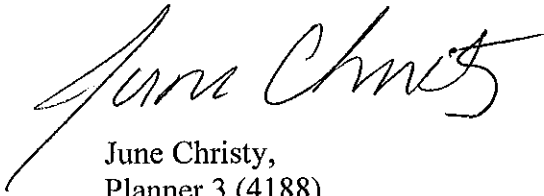
Staff recommend that Richmond advise the MV Board of its decision regarding the proposed 2040 RGS by the March 22, 2011 at 4:30 pm (60 day) deadline.

Once the RGS is finalized, municipalities have two (2) years (e.g., 2013) to bring forward their OCP RCS revisions for MV Board approval.

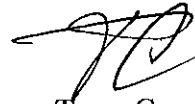
Financial Impact - None

Conclusion

Richmond staff have reviewed the proposed RGS and recommend its acceptance.



June Christy,
Planner 3 (4188)



Terry Crowe, Manager
Policy Planning (4139)

TTC:rg

ATTACHMENTS

- Attachment 1** The Proposed 2041 MV RGS - January 14, 2011 Version
- Attachment 2** The MV Board Changes From The Sept. 2010 RGS Version To The Jan. 14, 2010 RGS Version
- Attachment 3** Richmond's Previous Oct. 12, 2010 Comments On The MV RGS (Sept. 30, 2010 RGS Version)

ATTACHMENT 2

Examples Of Minor RGS Changes

From the Previous Draft RGS (dated Sept 3, 2010) to the Proposed RGS (dated January 14, 2011)

General

- On October 12, 2010, Council accepted the draft RGS dated January 3, 2010.
- Since then, MV has held four (4) regional planning meetings, made some minor revisions and is now asking the 24 municipalities to accept the RGS dated January 14, 2011.
- The proposed January 14, 2011 RGS differs in only slight minor ways (e.g., mostly minor rewordings & rephrasings to provide more accuracy, detail & clarity [e.g., who does what]).
- They do not negatively affect Richmond.
- Examples of the minor changes are summarized below:

Examples Of RGS Changes

- General: Minor Table renumbering, spelling, RGS Bylaw approval dates, clarity, (e.g., who does what [e.g., TransLink]),
- Page 3:
 - From: TransLink's long range plan known as Transport 2040 (maps shown as reference in Appendix B) sets out strategies for the road and transit network in support of the Regional Growth Strategy.
 - To: 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
- Page 4: - Change the term "multifamily homes" to "multi dwelling units",
- Page 9: - Adding that in addition to RGS map designations (e.g., Urban, Industrial), the RGS contains map "overlays" (e.g., Urban Centres, Frequent Transit Development Area).
- Page 11: - RGS Map 2 changes in Delta (from Rural to Industrial, and in Tsawwassen, refinements to reflect the Tsawwassen Land Use Plan boundaries,
- Page 29: - Re section vi) encourage the use of agricultural land, from [delete "primarily for food production"; to with an emphasis on food production;
- Page 34: - Change section c):
 - From: - consider policies that appropriately buffer Conservation and Recreation areas from activities in adjacent areas through various means.
 - To: - include policies, where appropriate, that effectively buffer Conservation and Recreation areas from activities in adjacent areas.
- Page 41: - In Strategy 3.3 "Actions Requested of Other Governments", and Agencies - change:
 - In Section 3.3.5 make the following change - That TransLink [delete "with municipalities"], in collaboration with Metro Vancouver [add "and municipalities", establish criteria for defining major development proposals..."
- Page 46: - in 4.1.7. A re-labelling of Tables as shown,
- Page 46: - Section 4.1.8. - d) add "encourage the supply of new rental housing and where appropriate mitigate or limit..
- Page 47: - Section 4.2.4: new - Special Employment Areas - add to 4.2.4, 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.
- Page 48: - Map 11: Local Centres, Hospitals and Post-Secondary Institutions – add "Special Employment Areas"
 - Only some major SEAs are shown (e.g., in Richmond - YVR).
- Page 53 – Top of Page: - The role of the Regional Transportation Commissioner is to review [delete - and comment on whether TransLink's plans appropriately supports Metro Vancouver's regional

- growth strategy, air quality objectives, and regional greenhouse gas reduction targets; and, [add - 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
- Page 60: re Rephrasing - 6.4 Procedures for Regional Growth Strategy Amendments - Who Can Apply for an Amendment
 - Delete: 6.4.1 - The process to initiate amendments to the Regional Growth Strategy is by resolution of Metro Vancouver Board. Municipalities may, by resolution, request amendments, and no amendment process which proposes to change a regional land use designation or Urban Containment Boundary shall be initiated 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 that proposal.
 - Rephrase 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.
 - Section 6.5.3
 - From: On Treaty Effective Date (April 3, 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. If the Tsawwassen First Nation proposes to amend its land use plan after the adoption of the Regional Growth Strategy, such amendments must be submitted to the Metro Vancouver Board for acceptance in accordance with the process set out in the Implementation section of the Regional Growth Strategy.
 - To: 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
 - Added: - 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.
 - Page 62 - Section 6.7.2
 - From: 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.
 - Add - Metro Vancouver will seek formal Implementation Agreements with these agencies to give effect to that intent.
 - As well, the MV Board asked MV staff to seek clarification on whether the Tsawwassen First Nation is required to submit their regional context statement to the Metro Vancouver Board.
 - Staff from Tsawwassen First Nation and Metro Vancouver both agreed that the TFN Act was silent on this point.




City of Richmond

Report to Committee

To: Planning Committee **Date:** September 30, 2010
From: Joe Erceg, General Manager, Planning & Development **File:** 01-0157-20-GST
 1/2010-Vol 01
Re: City of Richmond Comments On The Metro Vancouver Regional Growth Strategy (RGS) (September 3, 2010 Version)

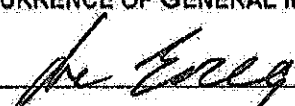


Staff Recommendation

That the comments in Attachment 1 in the staff report from the General Manager, Planning and Development, dated September 30, 2010, regarding the September 3, 2010 version of the Regional Growth Strategy, be endorsed and forwarded to Metro Vancouver before their October 22, 2010 deadline.



Joe Erceg, General Manager
 Planning and Development

JE:tc
 Att. 5

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Transportation		Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
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Staff Report

Origin

1. **Richmond Council Referral: The Metro Vancouver (MV) Regional Growth Strategy (RGS):**
On December 14, 2009, Council reviewed a draft Metro Vancouver (MV) Regional Growth Strategy (RGS) dated November 13, 2009 and directed that:
 - (1) Council's recommendations regarding topics of agreement and changes be forwarded to MV, and
 - (2) MV and City staff consult with the property owners of the Riverside Industrial Park concerning their preferences to have the area designated RGS Industrial and / or Mixed Employment.
2. **Metro Vancouver (MV) RGS Request For Richmond Comments:**
On September 3, 2010, Metro Vancouver requested Council to comment on a revised RGS, dated September 3, 2010, by October 15, 2010. This date has been extended to October 22, 2010.

The report addresses the above referrals.

Council Term Goals

This report addresses the following Council Term Goals:

1 Ensure effective growth management for the City through the completion of a review of the Metro Vancouver Regional Growth Strategy, to ensure that the appropriate goals for Richmond, from our community's perspective.

Background

General

Metro Vancouver, the affected 22 municipalities and others (e.g., TransLink) have been discussing a new Regional Growth Strategy since 2002. It is to replace the existing 1996 RGS called the Livable Region Strategic Plan (LRSP) which is outdated.

Previous Council Reviews of the Draft RGS

Since 2008, Metro Vancouver has prepared five (5) evolving drafts of the RGS, Richmond Council has commented on each of them, specifically on: (1) January 16, 2008, (2) March 6, 2009, (3) May 7, 2009, (4) October 20, 2009 when MV staff presented a draft RGS to Planning Committee, and (5) December 14, 2009.

In Council's December 2009 recommendations, Council agreed with many of the RGS policies and requested relatively minor changes. The Richmond December 2009 recommendations are contained in **Attachment 1**, together with proposed comments on the most recent September 3, 2010 version of the RGS. (**Attachment 2** shows Richmond's requested December 2009 RGS map changes).

MV & City Consultation with The Riverside Industrial Park Owners & Tenants

As directed by Council, in January 2010, MV and City staff consulted with the Riverside owners and tenants. The objective was to determine their views regarding how the area should be designated in the RGS: Industrial, Mixed Employment, or both. A summary of the consultation and findings is presented in **Attachment 3**. The findings indicate that the owners and tenants have no preferred designation. From this, City staff proposed to MV staff that the Riverside area have a mixed RGS designation with Industrial near the Fraser River and Mixed Employment north of this area to the Ironwood Shopping Centre. MV staff agreed and the current September 3, 2010 RGS reflects the changes. City staff suggest that this mixed designation approach protects Richmond's interests, as industrial and mixed employment lands are protected with flexibility.

January to September 2010 - Redrafting The RGS

In the spring of 2010, when all 22 municipal RGS responses had been reviewed, it was clear that many of the 22 municipalities would not support the RGS because the draft RGS did not sufficiently and flexibly balance local and regional planning interests, as it was too restrictive. As well, some of the larger municipalities had additional significant local autonomy concerns. Note: that to adopt a new RGS, all 22 municipalities need to approve it along with the MV Board.

To address these concerns, the MV Technical Advisory Committee (i.e., MV and municipal planners) has re-worked the entire draft RGS with the objective of achieving a more acceptable balance of local and regional responsibilities and planning interests. MV TAC met regularly during the summer to do this. The discussions were very cordial, co-operative and have resulted the proposed RGS dated September 3, 2010.

In representing Richmond's local autonomy and regional planning interests, Richmond City staff applied the following objectives, namely:

- To participate co-operatively in effective regional planning,
- To preserve municipal autonomy, and
- To ensure effective City planning which flexibly complements regional planning.

On September 3, 2010, Metro Vancouver accepted the RGS dated September 3, 2010 and sent it to all 22 municipalities for comment by October 15, 2010 (**Attachment 4**). This date has been extended to October 22, 2010. This RGS is provided to Council separately.

On September 24, 2010 the MV Board held a workshop to discuss the RGS. The MV Board members are pleased with the new RGS and generally feel that, with some possible minor changes, it may be approved in the spring 2011. The summary of the September 24, 2010 RGS presentation is provided in **Attachment 5**.

Analysis

City Review of The RGS (September 3, 2010)

City staff have reviewed the RGS dated September 3, 2010, to determine: (1) if Council's December 2009 recommendations have been included in the RGS, and (2) if there are any new concerns for Richmond. City staff advise that the September 3, 2010 version of the RGS addresses Council's December 2009 recommendations and does not create concerns for Richmond (see **Attachment 1**). Moreover, the RGS provides more clarity and flexibility than before and these improvements are highlighted below.

Highlights Of the RGS

Richmond City staff have reviewed the draft RGS and make the following comments:

— Legal Status Of The RGS

When the RGS is approved, it will not legally apply to municipalities, as municipalities have two years to adopt a revised Official Community Plan (OCP) which contains a revised Regional Context Statement (RCS).

In the two year interim period, the RGS is to be regarded as a guide and the RGS states on page 57, Policy 6.2.11, that "each municipality is requested to (first) seek comment from the MV Board on proposed amendments to the municipality's Official Community Plan which are inconsistent with the Regional Growth Strategy". This approach is to ensure that, early on, municipalities and the MV Board work together co-operatively to implement the RGS.

The revised OCP RCS will indicate how Richmond will achieve and work toward achieving the new RGS policies. When the City's revised OCP RCS is prepared and approved by the City and MV Board, it will supercede the MV RGS as it will be the main policy document which guides the City and MV Board in making regional planning decisions regarding Richmond.

The OCP RCS will state how the City's planning decisions are to be "generally consistent" with the RGS. City staff suggest that this approach is acceptable as it appropriately balances municipal and regional responsibilities, planning interests and flexibility. As City staff assisted in preparing the RGS while at the same time preparing the City's 2041 OCP update, this balance, it is suggested, is incorporated into the draft RGS (e.g., in the RGS goals, strategies, policies, designations and guidelines) to enable flexible municipal planning to continue. For example, City staff are satisfied that Richmond has sufficient lands designated RGS Industrial and Mixed Employment to accommodate its industrial, office, and other employment needs (e.g., there is no need to designate more lands RGS Industrial).

Richmond's current 2041 OCP update which is anticipated to be completed in the fall 2011, will contain a revised RCS - well before the two year RCS deadline (e.g., 2013).

— A Collaborative Regional - Municipal Decision Making Framework

The RGS is designed so that the more regionally significant an issue, the higher the degree of MV Board involvement in decision making, and conversely, the less regionally significant an issue, the less MV Board involvement and more municipal autonomy.

As land use management primarily resides with the municipalities, the basic orientation of the RGS is that, if the RGS does not state a MV Board decision making role, municipalities are the decision makers:

- **Municipal "General Consistency" With the RGS**
The proposed draft RGS provides more municipal flexibility, as municipalities in their OCP RCS will now need to be (only) "generally consistent" and not strictly "consistent" in implementing the RGS policies. This is an important RGS change, as now municipalities have more flexibility to tailor municipal policies to their needs with less need to request MV Board approval. It is the MV Board who will determine if and how a municipal OCP RCS is "generally consistent" with the RGS. As well, if a municipal OCP RCS requires a RGS amendment, the MV Board and municipalities agree to flexibly consider amending the RGS to accommodate the municipality's interests.
- **RGS Goals, Strategies, Policies (e.g., Create a Compact Community)**
Each RGS goal, strategy, policy and guideline section better clarifies the specific roles of the MV Board, municipalities and of others (e.g., the senior governments). As well, Richmond continues to retain the ability to tailor its policies to meet its needs, while still co-operating in implementing the RGS.
- **RGS Land Use Designations**
Pages 7 & 8 - In the September 3, 2010 draft RGS, the possible Land Uses Designations which Richmond can use are: General Urban, Urban Centres, Industrial, Mixed Employment, Agricultural, Conservation and Recreation, Rural (not used in Richmond) and, if Council chooses in discussions with TransLink, Frequent Transit Development Areas. Each of these designations have been revised into intent statements which allow each municipality more needed flexibility to tailor decisions to their needs.

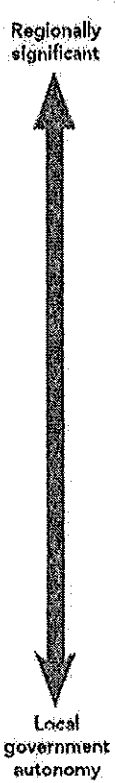
It is to be noted that, at the September 24, 2010, MV Board Workshop, the MV Board determined that: (1) Urban Centres and (1) Frequent Transit Development Areas will now not be RGS land use designations, but only conceptual overlays. This means that municipalities will have more flexibility in applying and changing them in their OCP RCS (e.g., when such concepts are applied in the OCP RCS, MV Board approval will initially be required, but afterward, changing them will not require MV Board approval).

- **Guidelines For Urban Centres and Frequent Transit Development Areas (FTDA)**
 - Page 17: Table 2: - The guidelines have been revised to so that they enable more municipal flexibility in applying them,
 - Page 70: Map B.1: - Frequent Transit Network Concept does not identify any FTDA for Richmond, as Richmond Council, with TransLink consultation, may identify them if needed, over time.
- **RGS Implementation**
Pages 55 - 59: In implementing the RGS, Council requested more clarity. City staff consider that the revised RGS achieves this request. To balance retaining Richmond's autonomy with the MV Board involvement, a tailored hierarchical joint regional and municipal decision making framework is proposed in the RGS.

Page 55: - Table 3 (below) summarizes the proposed RGS arrangements for municipal and MV Board shared hierarchical decision making which will apply to:

- Initially approving the RGS,
- Subsequently amending RGS,
- Initially, approving municipal OCP RCS,
- Subsequently, amending a municipal OCP RCS with or without RGS amendments.

TABLE 3: REGIONAL GROWTH STRATEGY IMPLEMENTATION FRAMEWORK



Principles	Examples	Procedures
Legislative requirements or fundamental change to core goals/strategies	Amend the goals or strategies; delete an entire goal; change the minor amendment process	2/3 Board vote and acceptance by affected local governments
Region-wide significance for non-urban designations	Change Urban Containment Boundary or Agricultural designations	2/3 Board Vote and regional Public Hearing
Region-wide significance for urban designations	Large scale Industrial area designation change	50% + 1 Board Vote, no regional Public Hearing
Small scale urban designation changes	Small scale Industrial area designation change, changes to Urban Centre boundaries	Official Community Plan change exempted from Regional Context Statement acceptance process
Local planning matter with no regional significance	Rezoning consistent with Official Community Plan	Official Community Plan matters, no Regional Context Statement reference required

NOTE: THIS TABLE IS FOR REFERENCE PURPOSES ONLY

Implementing the RGS will involve both: (1) sole municipal decision making and (2) joint City and MV Board decision making. The RGS is intended to minimize the need for Richmond to request frequent MV Board approvals to amend the RGS or its OCP RCS.

Page 56: Policy 6.25 a): A new RGS policy now enables municipalities to change the RGS land use designations that are within the Urban Containment Boundary (e.g., General Urban, Industrial, Mixed Employment) without needing MV Board approval, if they involve less than one hectare (2.47 acre). The total aggregate area affected by all such changes is not to exceed 2% of a municipality's total lands within each designation.

Page 56: Policy 6.25 b): Another new RGS policy will enable municipalities to change up to 3 hectares (7.4 acres) from Mixed Employment or Industrial, to General Urban within 100 metres of a rapid transit station or TransLink's Frequent Transit Network.

- 2041 RGS Population, Dwelling Unit, Employment, Rental Housing Estimates
The proposed 2041 RGS population, dwelling unit, employment and rental housing projections are estimates: see:
 - Page 61: Policy 6.13,
 - Pages 66 - 69, Appendix A: Tables A.1, A.2, A.3 and A.4.

Richmond retains its flexibility as all the above estimates are only guidelines, as they are affected by demographics, markets and senior government funding.

- MV RGS Monitoring
Page 61: Policy 6.13.3: In implementing the RGS, the MV staff will monitor MV Board, municipal and agency decisions, and periodically provide reports to all regarding their performance. With this feedback, the MV Board, municipalities and others (e.g., TransLink) can adjust the RGS, as necessary upon agreement, to better meet regional and municipal roles and planning needs.

Summary

Richmond City staff have reviewed the proposed RGS and find that it meets Richmond's objectives, namely:

- To participate co-operatively in effective regional planning,
- To preserve municipal autonomy, and
- To ensure effective City planning which flexibly complements regional planning.

City staff suggest that the September 3, 2010 version of the RGS: (1) addresses Richmond's previous concerns, (2) does not create any more concerns, (3) retains Richmond's autonomy, (4) maximizes the City's planning flexibility, (5) promotes regional planning, and (6) minimizes future MV Board approvals to amend the RGS and OCP RCS.

City staff recommend that the comments in this report (**Attachment 1**) be endorsed and forwarded to Metro Vancouver for inclusion in the next and possibly final version of the RGS.

Next Steps

The next steps in finalizing the RGS include: an MV Intergovernmental Advisory Committee meeting to discuss the implementation of the RGS, municipalities commenting to MV by October 22, 2010, an additional special MV RPC meeting to discuss any revisions, a MV Board meeting for 1st & 2nd RGS bylaw reading, the MV RPC holding a public hearing (e.g., four nights: North Shore, Burrard Peninsula, North East Sector, South of the Fraser), sending the final RGS to all 22 municipalities in the spring of 2011 for comment within 60 days (e.g., approval). (This will be Richmond's 7th opportunity to comment), and in the spring of 2011, MV Board RGS approval.

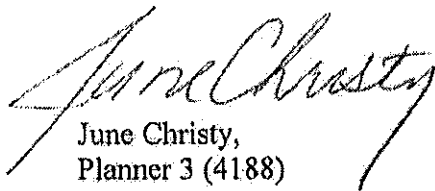
Once the RGS is finalized, municipalities have two years (e.g., 2013) to bring forward their OCP RCS revisions for MV Board approval. Richmond will easily be able to meet this deadline with its current 2041 OCP update which is to be completed in the fall 2011.

Financial Impact

None

Conclusion

In December 2009, Richmond Council requested certain changes to MV's RGS and in September 2010, the MV Board sent a revised RGS to Richmond for comment. City staff have reviewed the September 3, 2010 version of the RGS, find that it is acceptable and recommend that MV be so advised.



June Christy,
Planner 3 (4188)



Terry Crowe
Manager, Policy Planning (4139)

TTC:cas

Separate Attachment	The Regional Growth Strategy (Sep. 3, 2010) is provided to Council separately.
	- Copies of the RGS can be found at the City Hall Front Counter and at:
	- http://www.metrovancouver.org/planning/development/strategy/Pages/default.aspx
Attachment 1	City of Richmond's Comments Regarding The Metro Vancouver Regional Growth Strategy (RGS) - September 3, 2010 Version
Attachment 2	Richmond Council's recommended RGS: (1) Composite and (2) Employment Lands Maps - Dec 2009
Attachment 3	Summary of the Riverside Industrial Area Consultation - Jan 2010
Attachment 4	The MV RGS Transmittal Letter Requesting City Comments - Sept 3, 2010
Attachment 5	The MV RGS Workshop Presentation - September 24, 2010

**City of Richmond December 14, 2009 Comments
On the November 13, 2009 Metro Vancouver (MV) Regional Growth Strategy (RGS)**

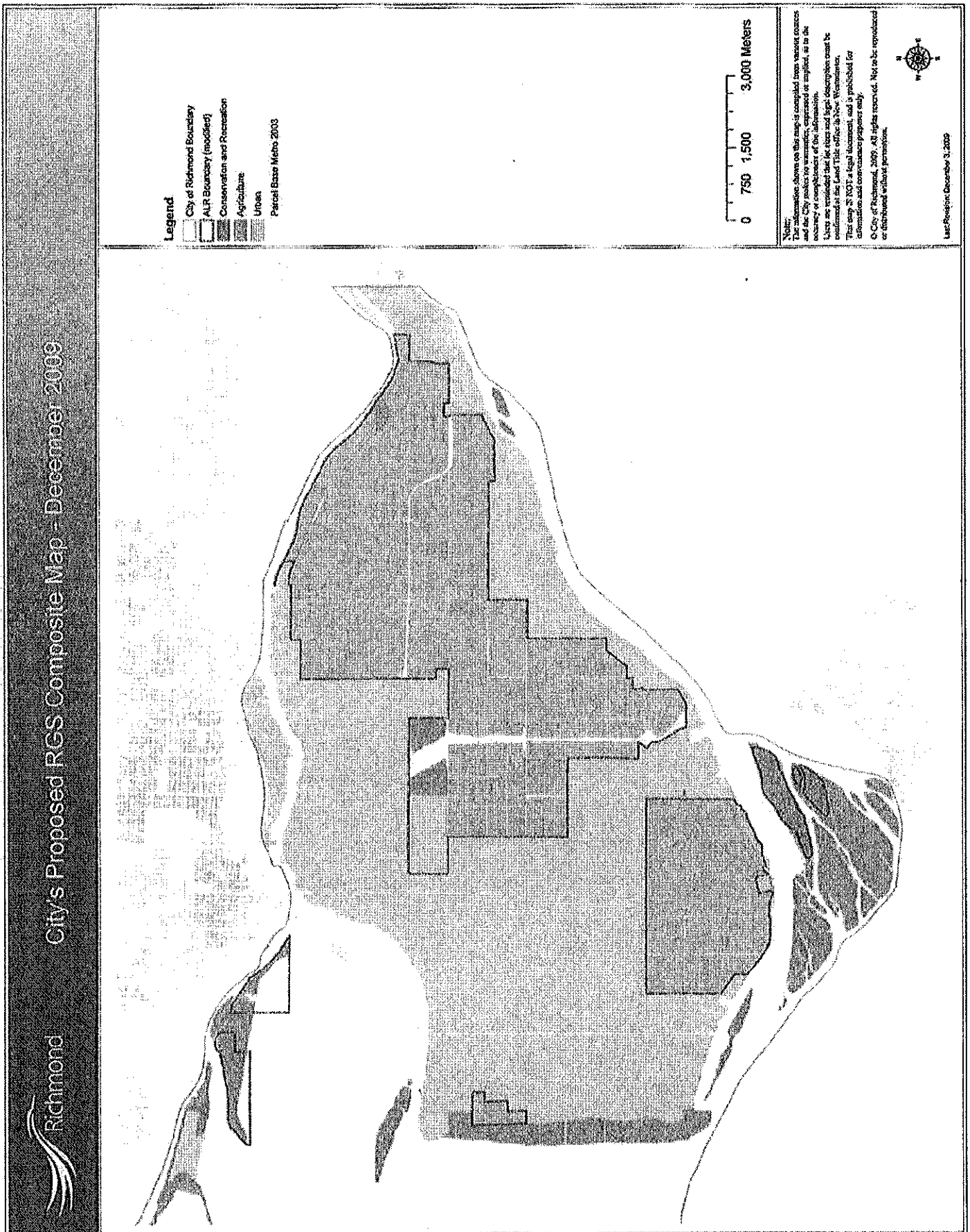
RGS POLICIES	RGS POLICIES AND MAPS	RICHMOND COUNCIL RESOLUTION / POSITION
- The overall RGS Vision, Goals Policies		Acceptable
- The Format which clarifies Roles: MV, City, Others		Acceptable
- Better coordinated transit		Acceptable
- Proposed 2040 RGS population, employment & housing unit targets, as guidelines		Acceptable, as 2041 guidelines: - Pop: 272,000 - TBD - Emp: 181,000 - Housing: 115,000
- RGS Sustainability, GHG and Climate Change		Acceptable - flexible
RGS DESIGNATIONS AND MAPPING		
- RGS Map Designation wording - page 11		Acceptable
- Replacing the Green Zone with: (1) An Agricultural, and (2) A Conservation/Recreation Designation.		
- RGS Special Activity Areas / Symbols (e.g., YVR and Port MV Lands)		Acceptable
- Urban Containment Boundary		
- Urban Centres within the Urban Area		
- Conservation/Recreation		<ul style="list-style-type: none"> - Acceptable - In December 2009, Council requested that the area north of the airport (e.g., the Sea Island Conservation Area) be designated RGS "Conservation and Recreation". The current RGS shows it as partly "Agricultural" and partly "Conservation and Recreation". - On September 30, 2010, MV staff indicated that this was an inadvertent error and would correct it immediately and in the next RGS the area would be designated as all "Conservation and Recreation". - This approach is consistent with YVR's September 17, 2010 request.
- Rural Areas (Richmond has none)		Acceptable
- Frequent Transit Development Corridors (FTDCs)		<ul style="list-style-type: none"> - Acceptable - Not to be shown now - To be determined later by the City in consultation with TransLink.
- During future RGS and OCP RCS amendments to remove RGS "Industrial" lands, MV will seek TransLink, Port Metro Van, YVR & Min of Transport and Infrastructure comments		Acceptable
- MV - City to first discuss proposals to change the RGS and RCS (in the 2 year period between MV RGS approval and OCP RGS approval)		Acceptable
- Implementation and OCP Regional Context Statements		Acceptable
- GCL & DND lands - as "Urban" in the RGS		Acceptable
- RGS Performance Measures		Acceptable

**Update on Past City of Richmond Concerns and Proposed Comments
On the Current (September 30, 2010) Metro Vancouver (MV) Regional Growth Strategy (RGS)**

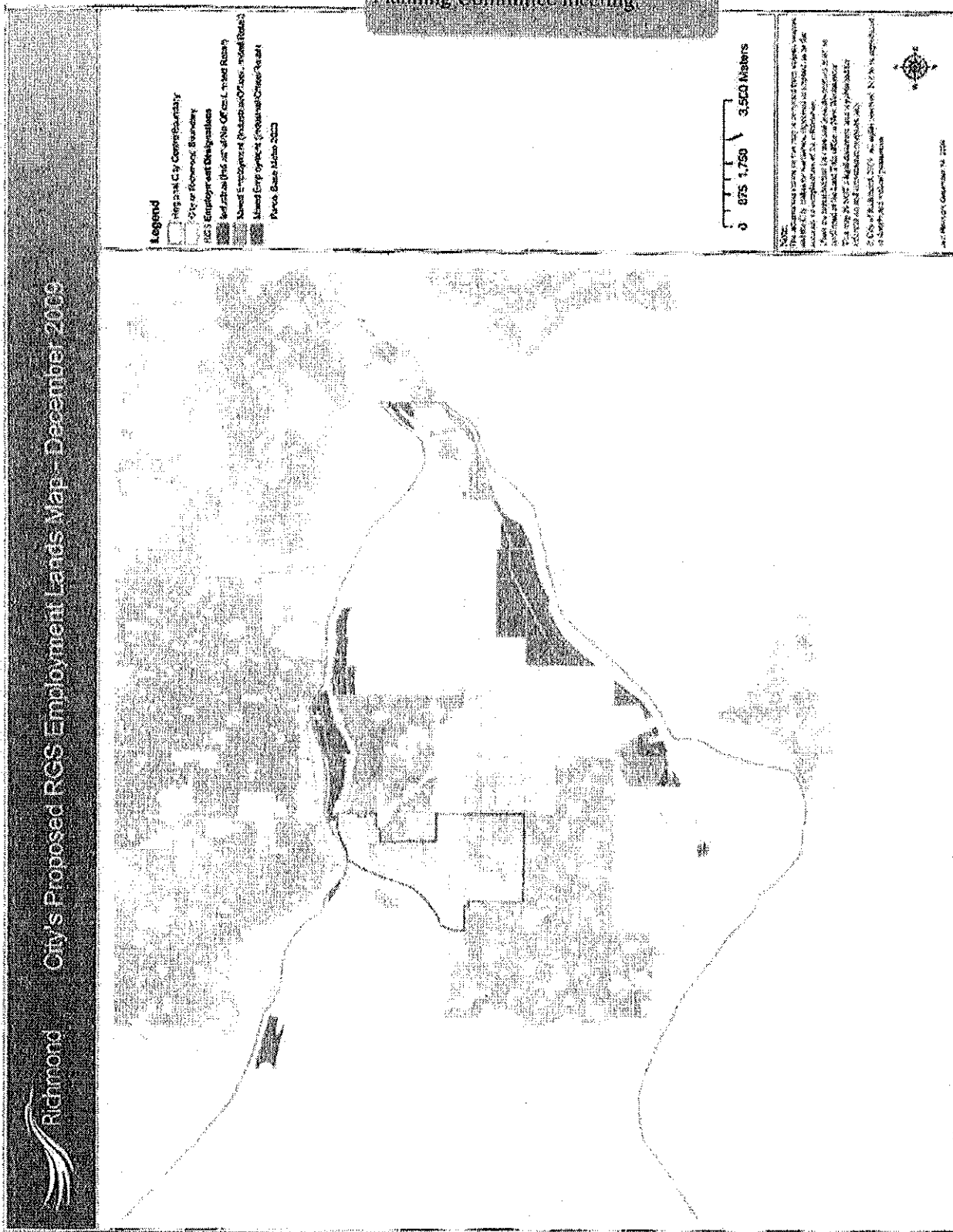
	November 2009 DRAFT MV RGS Policy	Council's Previous Concern With the Draft RGS dated November 13, 2009.	Proposed Richmond Staff Comments Regarding the MV RGS (Sept. 3, 2010 Version)
1	<ul style="list-style-type: none"> - RGS Maps showing: "Industrial & Mixed Employment" Uses 	<ul style="list-style-type: none"> - It is recommended that: the RGS "Industrial & Mixed Employment" designations be as shown on the City's RGS maps Attachments 5 & 6. 	<ul style="list-style-type: none"> - Acceptable, as MV has agreed to Richmond's proposed RGS designations - See RGS Maps
2	<ul style="list-style-type: none"> - Page 18 (bottom) - Figure 4 - Frequent Transit Development Corridors (FTDC) - As worded, it appears that FTDCs will not be allowed to service industrial areas, which is not intended 	<ul style="list-style-type: none"> - It is recommended that Frequent Transit Development Corridors (FTDC) be allowed to service industrial and other land uses. 	<ul style="list-style-type: none"> - Acceptable as: - Frequent Transit Development Corridors (FTDC) are now called Frequent Transit Development Areas (FTDA) - At this time Richmond and TransLink do not propose any FTDCs, as such will be determined later, if Richmond so wishes. - Page 15, RGS policy 1.2.6 e) states that the FTDA boundaries can contain industrial areas. - Page 15, RGS policy 1.2.6 c), d) and e) state that FTDA Areas can be identified flexibly. - Page 17: The Table 2 Guidelines state that FTDA Areas can contain industrial uses.
3	<ul style="list-style-type: none"> - Page 26 - Economy - Strategy - Agriculture Land 2.3.9 - MV to ask the Province to establish and enforce maximum residential floor space and set back regulations in the ALR 	<ul style="list-style-type: none"> - It is recommended that, as this policy is consistent with an October 20, 2009 City staff referral, it be supported and the Province be asked to consult with affected stakeholders when preparing the regulation 	<ul style="list-style-type: none"> - Acceptable as: - Page 28, RGS policy 2.3.9 states: - That MV will ask the Province, in consultation with municipalities, to establish and enforce: - (1) maximum residential floor area and - (2) setback regulations - for development in the Agricultural Land Reserve, while recognizing existing municipal regulations.
4	<ul style="list-style-type: none"> - Page 35 - & Policy - Strategy 3.2.4 - that Figure 6 (page 37) - is only a conceptual map 	<ul style="list-style-type: none"> - Richmond recommends that Figure 6 - The Region's Natural Features Map be only a conceptual map with no legal status. 	<ul style="list-style-type: none"> - Acceptable as: - See Page 34, 35 and 36. - Policy 3.2.1 states... as conceptually shown on RGS Map 8 - Conservation and Recreation Areas which means that it is subject to municipal interpretation, applicability and flexibility. - Policy 36, Map 9: The Regional Recreation Greenway, states that it is conceptual and not a RGS designation map which means the municipalities can interpret them flexibly. - Page 37, Map 10 Natural Features and Land Cover, states that it is conceptual and not a RGS designation map which means that municipalities can interpret them flexibly.

	November 2009 DRAFT MV RGS Policy	Council's Previous Concern With the Draft RGS dated November 13, 2009	Proposed Richmond Staff Comments Regarding the MV RGS (Sept. 3, 2010 Version)
5	<ul style="list-style-type: none"> - Page 38 - GHG Management - For Municipalities <ul style="list-style-type: none"> - Policy 3.3.3 - Establish criteria to evaluate "major development proposals" for their direct and indirect impacts on GHG emissions and identify feasible and effective mitigation measures. 	<ul style="list-style-type: none"> - Richmond recommend that <ul style="list-style-type: none"> - MV define: "major development proposals." - MV clarify the level of effort envisioned here, municipalities have the flexibility to establish their own criteria and mitigation measures. 	<ul style="list-style-type: none"> - Acceptable as: <ul style="list-style-type: none"> - The policy has been replaced by a more municipally flexible RGS policy, as follows: <ul style="list-style-type: none"> - Page 38, Policy 3.3.4 states that municipalities will identify how they will identify that they will meet their GHG reduction targets.
6	<ul style="list-style-type: none"> - Page 39 - Hazard lands - For MV <ul style="list-style-type: none"> - "Hazard Lands" mean those land which are at risk from: flooding, erosion, slope instability interface fires, earthquake and other climate change impacts. - Policy 3.4.4. Re the MV Board, in partnership with the integrated Regional Emergency Management (IPREM) to identify areas that are at risk from flooding, erosion, slope instability interface fires, earthquake and other climate change impacts. 	<ul style="list-style-type: none"> - Richmond recommends that, as stated in this report, MV & the RGS recognize: <ul style="list-style-type: none"> - two different types of "Hazard land," - Richmond not be designated as "Hazard land" area, - any RGS policies regarding the possible RGS designation of "hazard lands" in Richmond allow the City to determine what occurs on these lands and their protection and management as the City has invested significantly in them and best knows how to manage them. 	<ul style="list-style-type: none"> - Acceptable as, the policy is replaced by <ul style="list-style-type: none"> - Page 40: Policy 3.4.4 states that municipalities include policies to encourage settlement that minimize risks associated with... climate change and natural hazards. - Policy 3.4.5 states that municipalities are to consider policies which incorporate climate change and natural risk assessments
7	<ul style="list-style-type: none"> - Page 39 - Hazard lands - For Municipalities <ul style="list-style-type: none"> - Policy 3.4.5 - Re municipalities to participate in the identification of "Hazard Lands": flooding, erosion, slope instability interface fires, earthquake and other climate change impacts. 	<ul style="list-style-type: none"> - Subject to the # 6 above, Richmond recommends that Policy 3.4.5 is acceptable. 	<ul style="list-style-type: none"> -
8	<ul style="list-style-type: none"> - Page 39 - Hazard lands - For Municipalities <ul style="list-style-type: none"> - Policy 3.4.6, Re municipalities to develop municipal OCP Regional Context Statements (RGS) which include policies to safeguard development and mitigate "Hazard Lands" risk. 	<ul style="list-style-type: none"> - Subject to the # 6 above, Richmond recommends that Policy 3.4.6 is acceptable. 	<ul style="list-style-type: none"> -

	November 2009 DRAFT MV RGS Policy	Council's Previous Concern With the Draft RGS dated November 13, 2009	Proposed Richmond Staff Comments Regarding the MV RGS (Sept. 3, 2010 Version)
9	<p>Page 50 - Transportation Policies - For Municipalities</p> <ul style="list-style-type: none"> - Policy 5.2.4 c) and 5.2.5 c) should be clarified to allow for the potential use of rail corridors as roads or greenways so they are not confined to be kept forever for rail use only. - Richmond examples are the CP and CP ROW, both of which are being planned to be abandoned and potentially used as roads. 	<ul style="list-style-type: none"> - Richmond recommends that these policies be clarified to allow for the potential use of rail corridors as roads or greenways so they are not confined to be kept forever for rail use only. 	<ul style="list-style-type: none"> - Acceptable as: - The policy has been replaced with: - Page 50: Policy 5.1.4 which states that MV will pursue in collaboration with municipalities and TransLink, the conversion of "redundant" rail Rights Of Way (ROW) for primary transportation uses (e.g. greenways, cycling, transit), which support the RGS, municipal plans, and TransLink strategic plans. - Page 51, Policy 5.1.6 which states that municipalities identify actions that support the development and implementation of municipal and regional transportation system and demand management strategies.
10	<p>Page 51 - Map 10 Regional Road Concept</p>	<ul style="list-style-type: none"> - Richmond recommends that, if Map 10 - Region Road Concept is meant to illustrate the future vision of regional roads, connections between Fraserport Lands and Hwy 91 (Nelson Road) and 99 (Blundell) must be shown. 	<ul style="list-style-type: none"> - Acceptable as: - Page 70: Map B.1: Frequent Transit Network is a TransLink map and is included in the RGS for reference only. - While the currently "under construction" interchange for the Fraserport Lands and Hwy 91 (Nelson Road), and the City proposed interchange at Hwy 99 (Blundell) are not included in the draft RGS, this is considered acceptable, as this existing TransLink strategy map was prepared at an earlier date. It is intended that the map will be updated over time. When this is done, these connections can be considered for inclusion based on City and TransLink discussions. As well, the map does not prevent the City or TransLink from pursuing the Hwy 99 (Blundell) interchange. This interpretation was verified by City and TransLink staff discussions on Sept. 24, 2010, at the MV board RGS Workshop. - Page 70: Map B.1: Frequent Transit Network Concept states that it is only a concept map to be used for reference only and any FTD areas, corridors and routes will be subject to a municipal and TransLink's strategic planning process, with partner agencies (e.g., municipalities). - Page 71: Map B.2: The Major Road Network, Highways and Gateways, states that it is an a reference only and illustrative map, and is as described in TransLink's long-term strategy, which means that it is subject to municipal consultation, priorities, need and consultation.



NOTE: This page was revised at the Tuesday, December 8, 2009 Planning Committee meeting.



Regional Growth Strategy

Bylaw No.1136, 2010

Metro Vancouver 2040

Shaping Our Future



January 2011

Submitted to Affected Local Governments
by the Metro Vancouver Board
on January 14, 2011

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 day of , 2011

RECONSIDERED, PASSED, AND FINALLY ADOPTED this day of , 2011

ACCEPTED, BY RESOLUTION

- | | |
|--|-------------------------------|
| • by the Village of Anmore | on the day of2011 |
| • by the Village of Belcarra | on the day of2011 |
| • by the City of Burnaby | on the day of2011 |
| • by the City of Coquitlam | on the day of2011 |
| • by the Corporation of Delta | on the day of2011 |
| • by the City of Langley | on the day of2011 |
| • by the Township of Langley | on the day of2011 |
| • by the Village of Lions Bay | on the day of2011 |
| • by the District of Maple Ridge | on the day of2011 |
| • by the City of New Westminster | on the day of2011 |
| • by the City of North Vancouver | on the day of2011 |
| • by the District of North Vancouver | on the day of2011 |
| • by the City of Pitt Meadows | on the day of2011 |
| • by the City of Port Coquitlam | on the day of2011 |
| • by the City of Port Moody | on the day of2011 |
| • by the City of Richmond | on the day of2011 |
| • by the City of Surrey | on the day of2011 |
| • by the Tsawwassen First Nation | on the day of2011 |
| • by the City of Vancouver | on the day of2011 |
| • by the District of West Vancouver | on the day of2011 |
| • by the City of White Rock | on the day of2011 |
| • by the Fraser Valley Regional District | on the day of2011 |
| • by the Squamish-Lillooet Regional District | on the day of2011 |
| • by the South Coast British Columbia Transportation Authority | on the day of2011 |

PAULETTE A.VETLESON
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.

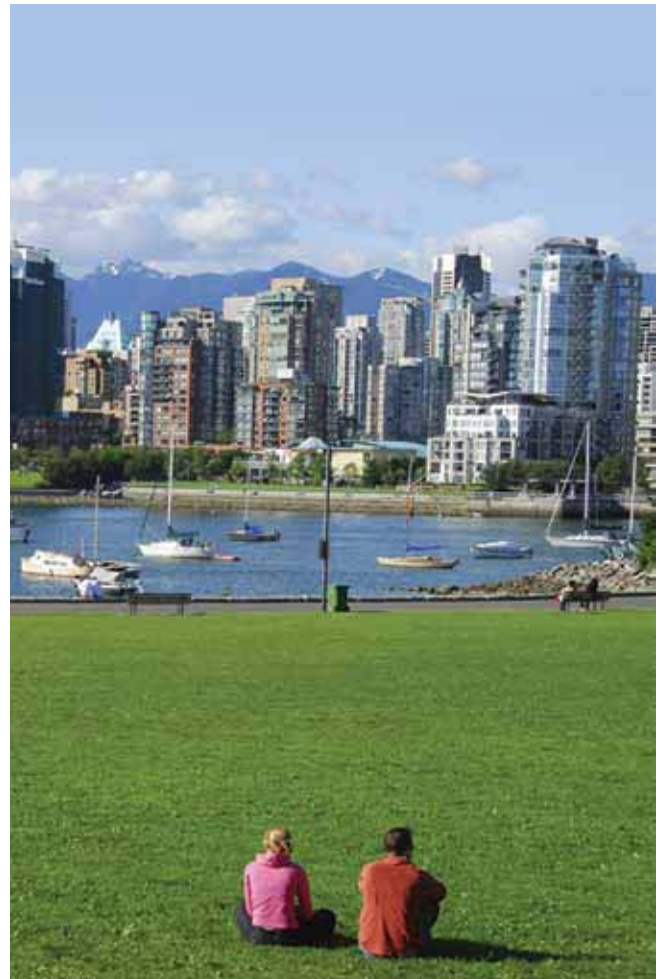


FIGURE 1

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.

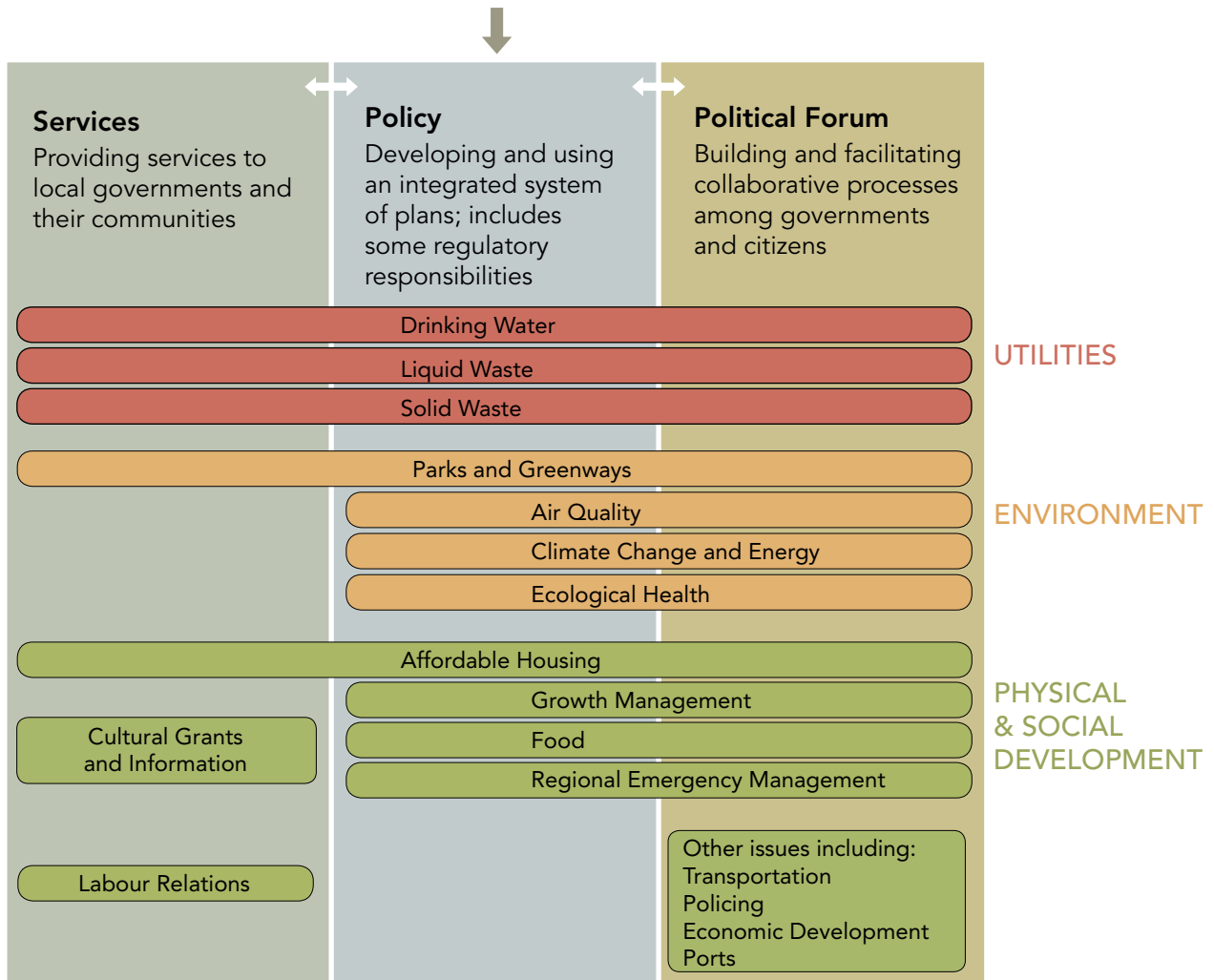
METRO VANCOUVER ROLE AND MISSION Serve the region and attain excellence in meeting these responsibilities. Plan for the future by developing and using an integrated system of plans. Facilitate collaboration with local governments and citizens.

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:



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”.

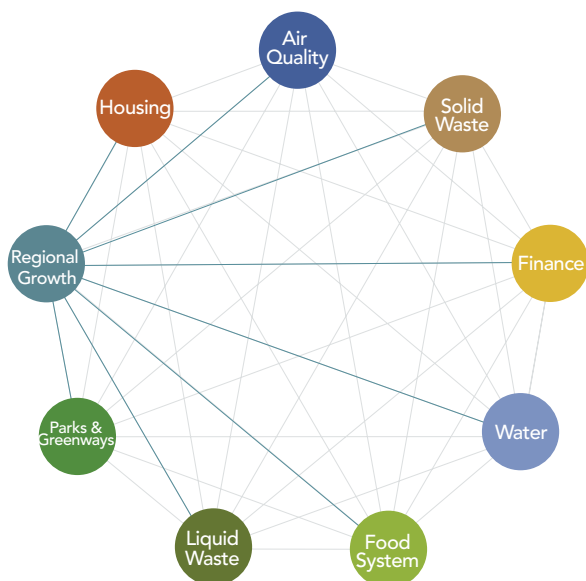


FIGURE 2 Metro Vancouver’s Interconnected Plans

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.

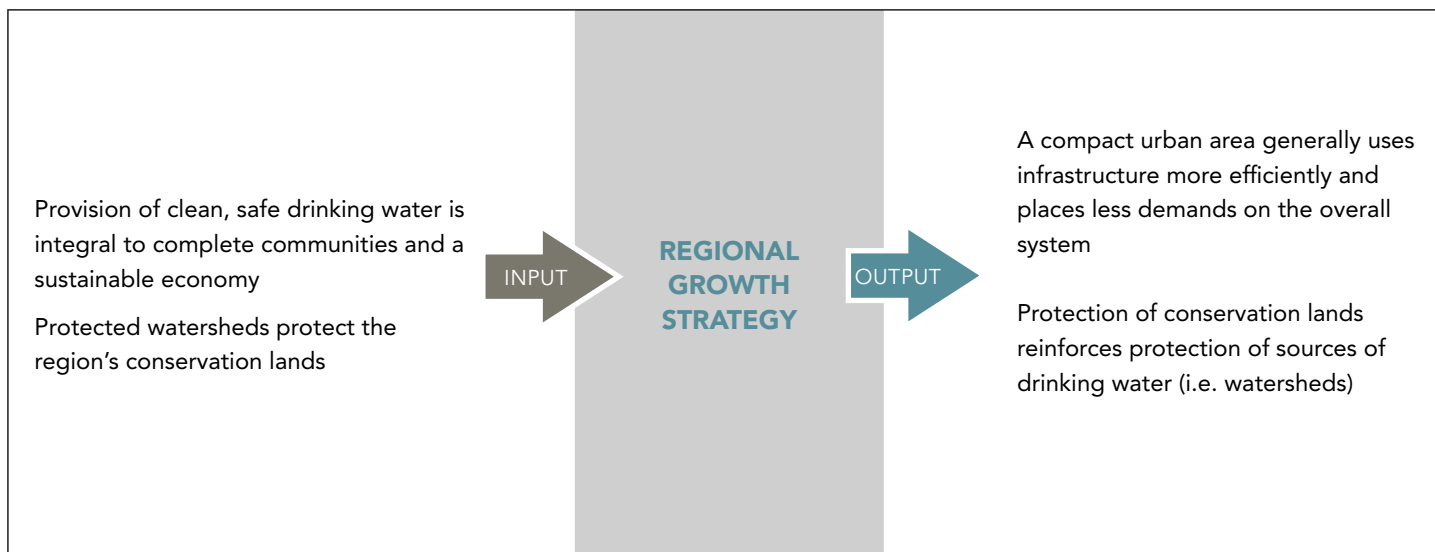
TABLE 1

Linkages Between Metro Vancouver Plans

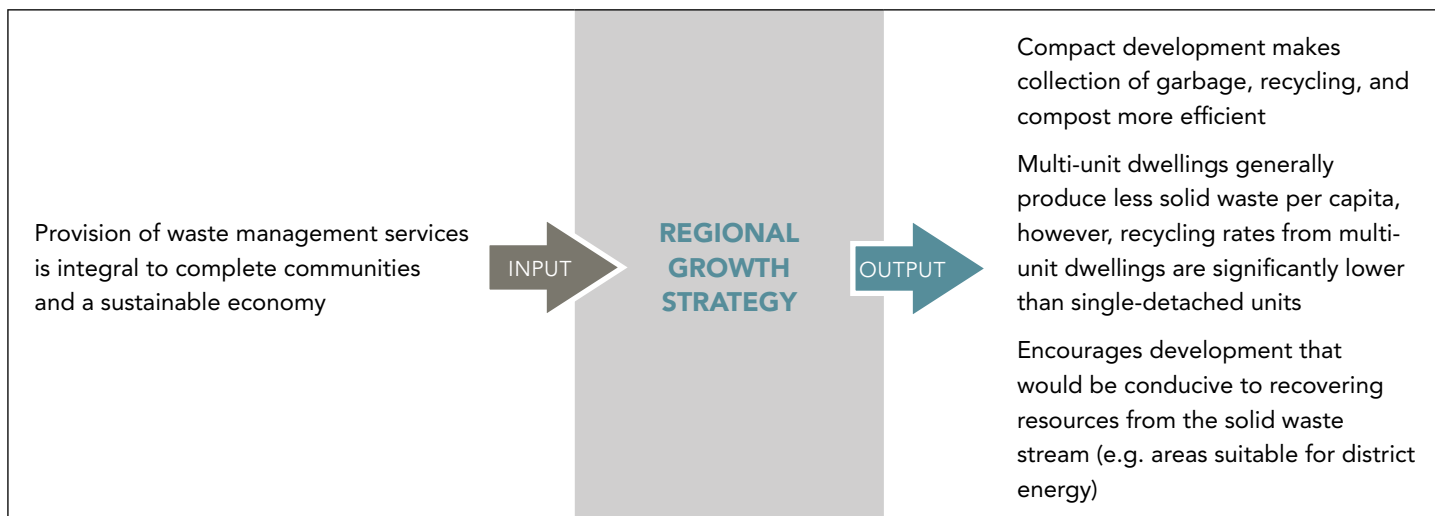
AIR QUALITY MANAGEMENT PLAN



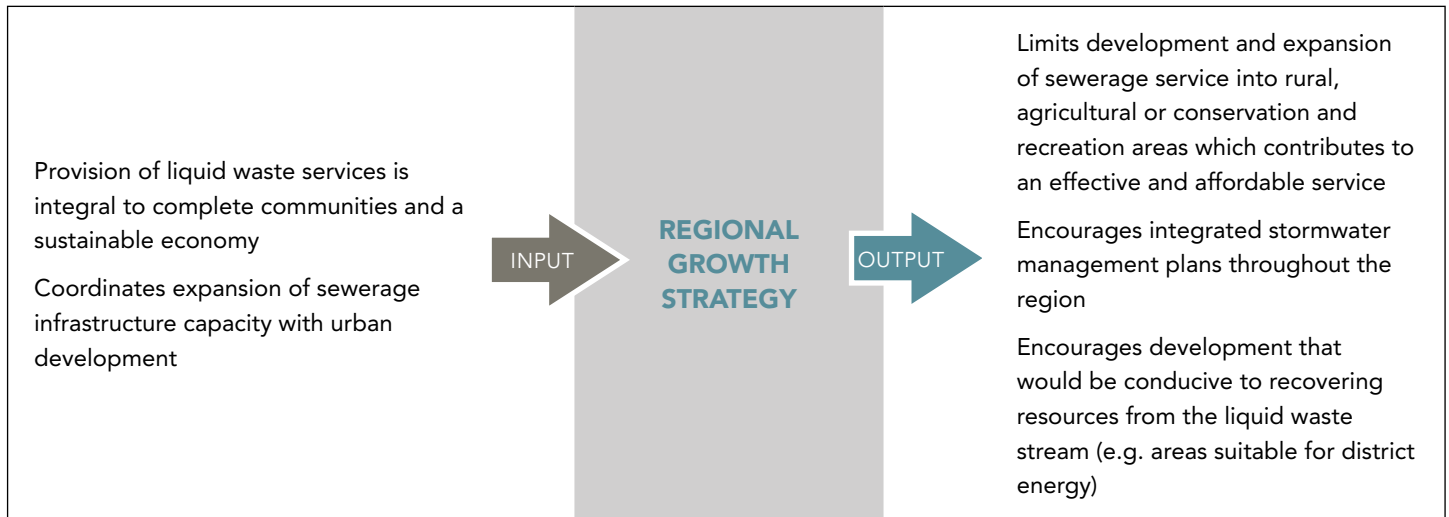
DRINKING WATER MANAGEMENT PLAN



INTEGRATED SOLID WASTE AND RESOURCE MANAGEMENT PLAN



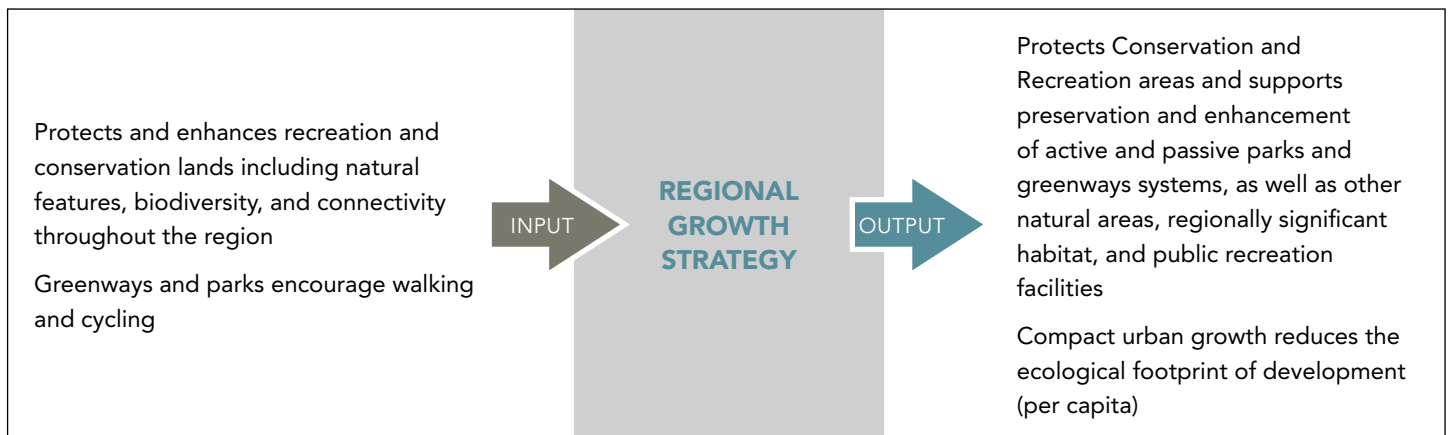
INTEGRATED LIQUID WASTE AND RESOURCE MANAGEMENT PLAN



REGIONAL FOOD SYSTEM STRATEGY



PARKS AND GREENWAYS PLAN



AFFORDABLE HOUSING STRATEGY



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.



GOAL 1

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.



GOAL 2

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.



GOAL 3

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.



GOAL 4

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.



GOAL 5

Support Sustainable Transportation Choices

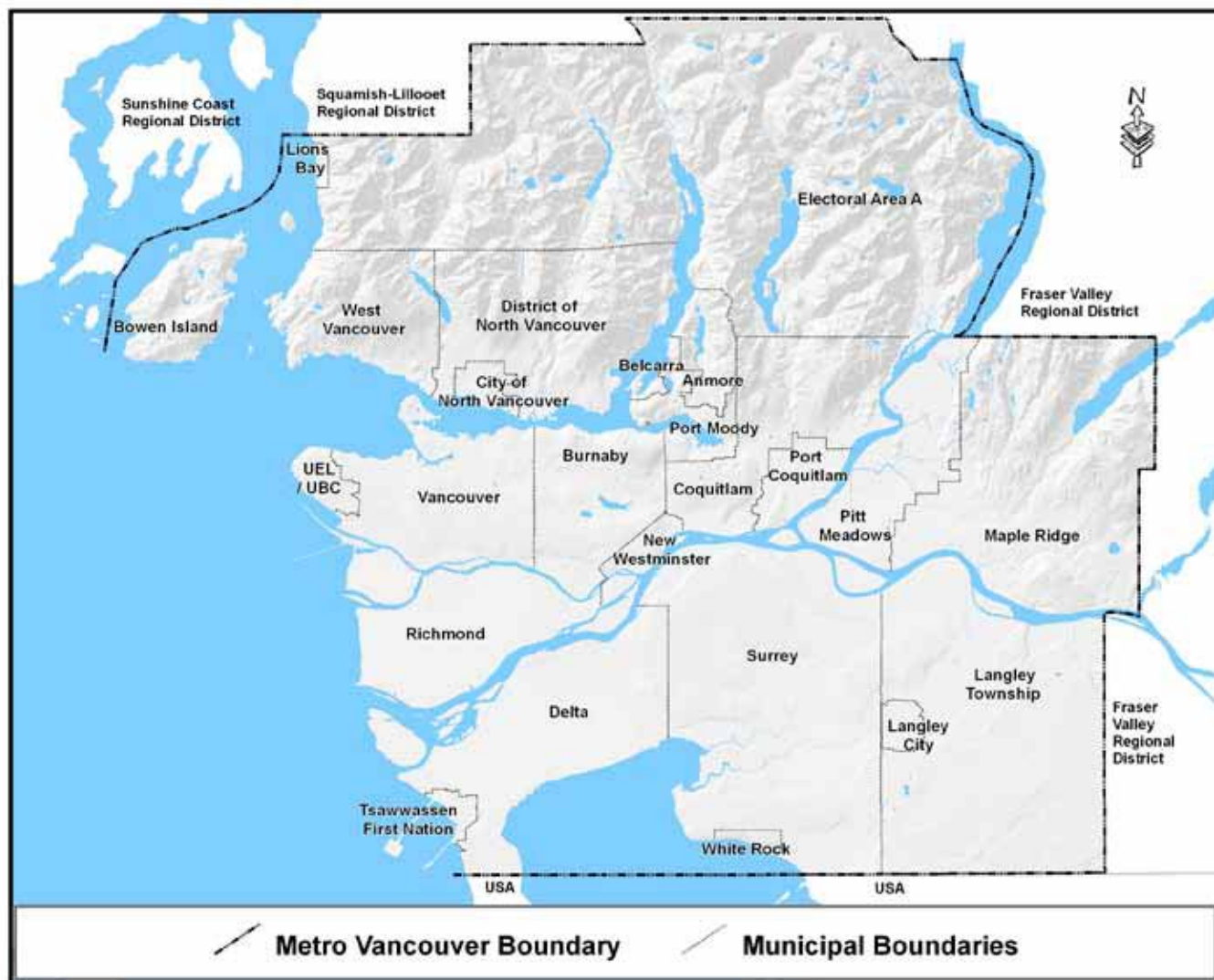
Metro Vancouver's compact, transit-oriented urban form supports a range of sustainable transportation choices. This pattern of development expands the opportunities for transit, multiple-occupancy vehicles, cycling and walking, encourages active lifestyles, and reduces energy use, greenhouse gas emissions, 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.



Photo © Sharon Doucette

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 will reinforce the protection of agricultural, conservation and rural areas, and provide predictability for locating urban uses, major regional transportation and infrastructure investment.

Urban Land Use Designations

General Urban

General Urban areas are intended for residential neighbourhoods and centres, and are supported by shopping, services, institutions, recreational facilities and parks. Within General Urban areas, higher density trip-generating development is to be directed to Urban Centres and Frequent Transit Development Areas. General Urban areas are intended to emphasize place-making, an enriched public realm, and promote transit-oriented communities, where transit, multiple-occupancy vehicles, cycling and walking are the preferred modes of transportation.

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

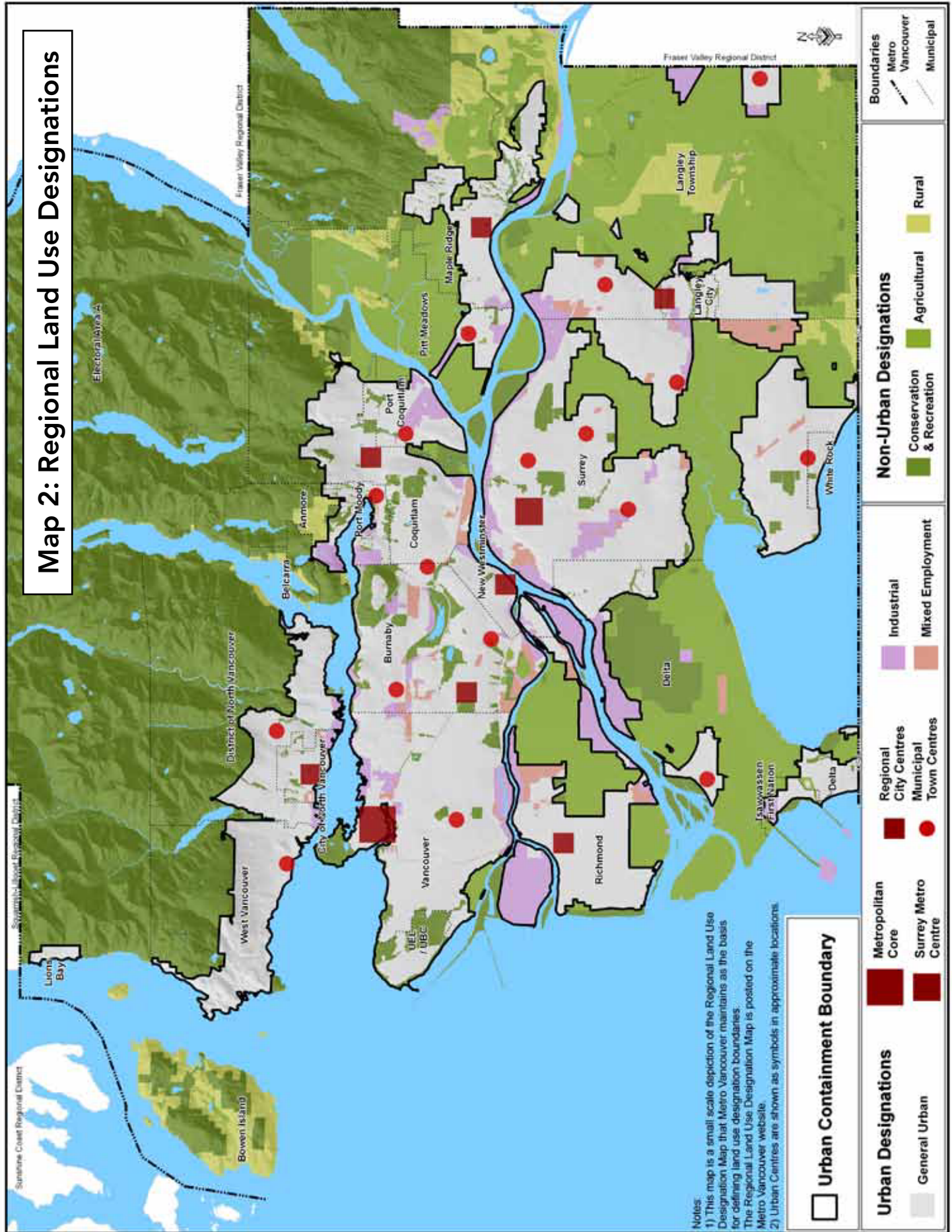
Urban Centres are intended to be the region's primary focal points for concentrated growth and transit service. They are intended as priority locations for employment and services, higher density housing, commercial, cultural, entertainment, institutional and mixed uses. Urban Centres are intended to 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).



Map 2: Regional Land Use Designations



E Goals, Strategies and Actions





GOAL 1

Create a Compact Urban Area

A commitment to 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



STRATEGY 1.1

Contain urban development within the Urban Containment Boundary

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.

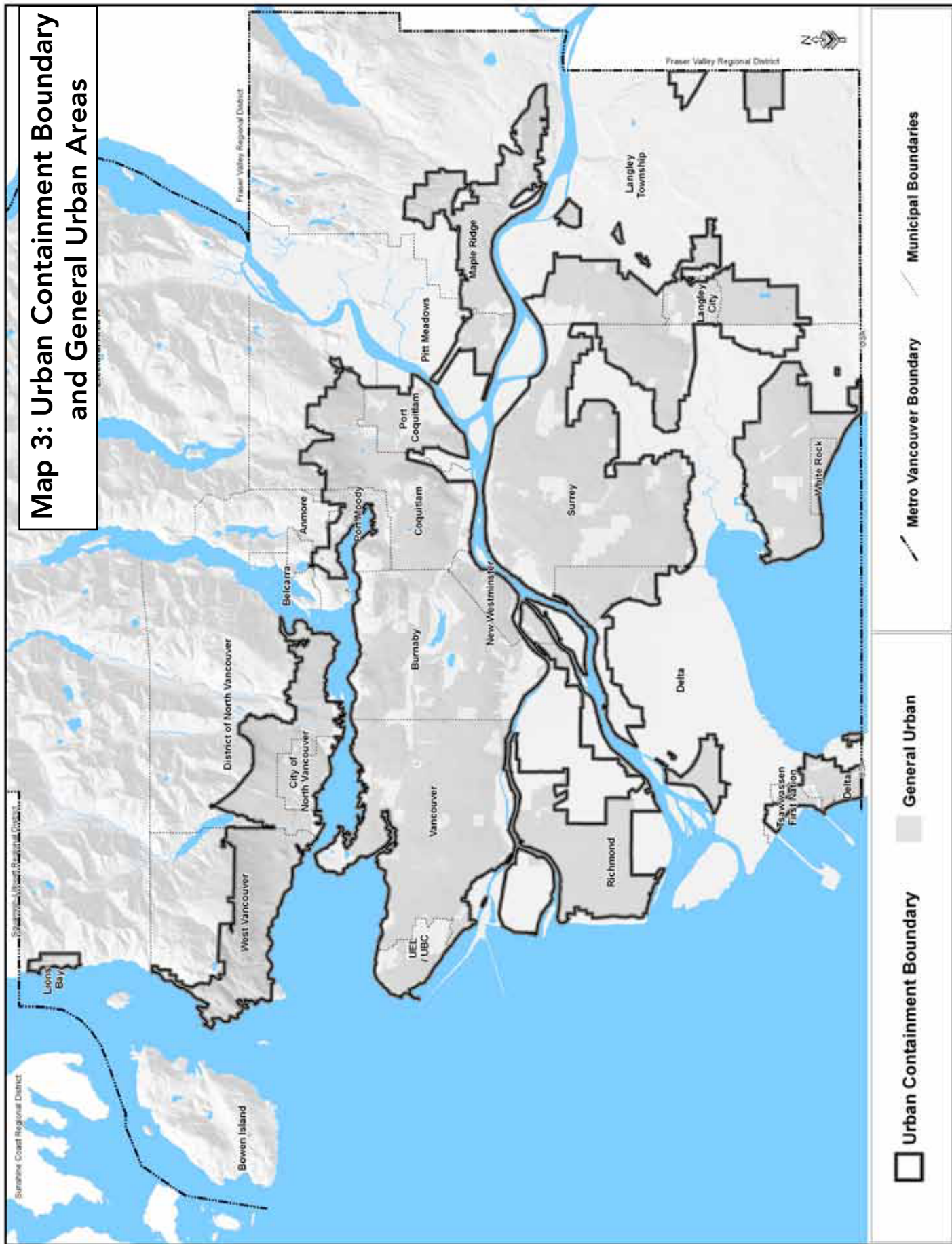
Actions Requested of Other Governments and Agencies

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.

**Map 3: Urban Containment Boundary
and General Urban Areas**





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

DWELLING UNITS			TARGET		TARGET		TARGET		GROWTH	
	2006		2021		2031		2041		2006-2041	
	#	%	#	%	#	%	#	%	#	%
Metropolitan Core	88,000	10%	110,000	10%	116,000	9%	119,000	8%	31,000	5%
Surrey Metro Centre	8,300	1%	27,000	2%	36,000	3%	43,000	3%	34,700	6%
Regional City Centres	71,000	8%	110,000	10%	142,000	11%	162,000	11%	91,000	16%
Municipal Town Centres	49,000	6%	82,000	7%	106,000	8%	123,000	9%	74,000	13%
Urban Centres Total	216,300	26%	329,000	29%	400,000	31%	447,000	31%	230,700	40%
Frequent Transit Development Areas	217,000	26%	281,000	25%	337,000	26%	378,000	27%	161,000	28%
General Urban Area	382,000	45%	486,000	43%	535,000	41%	561,000	39%	179,000	31%
Rural, Agricultural, Conservation and Recreation	33,000	4%	34,000	3%	35,000	3%	36,000	3%	3,000	1%
Metro Vancouver Total	848,000	100%	1,130,000	100%	1,307,000	100%	1,422,000	100%	574,000	100%
EMPLOYMENT			TARGET		TARGET		TARGET		GROWTH	
	2006		2021		2031		2041		2006-2041	
	#	%	#	%	#	%	#	%	#	%
Metropolitan Core	256,000	22%	286,000	20%	302,000	19%	313,000	18%	57,000	10%
Surrey Metro Centre	18,000	2%	31,000	2%	40,000	2%	49,000	3%	31,000	5%
Regional City Centres	124,000	11%	177,000	12%	208,000	13%	237,000	14%	113,000	19%
Municipal Town Centres	69,000	6%	107,000	7%	135,000	8%	163,000	9%	94,000	16%
Urban Centres Total	467,000	40%	601,000	42%	685,000	42%	762,000	43%	295,000	50%
Frequent Transit Development Areas	254,000	22%	323,000	22%	370,000	23%	412,000	24%	158,000	27%
All Other Areas	437,000	38%	524,000	36%	567,000	35%	579,000	33%	142,000	24%

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

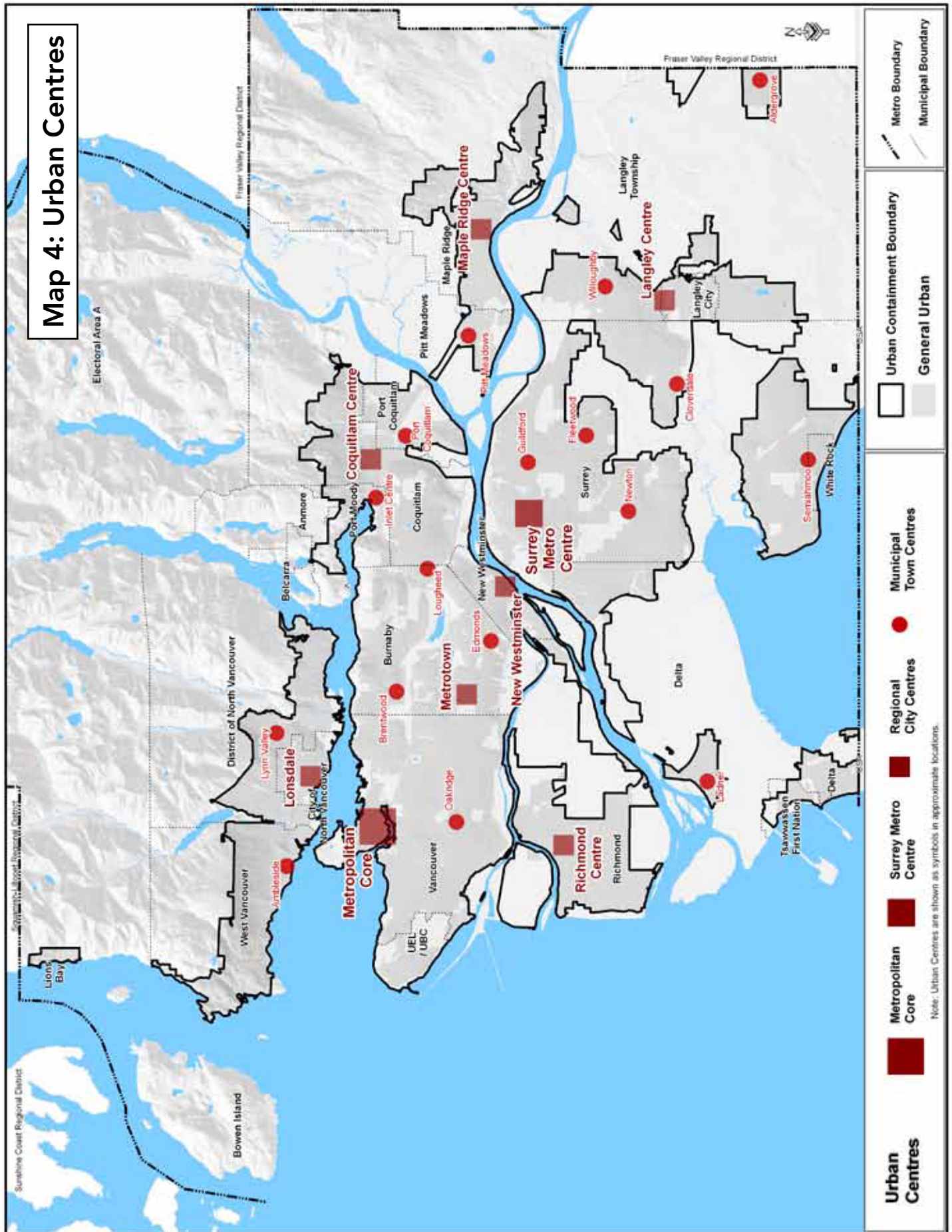
Guidelines for Urban Centres and Frequent Transit Development Areas

TYPE OF URBAN CENTRES	DESCRIPTION AND LAND USE CHARACTERISTICS	TRANSPORTATION CHARACTERISTICS
Region-Serving Centres Metropolitan Core <i>The Region's Downtown</i> Downtown Vancouver and Central Broadway Surrey Metro Centre <i>Centre of Activity South of the Fraser River</i> Regional City Centre <i>Major regional centres, serving Metro Vancouver's subregions</i> Coquitlam, Langley, Lonsdale (North Vancouver), Maple Ridge, Metrotown (Burnaby), New Westminster, Richmond	<ul style="list-style-type: none"> Locations identified on the Regional Land Use Designations map (Map 2) 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 Regional-scale employment, services, business and commercial activities Major institutional, community, cultural and entertainment uses High and medium density housing (in General Urban only), including affordable housing choices Industrial uses Parks, greenspace and ecological areas The Metropolitan Core is the principal business, employment, cultural and entertainment location for the region Surrey Metro Centre and the Regional City Centres are major activity areas for the subregion 	<ul style="list-style-type: none"> Regional and/or subregional transportation hubs with multiple Frequent Transit Network connections Provision of transit priority measures and other transit-supportive road infrastructure and operations Major Road Network access High quality, accessible walking and cycling environment
Municipal Town Centre <i>Hubs of activity within municipalities</i> Aldergrove, Ambleside, Brentwood, Cloverdale, Edmonds, Guildford, Fleetwood, Inlet Centre, Ladner, Lougheed, Lynn Valley, Newton, Oakridge, Pitt Meadows, Port Coquitlam, Semiahmoo, Willoughby	<ul style="list-style-type: none"> Locations identified on the Regional Land Use Designations map (Map 2) Defined as appropriate locations generally within 800 metres of a rapid transit station or within 400 metres of TransLink's Frequent Transit Network Employment, services, business and commercial activities, typically serving the municipal or local area Institutional, community, cultural and entertainment uses High and medium density housing (in General Urban only), including affordable housing choices Industrial uses Parks, greenspace and ecological areas Services and activities oriented to the local needs of the surrounding communities Municipal focus for community and cultural activities 	<ul style="list-style-type: none"> Local transportation hubs with existing Frequent Transit Network service or potential for Frequent Transit Network service as warranted by ridership demand Provision of transit priority measures and other transit-supportive road infrastructure and operations Major Road Network access High quality, accessible walking and cycling environment
Frequent Transit Development Areas <i>Focal areas for growth in alignment with TransLink's Frequent Transit Network</i>	<ul style="list-style-type: none"> Locations determined by municipalities, in consultation with TransLink, in accordance with local area plans Defined as appropriate locations generally within 800 metres of a rapid transit station or within 400 metres of TransLink's Frequent Transit Network 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 Employment, services, business and commercial activities, and may include cultural, institutional, and community uses, typically serving the local area Industrial uses Parks, greenspace and ecological areas 	<ul style="list-style-type: none"> Existing or planned Frequent Transit Network service Provision of transit priority measures and other transit-supportive road infrastructure and operations High quality, accessible walking and cycling environment

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, everyday. 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).

Map 4: Urban Centres





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.

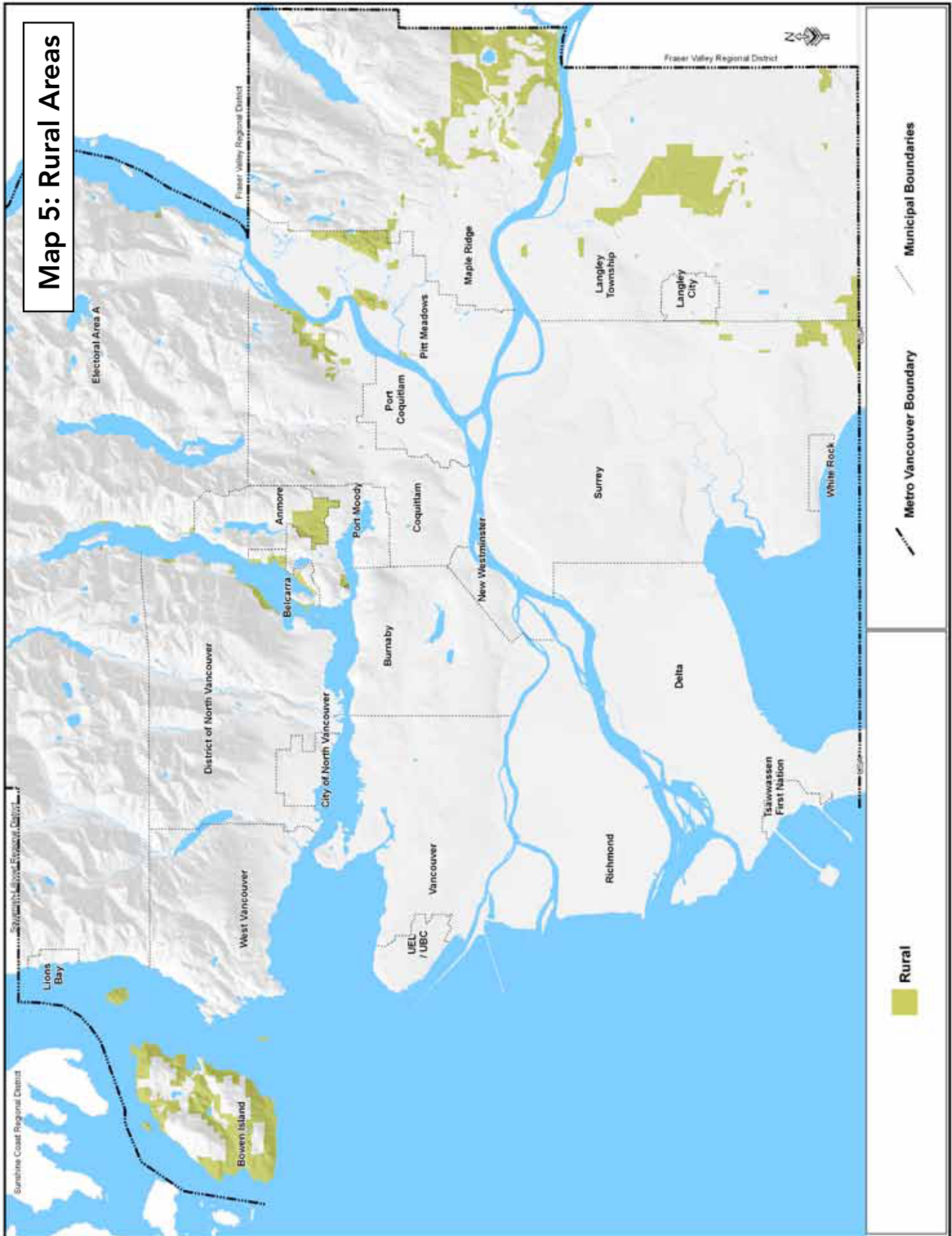
The role of municipalities is to:

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.



Map 5: Rural Areas









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

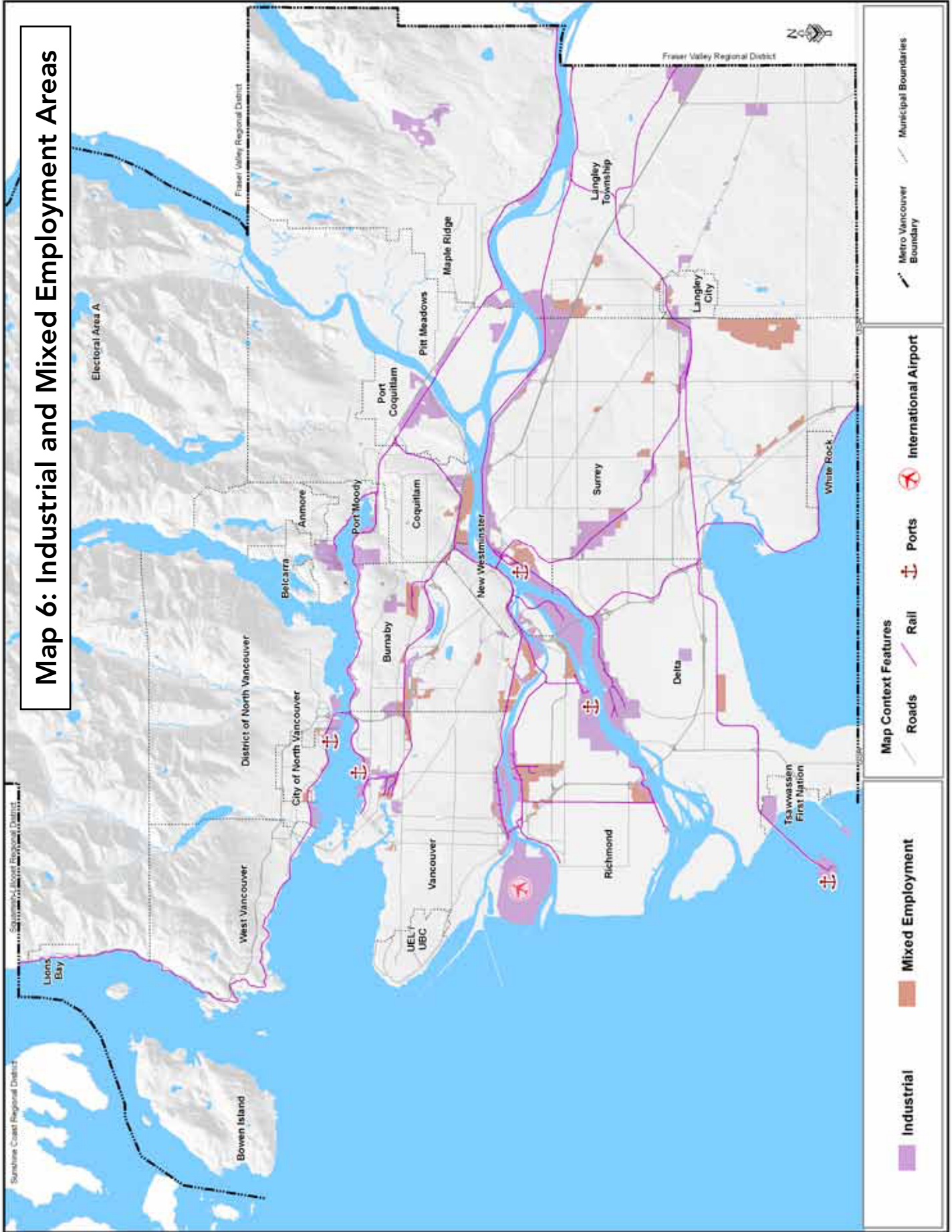
areas, including potential intensification policies for industrial activities, where appropriate;

- 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 Agriculture 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.



Map 7: Agricultural Areas







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 agriculture 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.



Map 8: Conservation and Recreation Areas

This map illustrates the distribution of conservation and recreation areas within the Metro Vancouver region. The green-shaded areas represent parks, forests, and other designated natural spaces. The map covers a wide area, including the Fraser Valley and parts of the Sunshine Coast. Key municipalities and regions shown include West Vancouver, District of North Vancouver, City of North Vancouver, Burnaby, New Westminster, Coquitlam, Port Moody, Port Coquitlam, Pitt Meadows, Maple Ridge, Langley City, Langley Township, Surrey, Delta, Richmond, Vancouver, UEL, UBC, Bowen Island, Tsawwassen First Nation, and White Rock. The map also shows the boundaries of the Fraser Valley Regional District and the Sunshine Coast Regional District. A legend in the bottom right corner identifies the green areas as 'Conservation and Recreation' and the dashed lines as 'Municipal Boundaries'. A scale bar and a north arrow are also included.



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).

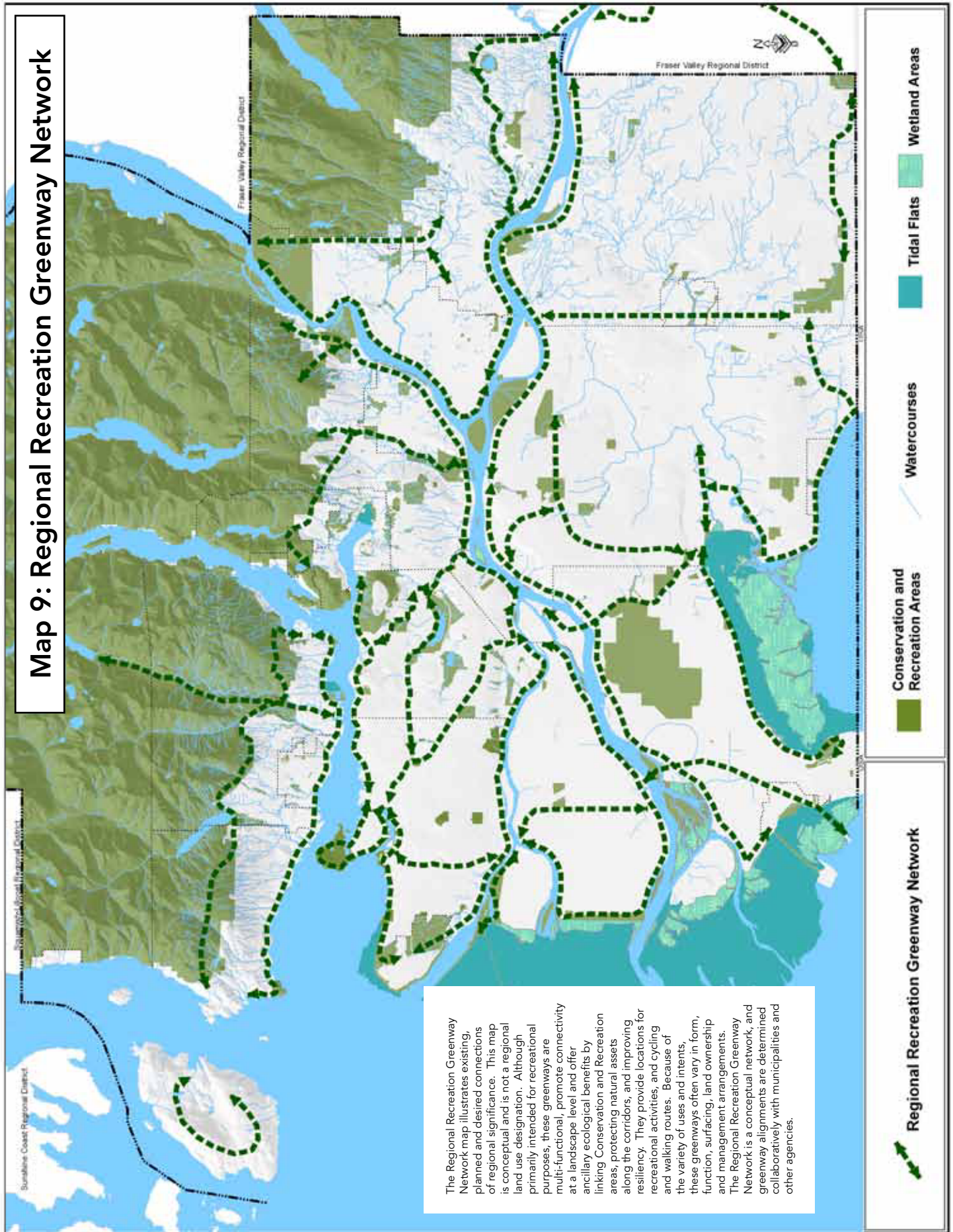
3.2.7 Consider watershed and ecosystem planning and/or Integrated Stormwater Management Plans in the development of municipal plans.

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



Note: Map for reference only, see section 6.13.2.



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 geexchange 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,

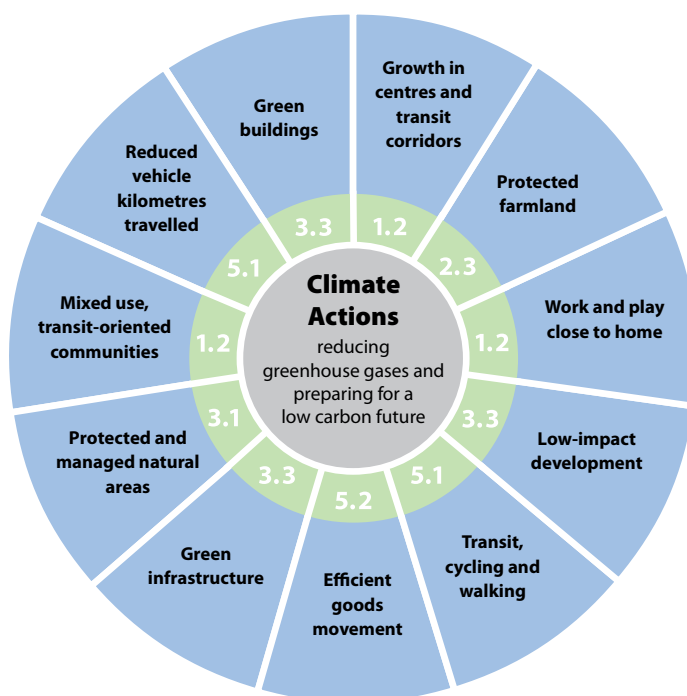
- accelerate the modernization of the BC Building Code
- increase incentives for residential and commercial building retrofits
- support, where feasible and appropriate, energy recovery, renewable energy generation and district energy systems and related transmission needs

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.

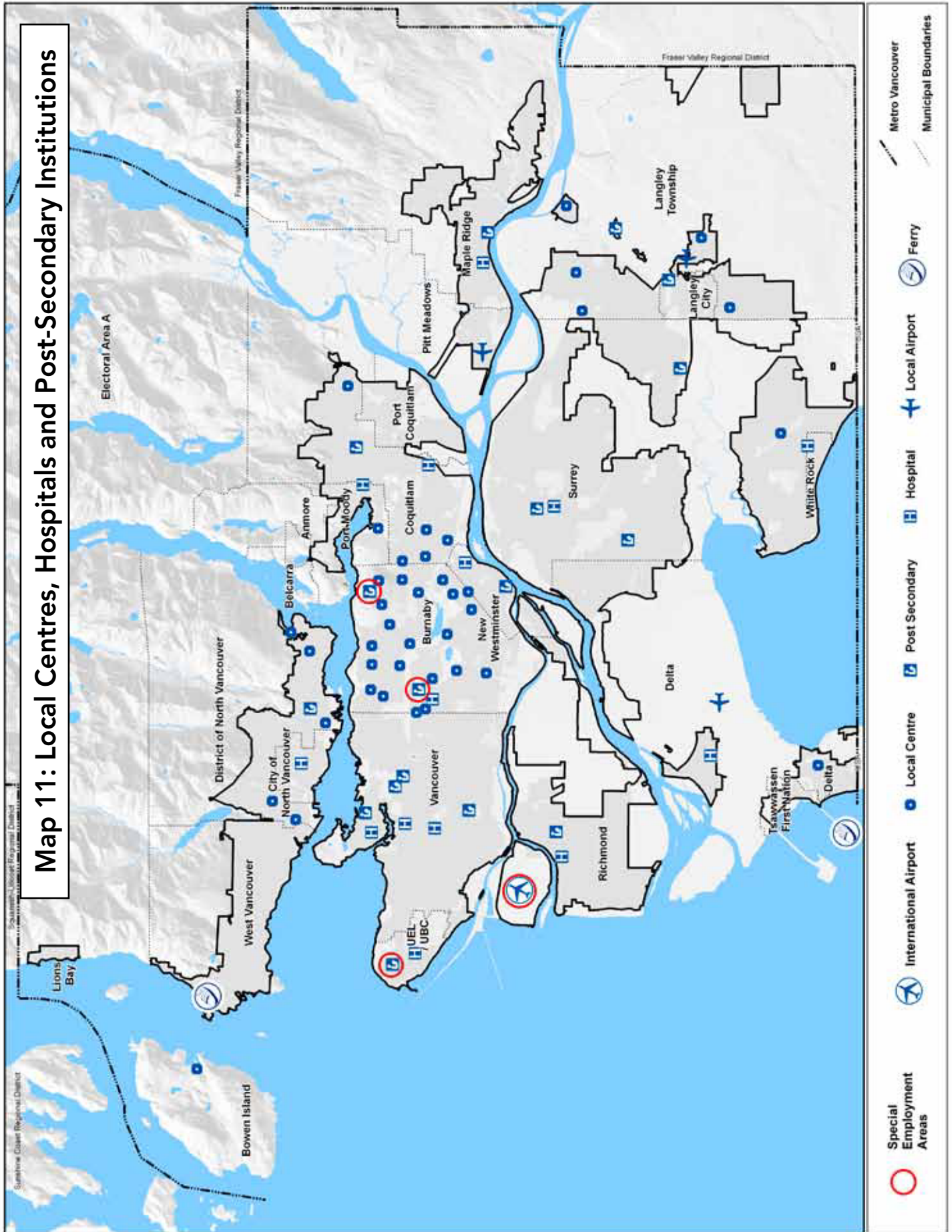
Actions Requested of Other Governments and Agencies

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.

Map 11: Local Centres, Hospitals and Post-Secondary Institutions







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



STRATEGY 5.1

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

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:

- 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;
- 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;

- 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:

- 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);
- 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



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

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.

FIGURE 4

Relationship Between the Regional Growth Strategy and Official Community Plans



Note: Figure for reference only, see section 6.13.2.

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 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 predominantly 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.

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, Conservation and Recreation lands utilized only for commercial extensive recreation facilities, 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-Third 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 3.3.1 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 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.

6.13 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').

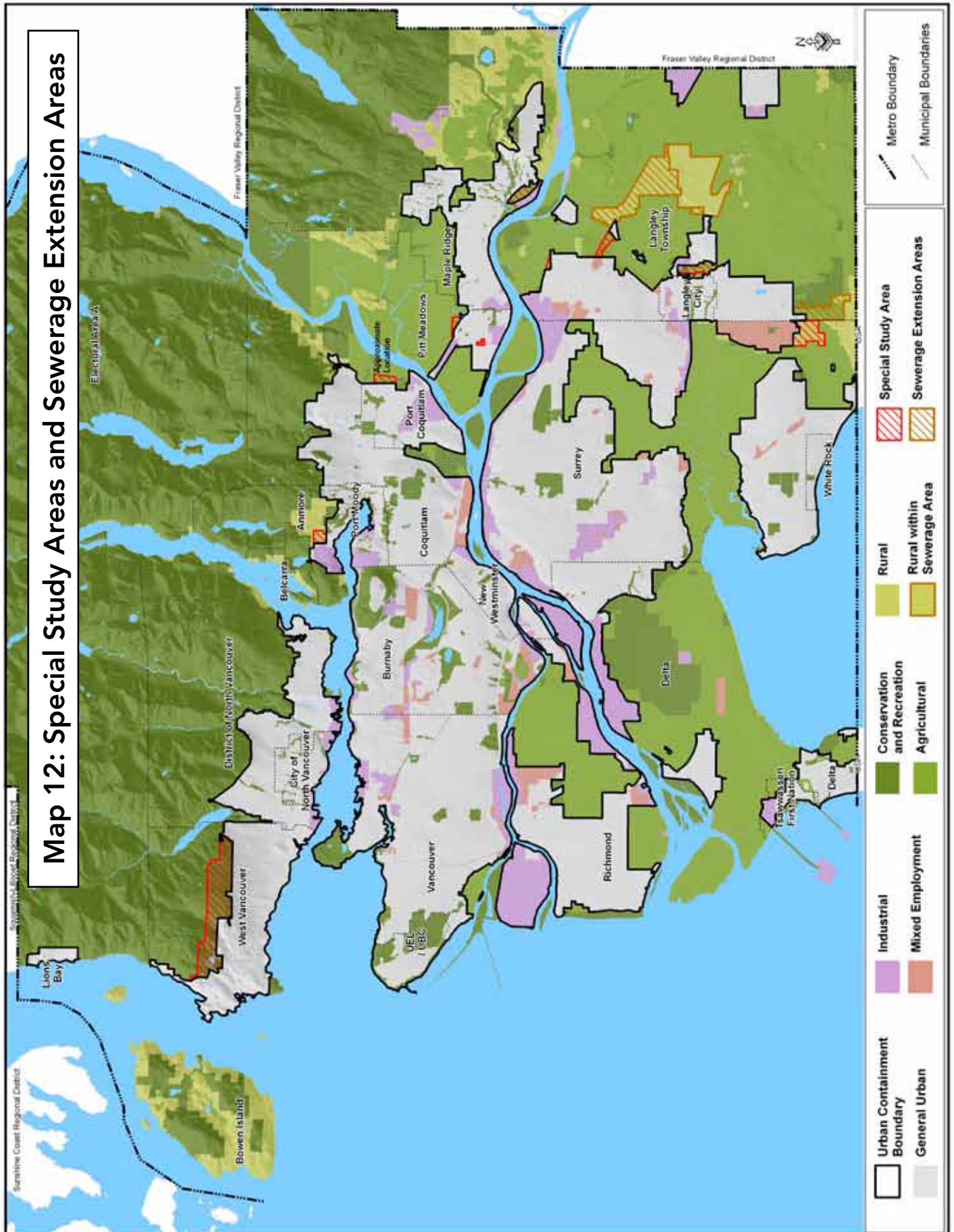
6.14.4 For the purposes of this Regional Growth Strategy, the Tsawwassen First Nation is considered to be a member municipality.

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.



Map 12: Special Study Areas and Sewerage Extension 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.
9. Employment in Industrial and Mixed Employment areas.

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

SUBREGION	TOTAL POPULATION				TOTAL DWELLING UNITS				TOTAL EMPLOYMENT			
MUNICIPALITY	2006	2021	2031	2041	2006	2021	2031	2041	2006	2021	2031	2041
Metro Vancouver Total	2,195,000	2,780,000	3,129,000	3,400,000	848,000	1,130,000	1,307,000	1,422,000	1,158,000	1,448,000	1,622,000	1,753,000
Burnaby, New Westminster	271,000	357,000	406,000	447,000	109,150	152,100	178,600	196,300	164,000	206,000	233,000	251,000
Burnaby	210,500	277,000	314,000	345,000	81,110	115,000	136,000	149,300	136,000	169,000	189,000	203,000
New Westminster	60,500	80,000	92,000	102,000	28,040	37,100	42,600	47,000	28,000	37,000	44,000	48,000
Langley City, Langley Township	122,200	178,000	223,000	249,000	45,670	68,200	86,300	97,000	66,000	92,000	110,000	125,000
Langley City	24,900	32,000	35,000	38,000	11,160	14,500	16,000	17,100	17,000	21,000	23,000	25,000
Langley Township	97,300	146,000	188,000	211,000	34,510	53,700	70,300	79,900	49,000	71,000	87,000	100,000
Maple Ridge, Pitt Meadows	88,100	117,000	136,000	156,000	32,020	44,300	52,700	60,300	28,000	42,000	50,000	57,000
Maple Ridge	71,500	95,000	113,000	132,000	25,920	36,100	43,700	50,900	23,000	34,000	41,000	48,000
Pitt Meadows	16,600	22,000	23,000	24,000	6,100	8,200	9,000	9,400	5,000	8,000	9,000	9,000
Northeast Sector	205,400	286,600	337,500	364,400	73,690	110,770	136,830	150,000	75,390	111,810	134,160	148,470
Anmore	1,900	2,800	3,600	4,400	560	850	1,080	1,310	300	660	970	1,250
Belcarra	700	800	900	1,000	260	320	350	390	90	150	190	220
Coquitlam	119,600	176,000	213,000	224,000	42,960	67,700	86,700	94,100	46,000	70,000	86,000	94,000
Port Coquitlam	54,500	68,000	76,000	85,000	19,400	26,300	30,900	34,300	21,000	28,000	32,000	35,000
Port Moody	28,700	39,000	44,000	50,000	10,510	15,600	17,800	19,900	8,000	13,000	15,000	18,000
North Shore	181,300	206,600	224,900	244,000	72,370	84,340	93,340	100,490	77,310	91,400	100,500	109,570
North Vancouver City	47,500	56,000	62,000	68,000	22,360	25,600	28,000	30,200	29,000	34,000	37,000	40,000
North Vancouver District	87,000	98,000	105,000	114,000	31,260	37,500	41,500	45,000	27,000	33,000	36,000	40,000
West Vancouver	45,400	51,000	56,000	60,000	18,200	20,600	23,100	24,500	21,000	24,000	27,000	29,000
Lions Bay	1,400	1,600	1,900	2,000	550	640	740	790	310	400	500	570
Delta, Richmond, Tsawwassen	282,500	337,000	374,500	403,000	98,600	130,000	152,200	165,600	185,240	218,200	240,400	257,500
Delta	99,000	109,000	118,000	123,000	34,300	40,300	45,400	48,000	55,000	63,000	70,000	75,000
Richmond	182,700	225,000	252,000	275,000	64,000	88,400	104,900	115,500	130,000	154,000	169,000	181,000
Tsawwassen First Nation	800	3,000	4,500	5,000	300	1,300	1,900	2,100	240	1,200	1,400	1,500
Surrey, White Rock	431,900	601,000	693,000	767,000	146,480	222,900	268,000	298,600	150,000	226,000	269,000	301,000
Surrey	413,000	578,000	668,000	740,000	136,580	211,200	255,700	285,200	143,000	217,000	259,000	290,000
White Rock	18,900	23,000	25,000	27,000	9,900	11,700	12,300	13,400	7,000	9,000	10,000	11,000
Vancouver, Electoral Area A	612,800	697,000	734,000	770,000	269,600	317,500	338,700	353,700	412,000	461,000	485,000	503,000
Vancouver	601,200	673,000	705,000	740,000	264,500	306,700	325,400	339,500	393,000	441,000	464,000	482,000
Electoral Area A	11,600	24,000	29,000	30,000	5,100	10,800	13,300	14,200	19,000	20,000	21,000	21,000

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 A.2

Housing Demand Estimates by Tenure for Metro Vancouver Subregions (10 Year Estimate)

SUBREGIONAL ESTIMATES	ESTIMATED TOTAL HOUSING DEMAND	ESTIMATED OWNERSHIP DEMAND	ESTIMATED RENTAL DEMAND
Metro Vancouver Total	185,600	120,700	64,900
Burnaby, New Westminster	27,300	17,700	9,600
Langley City, Langley Township	14,500	9,400	5,100
Maple Ridge, Pitt Meadows	8,200	5,300	2,900
Coquitlam, Port Coquitlam, Port Moody	23,500	15,300	8,200
North Shore	7,800	5,100	2,700
Richmond, Delta, Tsawwassen First Nation	19,700	12,800	6,900
Surrey, White Rock	51,200	33,300	17,900
Vancouver, Electoral Area A	33,400	21,800	11,600

Notes:

1. These 10 year estimates are to commence the year of the adoption of the Regional Growth Strategy.
2. The housing demand estimate 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)

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

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

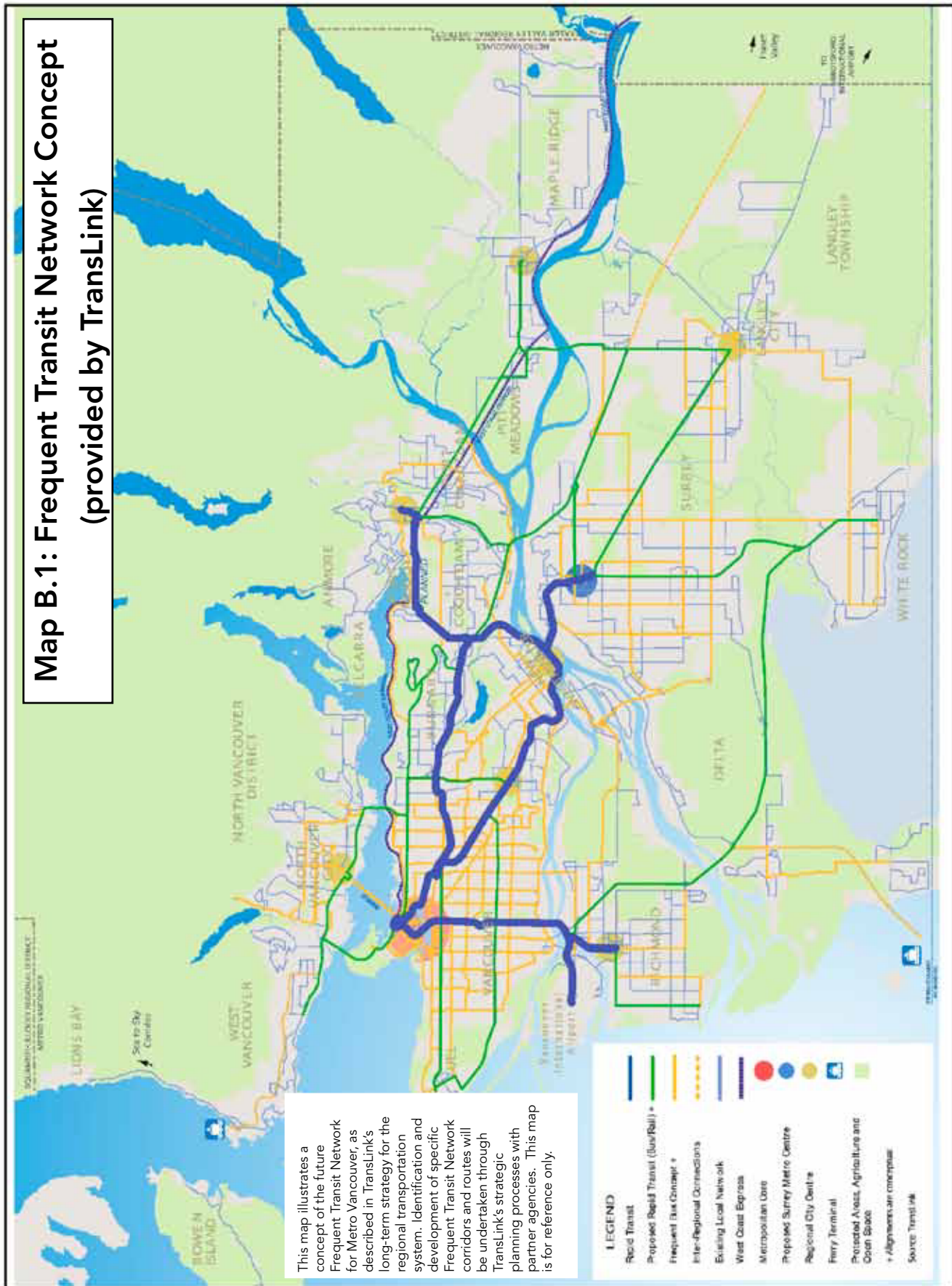
Housing Demand Estimates by Tenure and Household Income for Metro Vancouver Subregions and Municipalities
(10 Year Estimate)

SUBREGIONAL MUNICIPAL ESTIMATES	TOTAL DEMAND	OWNERSHIP DEMAND	RENTAL DEMAND	TOTAL AFFORDABLE RENTAL DEMAND	LOW INCOME RENTAL DEMAND	MODERATE INCOME RENTAL DEMAND	MARKET RENTAL DEMAND
Metro Vancouver Total	185,600	120,700	64,900	46,800	21,400	25,400	18,100
Burnaby, New Westminster	27,300	17,700	9,600	6,800	3,100	3,700	2,800
Burnaby	21,300	13,800	7,500	5,300	2,400	2,900	2,200
New Westminster	6,000	3,900	2,100	1,500	700	800	600
Langley City, Langley Township	14,500	9,400	5,100	3,700	1,700	2,000	1,400
Langley City	2,300	1,500	800	600	300	300	200
Langley Township	12,200	7,900	4,300	3,100	1,400	1,700	1,200
Maple Ridge, Pitt Meadows	8,200	5,300	2,900	2,100	1,000	1,100	800
Maple Ridge	6,600	4,300	2,300	1,700	800	900	600
Pitt Meadows	1,600	1,000	600	400	200	200	200
Coquitlam, Port Coquitlam, Port Moody	23,500	15,300	8,200	5,900	2,700	3,200	2,300
Coquitlam	14,800	9,600	5,200	3,700	1,700	2,000	1,500
Port Coquitlam	4,600	3,000	1,600	1,200	500	700	400
Port Moody	4,100	2,700	1,400	1,000	500	500	400
North Shore	7,800	5,100	2,700	2,000	1,000	1,000	700
North Vancouver City	2,400	1,600	800	600	300	300	200
North Vancouver District	4,000	2,600	1,400	1,000	500	500	400
West Vancouver	1,400	900	500	400	200	200	100
Delta, Richmond, Tsawwassen First Nation	19,700	12,800	6,900	5,000	2,300	2,700	1,900
Delta	3,000	1,900	1,100	800	400	400	300
Richmond	16,000	10,400	5,600	4,000	1,800	2,200	1,600
Tsawwassen First Nation	700	500	200	200	100	100	0
Surrey, White Rock	51,200	33,300	17,900	12,900	5,800	7,100	5,000
Surrey	49,400	32,100	17,300	12,400	5,600	6,800	4,900
White Rock	1,800	1,200	600	500	200	300	100
Vancouver, Electoral Area A	33,400	21,800	11,600	8,400	3,800	4,600	3,200
Vancouver	30,700	20,000	10,700	7,700	3,500	4,200	3,000
Electoral Area A	2,700	1,800	900	700	300	400	200

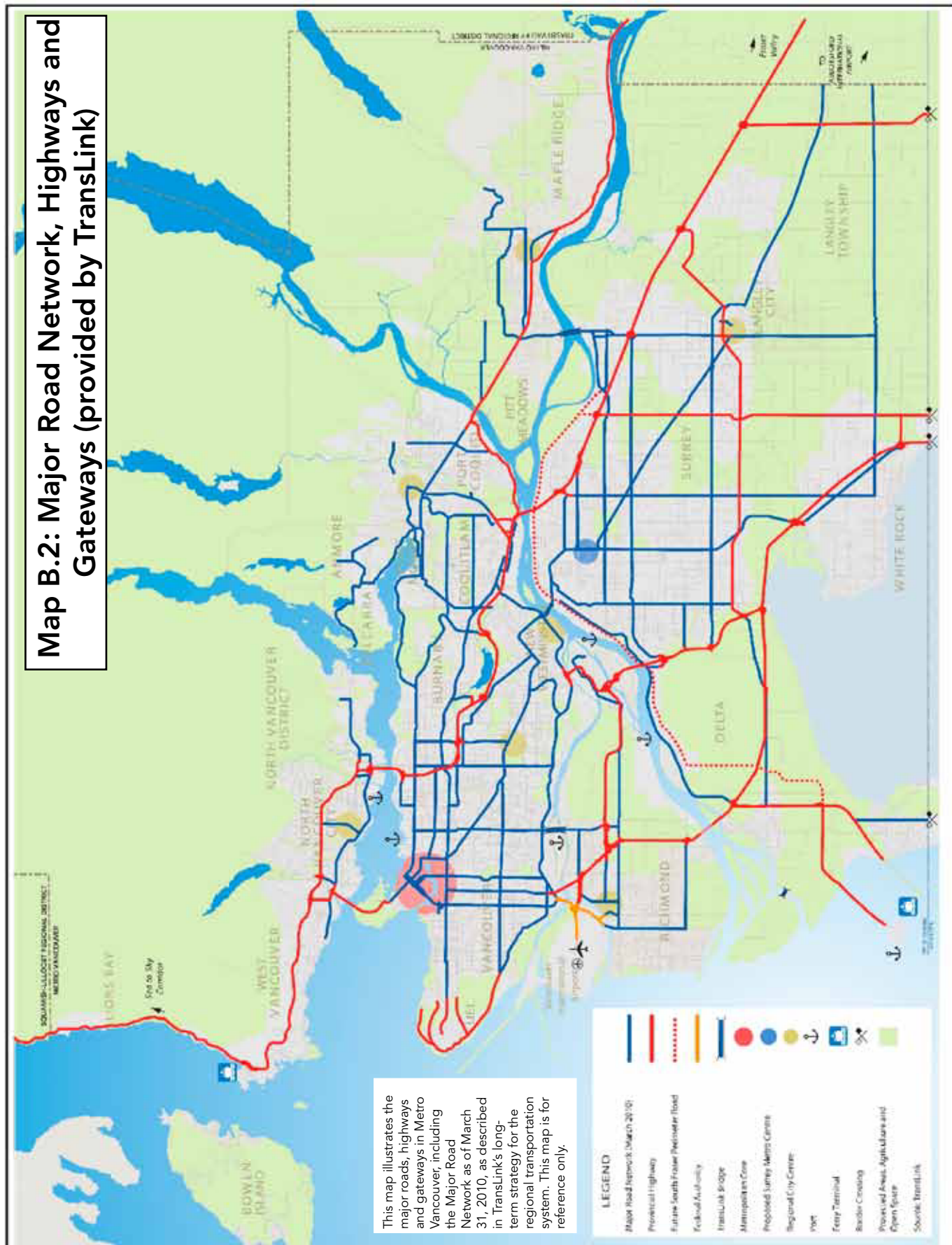
Notes:

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.

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



Map B.2: Major Road Network, Highways and Gateways (provided by TransLink)





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