



City of Richmond

Report to Committee

To: Planning Committee
From: Joe Erceg, MCIP
General Manager, Planning & Development
Date: March 6, 2009
File:
Re: **Richmond's Preliminary Comments on Metro Vancouver's Draft 2009 Regional Growth Strategy**

Staff Recommendation

That:

1. Richmond's summary comments (**Attachment 3**), be forwarded to the Metro Vancouver Board with a request that the comments be considered in the preparation of the draft Regional Growth Strategy; and
2. The Metro Vancouver Board be advised that more detailed comments will follow in May 2009 after the MV public consultation program is completed.

Joe Erceg
Joe Erceg, MCIP
General Manager, Planning and Development

FOR ORIGINATING DEPARTMENT USE ONLY			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Transportation.....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	<i>Joe Erceg</i>	
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

The purpose of this report is to provide a response to Metro Vancouver's request for preliminary comments on Richmond's key issues on the February 2009 draft of Metro Vancouver's Regional Growth Strategy as per their letter dated February 25, 2009 (**Attachment 1**). Metro Vancouver has requested that comments from member municipalities be forwarded to MV staff by April 8, 2009 prior to their public consultation process which is commencing on April 15, 2009.

Background information

Metro Vancouver's Regional Growth Strategy, the Liveable Region Strategic Plan (LRSP), was adopted by the MV Board in 1996. Through 2007 and 2008, Metro Vancouver staff has been preparing a new regional growth strategy to replace the LRSP. They have been working with the MV Board, the MV Regional Planning Committee (formerly the MV Land Use and Transportation Committee) and the MV Technical Advisory Committee (TAC).

Progress to Date

In November 2007, the Metro Vancouver Board initiated a stakeholder consultation process to obtain input on issues and options for the new regional growth strategy. In late 2007, a Discussion Guide entitled "Choosing A Sustainable Future for Metro Vancouver: Options for Metro Vancouver's Growth Management Strategy" was circulated to gather public and municipal feedback on the content to the new growth strategy. In January 2008, Richmond Council endorsed comments on the discussion paper and forwarded the report and recommendations to Metro Vancouver staff for consideration in the preparation of a regional growth strategy.

Since then, two Growth Strategy drafts (April 2008, September 2008) were developed. The GS drafts built on the options discussion paper and discussions at MV Board, Regional Land Use Committee and TAC meetings. The April and September 2008 GS drafts were not circulated directly to municipal councils or to the public for comment. However, in order to meet MV's very tight deadlines, Richmond provided comments directly to MV staff on each draft and forwarded the comments to Council for their information.

Growth Strategy Map Review

Work was also undertaken by staff from all municipalities to review each of the GS maps on a digital parcel base. Between December 2008 and January 2009, Richmond staff undertook a detailed site and boundary analysis review of the proposed regional land use designations and boundaries on the growth strategy maps to identify mapping errors, clarify land use boundaries, and map the designations on a digital parcel base. Richmond staff comments and digital versions of the maps were forwarded to Metro Vancouver staff and to Council for their information. The revised GS maps were to be inserted in the February 2009 draft GS. For Richmond, no major changes to the maps and designations were proposed. It should be noted that Richmond advised

Metro Vancouver staff that no Industrial and Industrial/Commercial land use categories are to be shown on the GS maps, and that these categories were to be shown as an Urban Area designation as Richmond is not interested in giving up its autonomy to the MV Board and can manage these lands with flexibility itself.

February 2009 draft of the MV Growth Strategy.

The MV Board has shortened the GS (e.g., deleted strategies and actions presumably to achieve municipal consensus). It has determined that the shorter February 2009 GS draft will be the basis of public consultation starting on April 15, 2009. MV has requested that, if there are significant policies in the draft plan that Council wishes to express its support for, or opposition to, those comments be conveyed to Metro Vancouver by April 8, 2009. They have requested that municipal comments be provided in a summary form that can be readily converted into MV material that could be used in the public forums, rather than traditional staff reports. MV has requested that municipal comments to be included in the public consultations should not exceed two pages.

Analysis

The following are preliminary comments highlighting Richmond's key outstanding issues on the February 2009 draft GS entitled "Metro Vancouver 2040: Shaping Our Future" (**Attachment 2**). Staff feel that because many of the proposals and concepts have changed from previous GS versions, and the previous drafts were not forwarded to Council, Council may not be familiar with some of the key proposals. Therefore, the following sections outline some of the key concepts in more detail for Council's information. A shorter summary of staff's recommended comments is attached (**Attachment 3**) to meet Metro Vancouver's request for a summary list of outstanding issues of no more than two pages. According to the February 25, 2009 letter from Metro Vancouver, some of the summary comments may be converted into material that could be used in the MV public forums on the GS coming up in April.

Regional Growth Strategies

The Regional Growth Strategy is an important tool for managing future growth in the region while still keeping the region liveable. Current 2009 estimates suggest that the region will have 1.2 million more people by 2040. The February draft of the GS articulates the challenges facing the region in the next 30 years and highlights the need for effective and coordinated strategies concerning emerging issues that the 1999 LRSP did not address: sustainability, climate change; reducing energy use and greenhouse gas emissions; improving housing diversity and affordability, coordinating land use and transportation decisions more effectively; and not only protecting the supply of agricultural land but finding ways to encourage its use for food production.

Richmond supports the view that many of these challenges can best be addressed at an MV level through regional consensus based policymaking, research into best practises, advocacy, coordination of various governments and agency's interests, and the facilitation of 22 member municipalities working together. One of the strengths of the regional governance structure is

that, for the most part, municipalities have followed the policies and principles set out in previous Growth Strategies.

City Staff Comments and Recommendations

The section below summarizes staff's recommendations regarding supported elements in the draft GS:

- **Support:** The overall GS Vision, Goals and general direction.
- **Support:** The Urban Containment Area and emphasis on Urban Centres. These will enable the better management of urban growth in the timeframe of the Growth Strategy.
- **Support:** The distinctions among actions which will be taken by Metro Vancouver, municipalities, and other governments and agencies clarify what each will do.
- **Support:** The better coordination of transit and transportation improvements with the land uses contained in the GS is necessary. The promotion of walking and cycling alternatives, advancing a regional transportation network that prioritizes goods movements and transit, and the management of transportation demand is important.
- **Support:** The proposed 2040 GS population, employment and housing unit targets are guidelines and not hard requirements. This is good as many factors (e.g. market, senior government support, immigration) may affect the attainment of the targets and thus flexibility is needed.
- **Support:** Separation of 1) Agricultural and 2) Conservation/Recreation uses within the Green Zone is a positive change. The clarification of the expectations associated with different types of Green Zone lands by identifying the general uses that are appropriate within recreational lands, ecologically significant areas and agricultural lands is welcomed. The provision of an updated and parcel-based map of Green Zone lands better clarifies the boundary of the Green Zone.
- **Support:** The sustainability processes applied to the GS has resulted in more attention to social and economic issues, through a heightened emphasis on housing affordability and economic strategies. (However, the GS is very explicit in stating that housing needs will not be met without the direct support of senior levels of government which is good).
- **Support:** Climate change challenges along with peak oil has resulted in GS strategy policies that will accelerate the region's progress in creating a transit-oriented region and reducing the urban footprint.

Richmond Issues and Concerns

Many of Richmond's long-standing requests still have not been addressed and some issues remain unresolved. The primary issues for Richmond are discussed below:

1. Industrial and Industrial/Commercial Land Use Categories

What the GS proposal is:

The draft GS designates lands into the following two new land use categories on a GS map on a legal parcel by parcel basis:

- “Industrial” are lands that presently allow industrial uses in Official Community Plans;
- “Industrial/Commercial” are industrial lands that have been converted to stand alone commercial uses such as retail and office. (The industrial/commercial designation was proposed to reflect the reality that some industrial areas in the region have already been converted to these uses.)

The GS proposes that the boundaries to the industrial and industrial/commercial areas would be generally established in the GS. *Precise* boundaries would then be established when each municipality completes their OCP Regional Context Statements (within two years after the GS is adopted). Any subsequent amendments to the industrial and industrial/commercial boundaries would be through amendments to a municipality’s OCP Regional Context Statement. The GS proposals on industrial lands requires not only MV Board approval of a municipality’s Regional Context Statement, but continued MV Board involvement when a municipality wishes to take land out of the industrial and industrial/commercial land use categories or shift land from one category to another. Amendments and approvals of Regional Context Statements require majority-weighted vote.

Richmond staff comments:

Richmond staff agree that an adequate supply of industrial land in the region needs to be preserved, and that demand for industrial land will continue to increase as the population in the region grows. Richmond has every intention of creating a city with needed employment lands and capacity. However, staff do not support the proposed mechanisms within the GS to protect industrial lands. The regulatory process to manage these lands is ill defined and it appears will require numerous amendments for relatively minor changes in the future. Staff feel that local government is in the best position to manage these lands.

Staff recommend that MV amend their approach to enable industrial lands to be managed at a guideline level and that industrial lands not be designated on a GS parcel based map. Richmond recommends that Metro Vancouver play a strong role in the protection of industrial lands by including MV actions that promote the viability of industrial areas; raise awareness of the importance of protecting industrial land; research best practices in the supply, demand and management of industrial lands; and investigate financial tools to support industry.

2. Frequent Transit Development Corridors (FTDCs)

What the GS proposal is:

The GS includes policies and proposed routes for Frequent Transit Development Corridors (FTDCs). FTDCs are areas of predominantly medium and higher density residential development situated along transit corridors with concentrated growth at transit station stops along each corridor. The width of the development areas along the corridors generally range

from between 400 to 800 metres on both sides of the corridor with higher density uses located within 400 metres of the corridor.

The GS requires municipalities to identify in their OCP Regional Context Statements:

- FTDCs (or portions thereof), which are to be generally consistent with the Frequent Transit Network Concept in the Urban Centres (Map 2) of the GS.
- Policies, which focus “*higher density*” residential development along these corridors.
- Policies, which reduce residential and commercial parking requirements within Frequent Transit Development Corridors where appropriate.

The “Frequent Transit Network Concept” shown in Map 2 of the GS has been taken from “Transport 2040”, Translink’s long-range plan for the region. In both the GS and the Transport 2040 documents, the proposed rapid transit routes for Richmond are shown along No. 1 Road and Westminster Highway (it appears to be for rapid transit) and No. 2 Road, No. 3 Road, Moncton Street, Steveston Highway east of No. 3 Road, Bridgeport Road and Cambie Road (it appears to be for frequent bus).

Richmond Staff Comments:

Richmond staff support the concept of FTDS as a means to focus higher density residential development along transit corridors to achieve compact growth and to ensure that transit investments can be supported. However, the identification and establishment of FTDCs needs careful consideration and requires more discussion and definition. If applied literally along the routes shown for Richmond, higher density development would take place through many existing single-family neighbourhoods. Much community consultation, planning and technical work needs to be done prior to defining FTDCs on a map. Necessary technical work includes defining the appropriate densities, land uses and building form within them. As well, Richmond has several neighbourhood service centre nodes outside its urban centre that are also important areas for future density and to achieve “live, work, and play” objectives for its residents in these communities.

It is requested that the routes not be shown on any GS maps until planning and consultation is completed through the Richmond Area Transit Plan and the OCP to determine the details. As stated previously, GS text wording on the GS maps can state that, for Richmond, these corridors will be determined over time. Also, some flexibility for mixed-use development, including office space, commercial and residential uses along frequent transit routes and around transit stations should be provided.

3. Growth Strategy Maps

What the GS proposal is:

One of the primary purposes of the eight GS Maps is to designate land into the following management categories:

- Urban Containment Boundary
- Urban Centres within the Urban Area

- Agricultural
- Conservation/Recreation
- Rural Areas (Richmond has none)
- Industrial and Industrial/ Commercial

They also show:

- Frequent Transit Development Corridors (FTDCs)
- Regional Road and Transit Concepts
- Special Activity Areas

As such, the maps depict hard boundaries, which will require amendments and MV Board approval when boundaries to these areas are changed.

Richmond staff comments:

Richmond staff generally support the map designations, except for the following:

- Maps 4 and 8 show "Industrial" and "Industrial/Commercial" areas for Richmond. These areas should be deleted and Richmond request that they be shown as "Urban".
- The areas designated as "Conservation/Recreation" (Map 5 and 8) and "Agricultural" (Map 4 and 8) for Richmond need to be confirmed by Richmond prior to GS final adoption.
- Maps 2, 4, and 6 show Frequent Transit Development Corridor routes for Richmond. As stated previously, Richmond does not want any FTDC routes identified. The text wording on these maps can state that, for Richmond, these corridors will be determined over time.
- Map 7 (Regional Roads Concept) must show Blundell and Nelson interchanges or equivalent illustrations to indicate direct connectivity between Fraserport and Highway 99/91. Richmond request that these be defined in the GS.

4. Population Unit and Employment Estimates

What the GS proposal is:

The GS includes population, employment and dwelling unit projection estimates to 2041 for each municipality and for each sub-region (Richmond and Delta are considered a sub-region) as a reference table in appendix A and B. The GS also includes dwelling unit and employment targets for Vancouver Metro Core, Surrey Metro Centre, Regional City Centres (as an amalgamated group), for the General Urban Area and for Frequent Transit Development Corridors (as an amalgamated group).

Richmond staff Comments:

Richmond supports the inclusion in the GS of the population, employment and dwelling estimates. This provides a useful tool to advise Richmond and member municipalities what is to be achieved and what the results will look like. However, Richmond would prefer for clarity that the GS clearly state that all sub-region and municipal population, dwelling unit and employment projections are estimates and guidelines only. Furthermore, the GS numbers for Richmond are too low. Metro Vancouver 2041 population estimate for Richmond is 272,000 residents. Richmond's 2041 population estimate is 307,000. Metro Vancouver's 2041 employment estimate for Richmond is 181,000. Richmond's 2041 employment estimate is 190,500. Richmond requests higher population and employment projections to have the capacity and flexibility to grow and meet the City's needs without being limited by MV's lower estimates. The current 1999 LRSP targets have been inaccurate and too low to meet Richmond's needs. Low population, employment and dwelling unit estimates should not to be repeated in the new GS.

5. Agricultural Lands not in the Green Zone*What the GS proposal is:*

Metro Vancouver is proposing in 2.2.4 on page 28 that the Agricultural Land Commission is to ensure that:

- All lands designated "Agriculture" in the Growth Strategy be included in the ALR; and
- Any exclusions from the ALR are consistent with Regional Growth Strategy goals.

Richmond staff comments:

As this matter is complicated, Richmond needs to confirm the GS maps prior to adoption of the GS. Municipalities can manage these lands by their OCPs, Local Area Plans, Zoning by-laws and through Agricultural Land Commission (ALC) consultation.

6. TransLink Review of Local Development Applications*What the GS proposal is:*

The GS is proposing that Translink review major development proposals in the following ways:

- In 2.1.6 on page 26, Metro Vancouver is requesting that Translink review major development proposals outside Urban Centres to ensure that retail, office, cultural, institutional and entertainment activities are concentrated in Urban Centres.

- In 2.2.5, the GS proposes that TransLink and the province review any proposed OCP amendments to remove industrial lands to ensure that industrial areas are maintained in proximity to highways, barge or rail facilities.
- In 1.2.6 on page 17, Municipalities must refer major development proposals to TransLink for review to determine whether some development proposals will warrant a revision to a municipality's Regional Context Statement

City staff comments:

Richmond has consistently disagreed with the above GS requirements. The goal, objective and details of these requirements are not clear. As well, these requirements would trigger long review processes of municipal development applications. More clarification is needed on TransLink's role and authority (to approve and deny proposals) and implementation mechanisms for these reviews and the processes needed for each policy. As presented, Richmond does not support a TransLink review.

7. Minimize Risks from Natural Hazards

What the GS proposal is:

The GS is proposing two policy items related to Natural Hazards:

- In 4.3.1 on page 37, Metro Vancouver will evaluate OCP Regional Context Statements to help ensure that land use decisions adequately consider risks from natural hazards and climate change.
- In 4.3.3 on page 37, municipalities are to develop Regional Context Statements, which identify policies that adequately protect development in areas at higher risk from natural hazards such as floods, landslides and interface fires.

Richmond staff comments:

Richmond disagrees, as caution is needed, as there are scientific, legal, land use and local considerations, which should be left to municipalities. Further, if implemented, Metro Vancouver needs to define the criteria by which it will evaluate Regional Context Statements to ensure that a municipality's land use decisions adequately consider risks from natural hazards and climate change.

8. Policies which prevent major commercial and institutional development outside of Urban Centres

What the GS proposal is:

In 2.1.5(b) on page 26, the GS is proposing that municipalities, in their Regional Context Statements identify policies, which prevent major commercial (retail, office and entertainment) and institutional development outside of Urban Centres.

Richmond Staff Comment:

Richmond disagrees as this policy is overly prescriptive and prevents necessary local flexibility on important land use decisions.

9. Implementation and Regional Context Statements

The mechanisms outlined in the GS for ensuring conformance between the GS and Official Community Plans have been clarified, however:

Under Regional Context Statement in 7.1.6., Metro Vancouver proposes that, if a municipality proposes to amend its Official Community Plan in a way that may affect its adopted Regional Context Statement, the City would need to consult with Metro Vancouver first before proceeding. This is not acceptable and the purpose is not clear.

Section 7.2 proposes what the minor (2/3 thirds Board vote) Regional Growth Strategy amendments are to be (e.g., changes to GS text and tables, changes to maps, boundaries of agricultural areas). Richmond disagrees. This section needs to be redone. The criteria for making minor changes are not clear. The amendment process the way it is written is not acceptable. The GS includes many items that municipalities must respond to through their Regional Context Statements within two years of the GS being adopted. Given the detailed level of municipal implementation requirements, it will be essential to define when an amendment to the RCS and the GS are triggered and evaluate whether these are appropriate.

10. Growth Strategy Work Program

Richmond has consistently requested that Metro Vancouver establish a “complete work program” which identifies all the steps required to prepare and finalize the GS for adoption. This has never been fully done. Given the number of issues that remain outstanding, more time should be allotted between now and finalization to discuss outstanding issues and their implications. It appears that the final draft of the GS will be sent to the City sometime between April and June 2009. City staff have already advised MV staff that the municipal review process should begin March 1, 2010 after the Olympics, and that the 120-day review process commence at that time. Richmond and many Olympic involved municipalities will need the review time extended. The current program is confusing. It needs to be clarified.

11. General Growth Strategy Comments

As stated consistently before, Richmond is not interested in giving up more decision making authority and autonomy to the MV Board than is currently done in the 1996 Livable Region Strategic Plan (LRSP). This is because Richmond considers that it can balance both regional and municipal interests on many regional Growth Strategy topics and best knows how to manage local needs (e.g., land uses) to achieve regional and community planning interests.

The February 2009 GS draft remains very regulatory and prescriptive and will result in MV Board involvement in local land use decisions, which would lead to longer and more complicated processes. Richmond considers that it can manage the majority of its land use

decisions without involvement of the whole MV Board in an OCP Regional Context Statement amendment, which the MV Board would need to approve.

For most policies, the GS continues to use terminology and phrasing such as 'Metro Vancouver will evaluate...' or "Metro Vancouver will ensure that the requirements as set out in...". This is very prescriptive language and it should be changed to better emphasize leadership not regulation.

Financial Impact

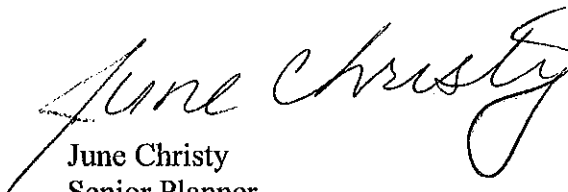
None.

Conclusion

The February 2009 draft of the GS is the result of many discussions and meetings with the MV Technical Advisory Committee, Regional Planning Committee and MV Board. Richmond supports the overall direction and goals of the GS. The draft builds on the key concepts of the 1996 Livable Region Strategic Plan, advances sustainability principles, strengthens urban containment policies, places an emphasis on Urban Centres and transit corridors, makes explicit policies and guidelines to help improve housing affordability and diversity and adds new policies to protect natural assets. There are still many important outstanding GS issues and concepts that need more discussion and more time is needed to address this.

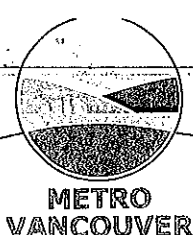


Terry Crowe
Manager, Policy Planning



June Christy
Senior Planner

JC:cas



Greater Vancouver Regional District

Greater Vancouver Water District

Greater Vancouver Sewerage and Drainage District

Greater Vancouver Housing Corporation

TO: MAYOR & COUNCILLORS
FROM: CITY CLERK'S OFFICE

cc: Terry Crowe

Office of the Commissioner/Chief Administrative Officer
Tel: 604-432-6210 Fax: 604-451-6614

February 25, 2009

File: CP-11-01-RGS-01

Mr. David Weber
City Clerk
City of Richmond
6911 No 3 Rd
Richmond, BC V6Y 2C1

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DW		
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Dear Mr. Weber:

Re: Draft Metro Vancouver Regional Growth Strategy

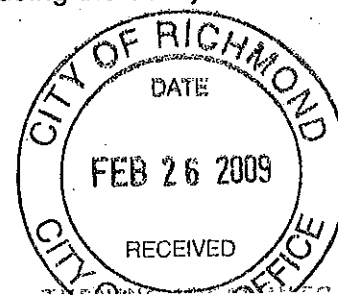
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At its February 13, 2009 meeting, Metro Vancouver's Regional Planning Committee referred the enclosed document "Metro Vancouver 2040 - Shaping our Future", the latest draft of Metro Vancouver's Regional Growth Strategy, to member municipalities for initial comment on key issues prior to public consultations. The Committee directed that this draft should be the basis of public consultation starting on April 15th. They also indicated that municipal comments received prior to the start of the public consultation should be incorporated into the consultation process to help frame the public debate. We expect the Metro Vancouver Board to confirm this direction when they receive the report February 27, 2009 and we are sending the document to you at this time to provide more time for a response to be prepared.

Consequently we would request that, if there are significant policies in the draft plan for which your Council wishes to express its support for, or opposition to, that these comments be conveyed to Metro Vancouver by April 8th. The Regional Planning Committee also requested that, if possible, municipal comments be provided in a form that would be readily converted into material that could be used in the public forums, rather than traditional staff reports. If these two requests can be met, we will do our utmost to see that your views are represented in the public consultation process.

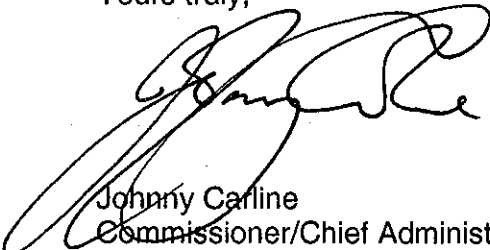
As a guide, I would suggest that comments to be included in the public consultations should not exceed 2 pages. Metro Vancouver's Corporate Relations Department will be responsible for digesting municipal comments into a form suitable for the consultation process. Involving them in the process of shaping your comments into suitable communication pieces for the public consultation process might be helpful and reassuring to everyone. If you are interested in pursuing that possibility, please contact Heather Schoemaker to make the appropriate arrangements.

If you have more detailed comments on such matters as the details of mapping, boundaries, fine tuning, etc. then these would not likely be relevant to the broader public consultation process and therefore need not be submitted by the April 8th date. In fact we could accept this type of commentary up until May 22nd, although earlier responses will assist us in doing the best job we can in considering and accommodating your views.



Should you have any questions, require additional copies of the draft Regional Growth Strategy, or wish to involve Metro staff as offered above, please contact Heather Schoemaker, Manager, Corporate Relations Department at 604-432-6364 or by email at Heather.Schoemaker@metrovancouver.org.

Yours truly,



Johnny Carline
Commissioner/Chief Administrative Officer

JC/HS/tb

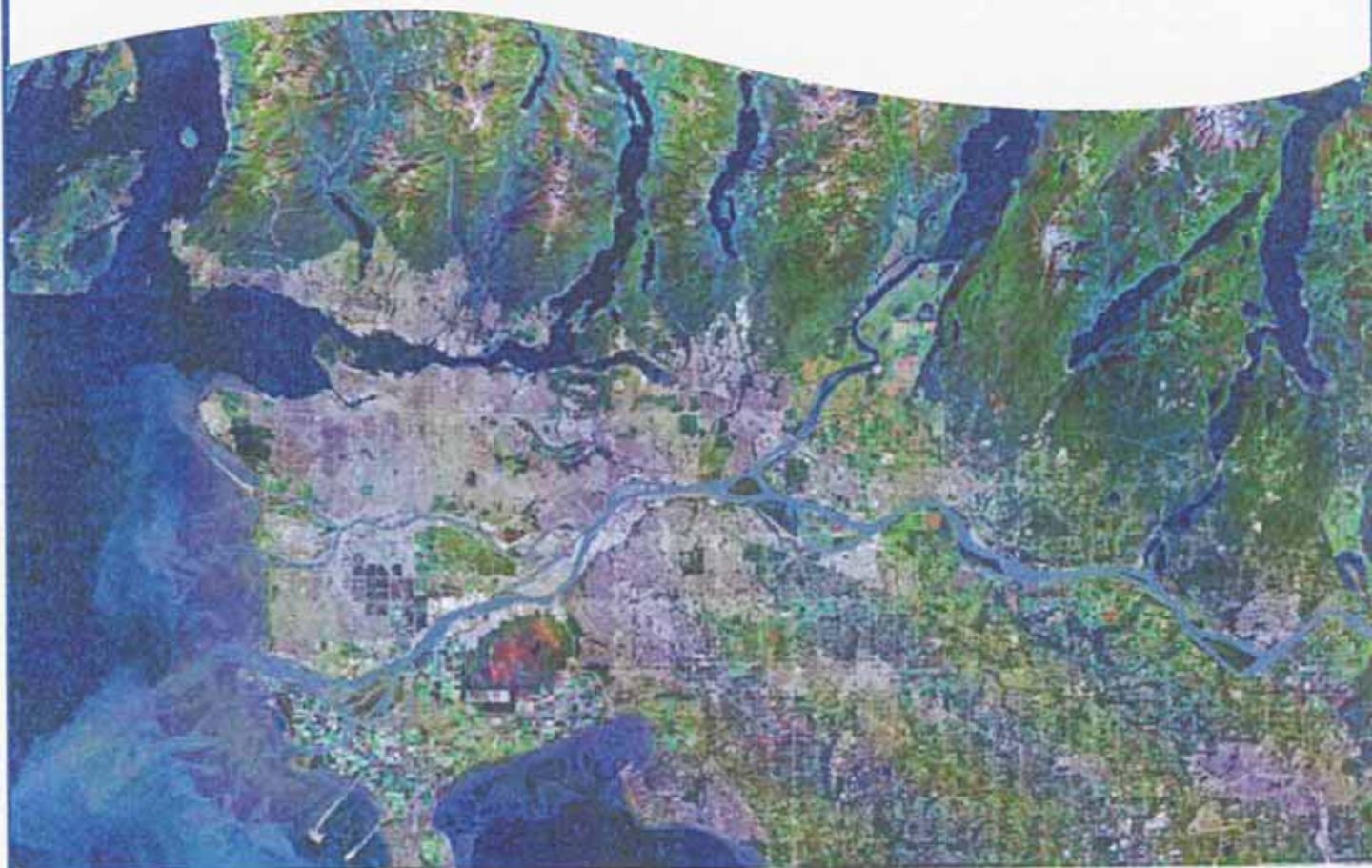
cc: Mayor and Council, Metro Vancouver municipalities

Attachment: Regional Growth Strategy - Metro Vancouver 2040 – Shaping our future – Draft February 2009
(eRIM 004897314)

Regional Growth Strategy

Metro Vancouver 2040

Shaping our future



**metro
vancouver**

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Vision Statement

Sustainable Region Initiative

Metro Vancouver has 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 in comfort and safety. Community well-being, economic prosperity and environmental health enhance the livability and sustainability of the region. The region's spectacular natural landscapes and waterways are protected from and integrated with, urban development. Affordable and efficient transportation services and infrastructure support the people and businesses in the region and support the long term development of the region.

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A The Sustainable Region Initiative: Context for the Regional Growth Strategy

Sustainability encompasses a long term commitment to economic prosperity, community well-being and environmental integrity. It is at the core of Metro Vancouver's vision for the future and provides the foundation for the region's management plans.

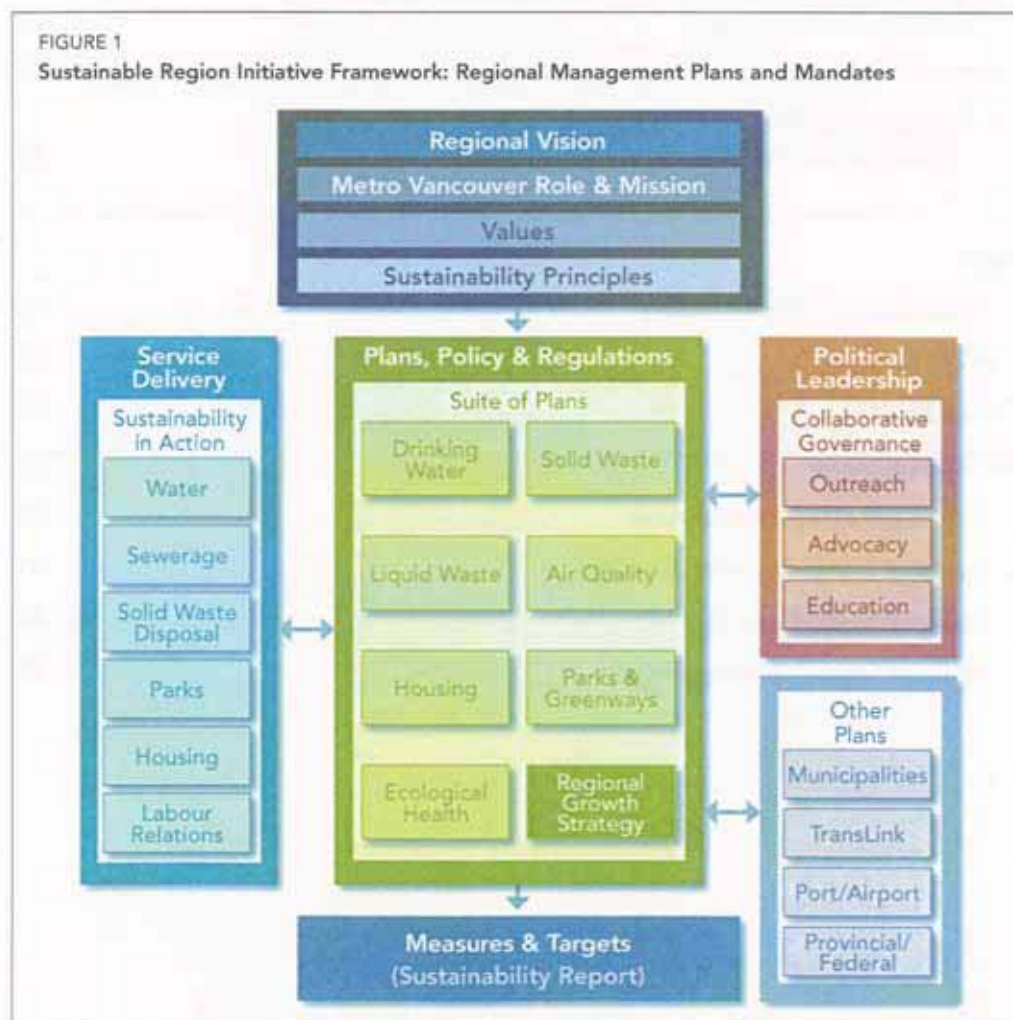
Under the Sustainable Regional Initiative (SRI), the delivery of Metro Vancouver's programs and services follows three fundamental principles:

- have regard for both local and global consequences;
- recognize and reflect the interconnectedness and interdependence of systems; and
- be collaborative.

Since 2002, MetroVancouver has formally put the concept of sustainability at the centre of its operating and planning philosophy and committed itself to be a leader in making the region one which is explicitly committed to a sustainable future. In keeping with this commitment, the Metro Vancouver Board adopted a Sustainability Framework which sets out a framework for decision making and for moving ideas into action. Figure 1 shows the broader SRI Framework including the inter-relationships and interconnections between Metro Vancouver's management plans and the region's broader commitment to sustainability.

FIGURE 1

Sustainable Region Initiative Framework: Regional Management Plans and Mandates



B The Regional Growth Strategy

Metro Vancouver's Regional Growth Strategy is one of the management plans set out in the Sustainable Region Initiative 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 deliver the region's priorities and mandates and support the region's 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. Decisions about transportation and utilities can help reinforce Regional Growth Strategy objectives.

At the same time, utility and transportation supply support and sometimes stimulate the desired patterns of development. The Liquid Waste, Solid Waste and Drinking Water Management Plans all have connections with growth management.

The housing elements in the Regional Growth Strategy help implement the Regional Affordable Housing Strategy while the Metro Vancouver Regional Parks and Greenways Plan has important linkages with the natural asset policies. Similarly, the strategies and actions set out in the Regional Growth Strategy are intended to contribute to improvements in air quality and reductions in green house gas emissions as set out in the Air Quality Management Plan. This can be accomplished by directing urban development in ways that reduce the demand for energy consumption, support energy savings in building form, and reduce vehicle travel.

This Regional Growth Strategy is a framework for future development to the year 2040. It is a shared commitment by Metro Vancouver and member municipalities to work together to create a livable and sustainable region through the achievement of common regional goals.

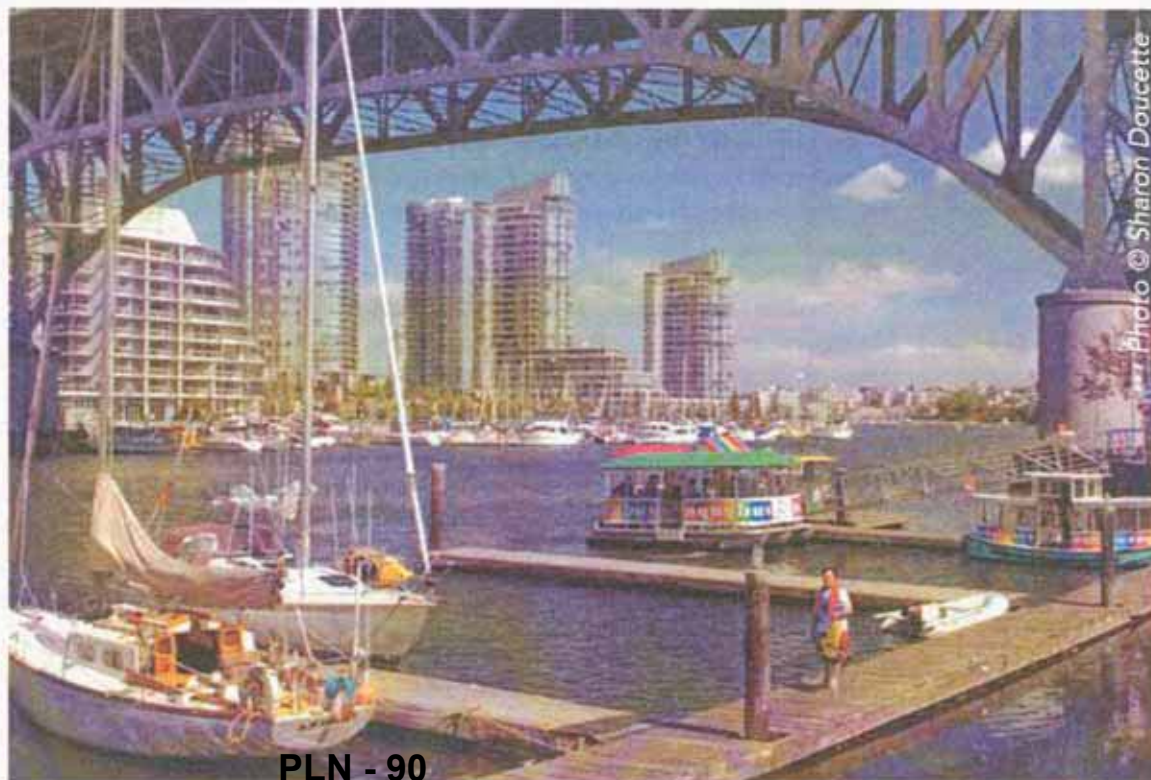


Photo © Sharon Doucette

C Challenges and Responses for the Region

Metro Vancouver has experienced substantial growth in previous decades, adding more than one million people over one generation. Strong population growth is likely to continue. The key challenge is how to maintain livability and advance sustainability at the same time while accommodating continued development. To do this, the Regional Growth Strategy needs to address the following issues:

Accommodating Growth while Advancing Livability and Sustainability

The region has experienced relatively high growth rates in the past and is expected to continue to grow by over 35,000 residents per year. Pursuing sustainability and creating a long term plan which looks out to 2040 can help to ensure that the region can accommodate future growth while maintaining the region's attractiveness as a place to live. The challenge will be to manage this growth while at the same time contribute to the long term sustainability of the region.

Maintaining Communities

A key part of being a livable and sustainable region is providing secure, stable and affordable housing and a diversity of housing to meet the needs of the region's residents. Metro Vancouver's aging population will mean a significantly higher proportion of people aged 65 and older in coming years. The challenge in the face of demographic shifts and growth is to ensure the continuation of strong, inclusive, complete communities.

Supporting the Region's Economic Prosperity

Metro Vancouver has a diversified economic base, including service industries, tourism, education, manufacturing, goods distribution and agriculture. The region connects and serves a resource-rich province and has strong gateway links to the Asia-Pacific region. The challenge for the Regional Growth Strategy is to ensure an adequate supply of appropriately located space for industry and commerce in appropriate parts of the region.

Protecting Our Natural Assets

Many of Metro Vancouver's natural assets are of national and international significance. They provide key habitat for fish and wildlife. They also provide the basics of life for all of us – clean air, water and food, and are an integral and defining ingredient of the region's livability and sustainability. These natural assets continue to be affected by urban development. The challenge is to protect the region's valuable natural assets for the benefit of current and future generations.

Protecting Agricultural Land to Support Food Production

Comprising almost 60,000 hectares, the region's portion of the Agricultural Land Reserve is an important asset. The heightened importance of producing fresh, regionally grown food to meet economic, environmental, health and food security objectives reinforces the need to protect the region's rich agricultural lands. The challenge is to protect the agricultural land base and encourage its active use for food production.

Reducing Fossil Fuel Use and Greenhouse Gas Emissions

Uncertainty about the long term supply of fossil fuels will likely mean more expensive energy costs. Using fossil fuel at the rate we did in the past is not an alternative for the future for environmental, social and economic reasons. Reduced fossil fuel can also result in lower greenhouse gas emissions. This is Metro Vancouver's first Regional Growth Strategy that addresses climate change.

The continued growth of the region will put significant pressure on the land base and transportation system and is a pressing challenge to regional sustainability. In the face of future increases in energy prices and the need to reduce greenhouse gas emissions, the challenge is to encourage development patterns which reduce travel requirements and which foster the use of transit and other alternatives to car usage.

To respond to the challenges, this plan sets out five key goals:



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. Transit-oriented development patterns help reduce greenhouse gas emissions and pollution and support both the efficient use of urban land and the transportation network. The urban area is well defined and expansion is limited, while sufficient capacity to accommodate future development is maintained.



GOAL 2

Support a Sustainable Economy

The land base, location choices and transportation integration required to nurture a healthy business climate for both traditional and new economy sectors is protected and supported. Industrial land is protected and commerce and community vitality flourishes through the creation of vibrant centres throughout the region. The region's rich agricultural lands are protected and continue to provide an integral source of regionally grown, fresh food for local and export markets.



GOAL 3

Protect the Region's Natural Assets

Metro Vancouver's unique and vital natural environment continues to provide the essentials of life – clean air, water and food. The region's ecologically important coastal and intertidal areas, wetlands, rivers and forests provide a connected network of habitats for salmon, migratory birds and a wide variety of wildlife and plant species. Protected and well managed natural areas provide residents and visitors with diverse recreational opportunities.



GOAL 4

Develop Complete and Resilient Communities

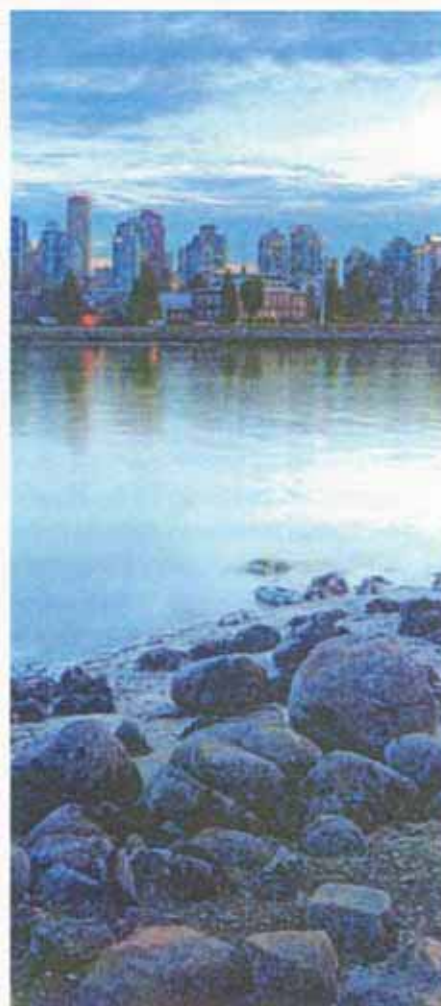
Metro Vancouver is a region with a diverse range of housing choices and a strong sense of community and connectedness. The distribution of jobs and access to services and amenities builds complete communities throughout the region. It is also a region which works toward minimizing risk from natural hazards and creates energy-efficient communities, contributing to climate change mitigation and adaptation.



GOAL 5

Support Sustainable Transportation Choices

Metro Vancouver's compact, transit-oriented urban form supports a range of sustainable transportation choices. This pattern of growth expands opportunities to use transit, walk and cycle and reduces greenhouse gas emissions and pollution. It also helps reduce household expenditure on transportation. The region's roads, rail and waterways play a vital role in serving and shaping regional development, providing linkages among the region's communities and vital goods movement networks.



D Key Elements of the Plan

To achieve the goals set out in the Regional Growth Strategy, the following reflect the different elements which make up the plan:

Urban Containment Boundary

The Urban Containment Boundary defines the extent of urban growth for the duration of the strategy. The area within the Urban Containment Boundary will meet the region's urban development needs to the year 2040 and beyond. The area within the Urban Containment Boundary includes the Urban Centres, Frequent Transit Development Corridors, Industrial and Industrial/Commercial areas and the General Urban area as set out below. Establishing an Urban Containment Boundary helps protect valuable ecological, recreation, agricultural and rural lands. A defined urban area helps reduce distances travelled and greenhouse gas emissions and leads to land use patterns that promote cost-effective transit and service infrastructure provision.

Urban Centres

Urban Centres include the Metropolitan Core, Surrey Metro Centre, Regional City Centres and Municipal Town Centres as the focus for office, retail, community, cultural and institutional uses and higher density housing. This pattern of job concentration and distribution is essential to achieve a transit-oriented future for the region and to locate jobs closer to home. Focusing growth in centres helps achieve complete community objectives and leads to a development pattern that encourages walking, cycling and transit access to jobs, shopping and a variety of trip purposes.

Frequent Transit Development Corridors

The Regional Growth Strategy includes policies for Frequent Transit Development Corridors as a focus for predominantly higher density residential development along transit corridors, particularly around transit station areas. Frequent Transit Development Corridors are important for achieving compact growth and for ensuring that transit investments can be supported.

Industrial

Meeting the economic goals of the region requires that the industrial land base is maintained and protected for a variety of economic activities serving both local and global markets. Industrial areas are intended for activities including manufacturing, processing, repair, warehousing, distribution, transportation, utilities, biomedical facilities and other laboratories used for scientific and medical research. Office and retail uses ancillary to industrial activities and a small amount of accessory commercial uses are consistent with this policy approach.

Industrial/Commercial

Stand-alone office and retail uses other than those ancillary to industry are not appropriate uses in industrial areas. They reduce the efficiency of industrial uses by generating high traffic levels, they create pressure on industrial land prices, reduce transit and walking accessibility for workers and customers and undermine the prosperity and development of the Urban Centres. The Strategy identifies Industrial/Commercial areas to acknowledge that some industrial areas have already transformed to these uses and are not likely to re-develop as industrial areas. The Strategy does not encourage additional Industrial/Commercial areas, as Urban Centres are the focus for major office and retail development.

General Urban area

The General Urban area is the developed portion of the region, within the Urban Containment Boundary, but outside of the Urban Centres, the Frequent Transit Development Corridors, the Industrial area and the Industrial/Commercial area. The General Urban area includes the region's diverse local neighbourhoods, communities, shopping areas, schools, institutions and recreation areas. Residential densities in the General Urban area are generally lower than in the Urban Centres and along the Frequent Transit Development Corridors. In addition, the General Urban area would not include industrial facilities or major employment generators.

Rural area

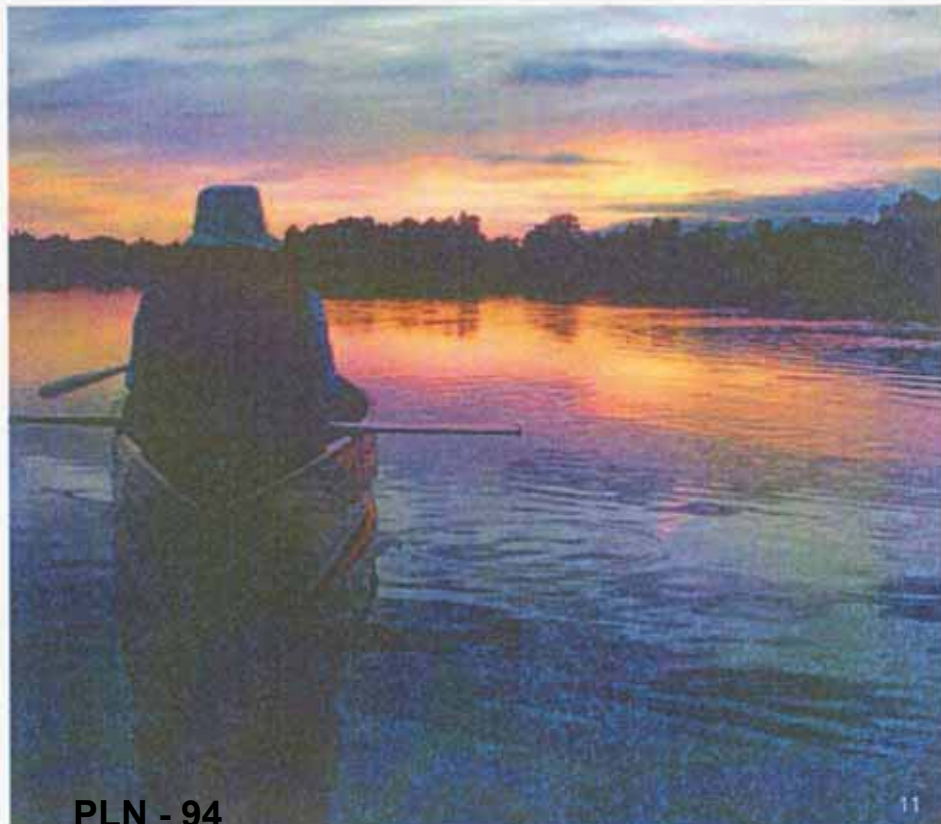
Rural areas provide for a variety of rural land uses, including low density residential development, agricultural and small-scale commercial uses. The intention of these lands is to help protect rural landscapes and character and minimize conflicts between urban uses and adjacent Agricultural areas by acting as a buffer between the two. Rural areas also help protect areas unsuitable for urban development due to topographical and other environmental constraints and help to prevent small-lot subdivision outside of the Urban Containment Boundary.

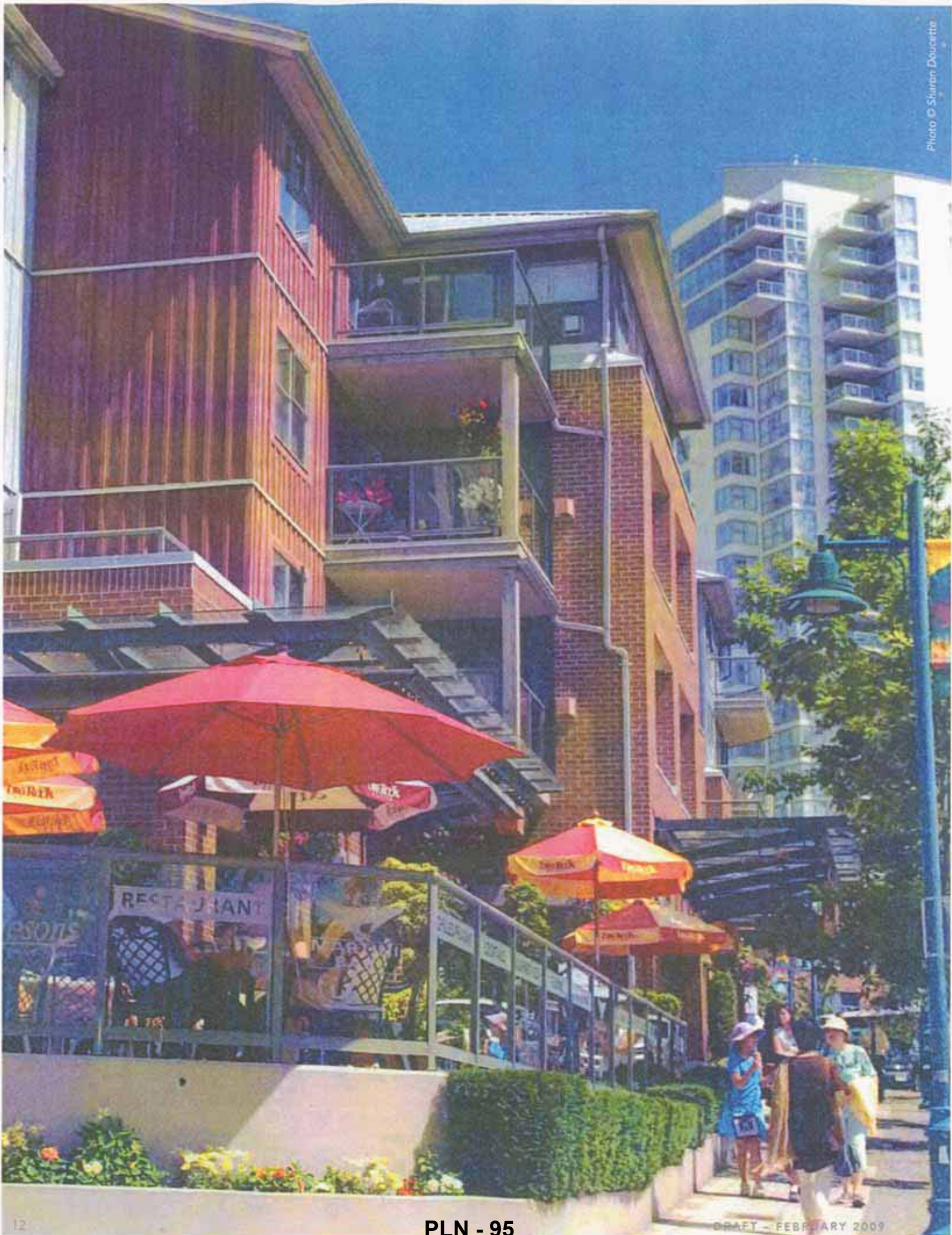
Conservation/Recreation area

Metro Vancouver's winding shorelines, fertile floodplains and snow-capped mountains inspire awe and are an essential part of how we define and characterize our region. Natural assets are the lands, features and corridors that provide vital habitat for fish and wildlife; the basics of life – clean air, water and food; spaces for personal and community health, recreation and rejuvenation; and economic benefits from agriculture and tourism. The Conservation/Recreation designation protects areas of ecological and outdoor recreation significance including drinking watersheds, conservation areas, critical habitat, forests, wetlands, major parks and recreation areas.

Agricultural area

Areas intended for agricultural and agricultural-supporting services are also identified in this Strategy. These areas reinforce provincial objectives to protect the agricultural land base of the region and recognize the importance of these areas for the region's food production for both local and export markets.







GOAL 1

Create a Compact Urban Area

Metro Vancouver's population is expected to grow from about 2.2 million people in 2006 to about 3.4 million people by 2040. This level of growth is likely to add over 600,000 jobs and over 550,000 homes. Metro Vancouver municipalities have allocated an adequate supply of land for urban development to meet the region's projected growth to 2040 and beyond. Therefore, the key challenge for our region is to grow and develop in a way that minimizes environmental impacts, uses our infrastructure and resources wisely and at the same time, creates livable, sustainable communities. The Regional Growth Strategy helps achieve this by creating a compact urban region and identifying strategic locations for growth.

Strategies under this goal contribute to creating a compact region by emphasizing urban containment and clearly delineating between urban and non-urban areas by maintaining an Urban Containment Boundary. Road capacity and public transit can be delivered more cost-effectively in a compact development pattern than in one where development is dispersed. Trip distances are shorter and more trips can be made by transit, walking and cycling. This in turn helps the achievement of the Metro Vancouver Board's greenhouse gas reduction target. Concentrating urban development in established areas allows for the use of existing community and utility infrastructure. Compact development patterns also reduce pressure to convert rural, agricultural and conservation and recreation lands to urban uses. Strategies for the Rural area, included in this goal, complement and strengthen the Urban Containment Boundary.

Within this compact urban form, the Regional Growth Strategy sets out strategic directions for how the region should grow. This includes creating strong Urban Centres throughout the region that are well connected to transit and the road network. These centres will collectively make an important contribution to providing locations for more jobs close to home and will provide access to shops and services throughout the region. An additional focus for growth, and particularly for residential development, are the Frequent Transit Development Corridors. These corridors make the most of investments in the region's transit system by identifying areas for growth along transit routes and especially at transit stations along the corridors.

Within the Urban Containment Boundary, the Regional Growth Strategy also defines the General Urban area. The General Urban area comprises the region's diverse neighbourhoods and communities and is home to many of the region's residents.

Strategies to achieve this goal include:

- 1.1 Contain urban development within the Urban Containment Boundary
- 1.2 Focus growth in Urban Centres and in Frequent Transit Development Corridors
- 1.3 Encourage land use and transportation development that reduces greenhouse gas emissions
- 1.4 Protect the region's rural lands from urban development



STRATEGY 1.1

Contain urban development within the Urban Containment Boundary

Metro Vancouver will:

1.1.1 Evaluate Regional Context Statements to ensure that all urban development occurs within the area defined by the Urban Containment Boundary and that the requirements set out in Action 1.1.3 are met.

1.1.2 Ensure that the actions of the Greater Vancouver Sewerage and Drainage District are consistent with this strategy, including not extending regional sewage services to the Rural, Agricultural and Conservation/Recreation areas, except for building footprints in cases where infrastructure is needed to address a public health issue or protect the region's natural assets.

Municipalities will:

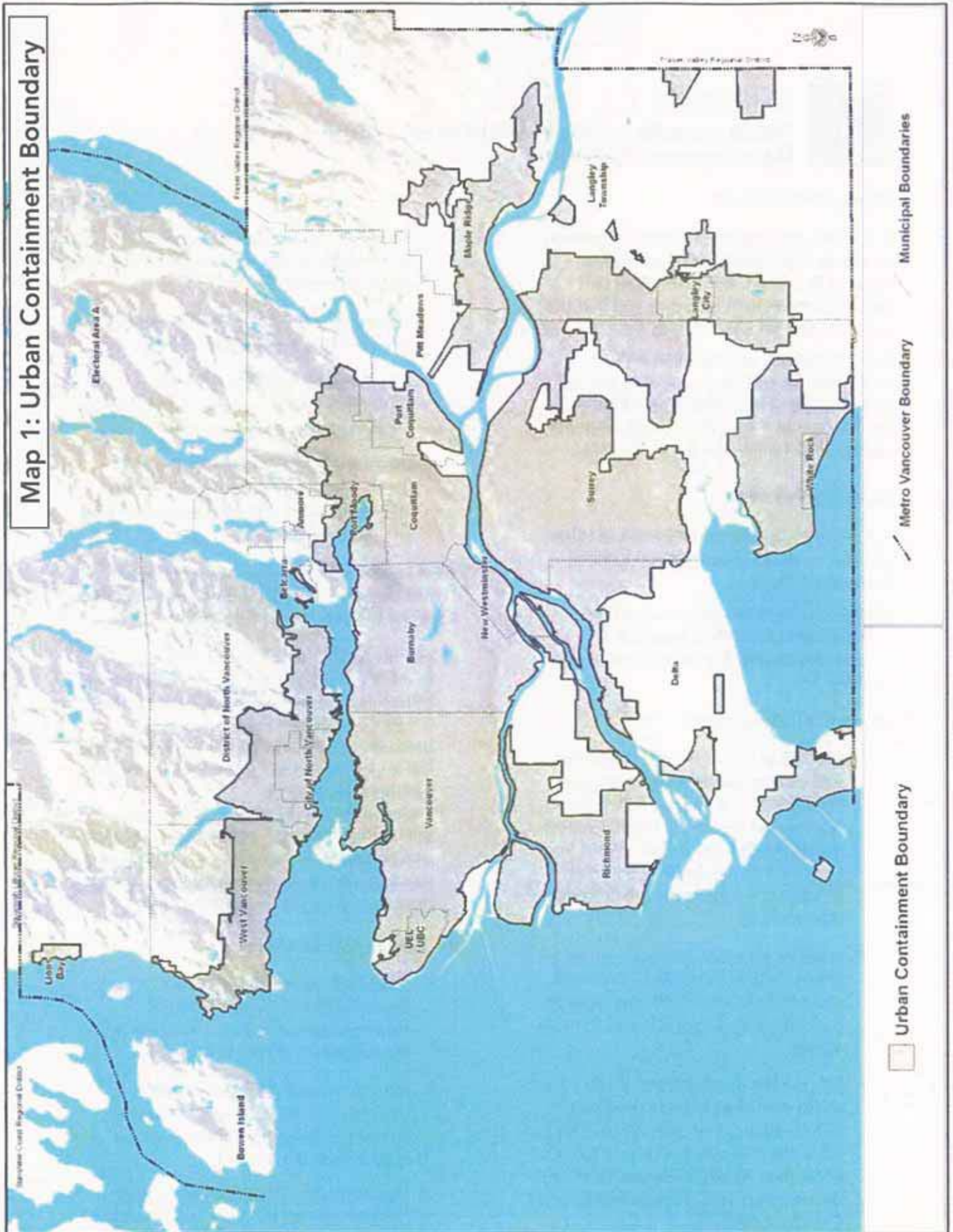
1.1.3 Develop Regional Context Statements which:

- a) specify the Urban Containment Boundary on a map, consistent with the Urban Containment Boundary map (Map 1) and include policies which direct future urban development to the urban area;
- b) identify policies that direct growth to established areas prior to the development of newly developing areas; and
- c) identify population, dwelling unit and employment projections to support the achievement of projections outlined in Table 1.1 and Table 1.2 (Appendix A).

Actions Requested of Other Governments and Agencies

1.1.4 The provincial and federal governments and their agencies direct urban development to areas within the Urban Containment Boundary.

Map 1: Urban Containment Boundary





STRATEGY 1.2

Focus growth in Urban Centres and Frequent Transit Development Corridors

Metro Vancouver will:

1.2.1 Evaluate Regional Context Statements to ensure high density development is focused in Urban Centres and Frequent Transit Development Corridors and that the requirements set out in Action 1.2.3 are met.

1.2.2 Explore, in collaboration with municipalities and other agencies, the use of financial and regulatory tools to support the location of major office and institutional development within the Urban Centres.

Municipalities will:

1.2.3 Encourage the development of Urban Centres by developing Regional Context Statements which:

- (a) identify the Urban Centres and their boundaries on a map, generally in accordance with the Urban Centres map (Map 2);
- (b) identify policies which:
 - encourage higher density residential and commercial uses and a range of institutional, community, cultural and recreational facilities in Urban Centres, consistent with guidelines set out in Figure 2 and the dwelling unit and employment targets set out in Table 1.2 (Appendix A);
 - enhance the place-making qualities of Urban Centres as places to live, work and access services, with emphasis on pedestrian, cycling and transit-friendly access;
 - support the development of office space within the Urban Centres, that may include zoning that reserves land for office uses, density bonus provisions to encourage office development, variable development cost charges and/or other financial incentives;

- support neighbourhood centres that provide day-to-day goods and services for the local community;
- reduce residential and commercial parking requirements within Urban Centres;
- create district heating systems and renewable energy generation in Urban Centres, where appropriate; and
- ensure the development of Frequent Transit Development Corridors do not detract from the viability and functionality of the Urban Centres.

1.2.4 Promote the development of Frequent Transit Development Corridors by developing Regional Context Statements which:

- (a) identify within the Urban Containment Boundary, the Frequent Transit Development Corridors or portions thereof, where growth will be focused with these areas to be generally consistent with the Frequent Transit Network Concept as set out on the Urban Centres map (Map 2). Frequent Transit Development Corridors will be identified over time and coordinated with local planning and area transit planning processes but should precede higher density development within the municipal area;
- (b) identify policies which:
 - focus higher density residential development in Frequent Transit Development Corridors, consistent with the guidelines set out in Figure 2;
 - reduce residential and commercial parking requirements within Frequent Transit Development Corridors where appropriate; and
 - ensure proposed development within Frequent Transit Development Corridors

does not detract from the viability of existing industrial areas.

1.2.5 Identify policies in Regional Context

Statements that discourage higher density developments and support lower density and ground-oriented residential development and local-serving commercial uses in the General Urban area.

1.2.6 Refer to TransLink for review, as set out in provincial legislation, the proposed adoption or amendment of an Official Community Plan, or major development proposals for the purpose of determining whether such measures warrant a revision to the Regional Context Statement.

Actions Requested of Other Governments and Agencies

1.2.7 The federal and provincial governments direct major office and institutional development to Urban Centres.

1.2.8. TransLink's procurement and development of land holdings support the objectives of the Regional Growth Strategy.

1.2.9 The province and TransLink:

- (a) provide enhanced public transit service to support the growth and development of Urban Centres and Frequent Transit Development Corridors;
- (b) work with Metro Vancouver and member municipalities to identify the siting of future rapid transit stations; and
- (c) collaborate with member municipalities to improve safe cycling access and cycling storage facilities and enhance pedestrian access in Urban Centres and Frequent Transit Development Corridors.

1.2.10 The province review development proposals impacting provincial highways for consistency with the Regional Growth Strategy.

FIGURE 2

Guidelines for Urban Centres and Frequent Transit Development Corridors

TYPE	DESCRIPTION and LAND USE ACTIVITIES	TRANSPORTATION CHARACTERISTICS
Metropolitan Core The Region's Downtown	<ul style="list-style-type: none"> • Business, cultural and entertainment centre for the region • Major employment location • Large-scale, high density commercial office and retail uses • Medium and high density housing forms • Cultural and entertainment destination at regional scale • Region-serving institutional uses 	<ul style="list-style-type: none"> • Inter-regional transportation hub (rail, inter-city bus, air) • Regional transportation hub with multiple rapid transit stations and integrated bus network • Good regional road access • High quality pedestrian and bicycling environment
Surrey Metro Centre Centre of Activity South of the Fraser	<ul style="list-style-type: none"> • Business, cultural, institutional and entertainment centre for the southern and eastern parts of the region • Major employment location • Large-scale, high density commercial office and retail uses • Medium and high density housing forms • Cultural and entertainment destination at regional scale • Region-serving institutional uses 	<ul style="list-style-type: none"> • Regional transportation hub with multiple rapid transit stations and integrated bus network • Good regional road access • High quality pedestrian and bicycle environment
Regional City Centre Major regional centres, serving Metro Vancouver's subregions	<ul style="list-style-type: none"> • Centres of activity for the subregions • Regional or subregional office location • Large-scale, high density commercial uses • Focus for accommodating population growth in medium and high density housing forms • Institutional uses serving the subregions • Community services and cultural activities serving the sub-regions 	<ul style="list-style-type: none"> • Subregional transportation hubs with existing or future rapid transit service (rail or bus) • Transit connections to other parts of the region • Frequent transit service • Good regional road access • High quality pedestrian and bicycle environment
Municipal Town Centre Hubs of activity within municipalities	<ul style="list-style-type: none"> • Locations for services and activities oriented to the local needs of the municipality • Focal points for accommodating population growth within municipalities in medium density and some higher density housing forms • Accommodates business activities and local serving commercial activities • Focus for community and cultural services 	<ul style="list-style-type: none"> • Transit hub within the municipality, with existing or future rapid transit (rail or bus) in some Municipal Town Centres • Frequent Transit Network connections to higher-order Centres • High quality pedestrian and bicycle environment
Frequent Transit Development Corridors Focal areas for residential growth, in connection with transit service	<ul style="list-style-type: none"> • Areas identified by municipalities as a focus for residential • Located on the Regional Transit Network Concept (see Map 2) • Focus for medium and higher density housing with concentrated growth at transit station areas and stops along the transit corridor • Development areas within the corridor depend on local circumstances, but should generally range from between 400 to 800 metres on both sides of the corridor for areas identified for development, with higher density uses located within 400 metres of the corridor • Many areas will likely contain local commercial activities, but concentrations of office employment to be directed to Urban Centres 	<ul style="list-style-type: none"> • Residential development within walking distance of transit • Rapid transit, rapid bus or Frequent Transit Network service • High quality pedestrian and bicycle environment and facilities

Map 2: Urban Centres

Urban Centres

- Metropolitan Core
- Surrey Metro Centre
- Regional City Centres
- Municipal Town Centres

Frequent Transit Development Corridors

To be completed by Regional Council Statements in association with the implementation of the Frequent Transit Network Concept

Frequent Transit Network Concept

- Existing SkyTrain / SeaBus
- Proposed Rapid Transit (Rail or Bus)

Frequent Bus Concept

- Westcoast Express



STRATEGY 1.3

Encourage land use and transportation development that reduces greenhouse gas emissions

Metro Vancouver will:

1.3.1 Evaluate Regional Context Statements to support the adoption of appropriate forms of development to reduce greenhouse gas emissions as set out in this strategy and that the requirements set out in Action 1.3.3 are met.

1.3.2 Contribute to regional targets for greenhouse gas emissions by 33 percent below 2007 levels by 2020 and 80% below 2007 levels by 2050 through developing and implementing a corporate greenhouse gas strategy.

Municipalities will:

1.3.3 Develop Regional Context Statements which identify targets, policies and actions to reduce greenhouse gas emissions and to meet the regional target, including:

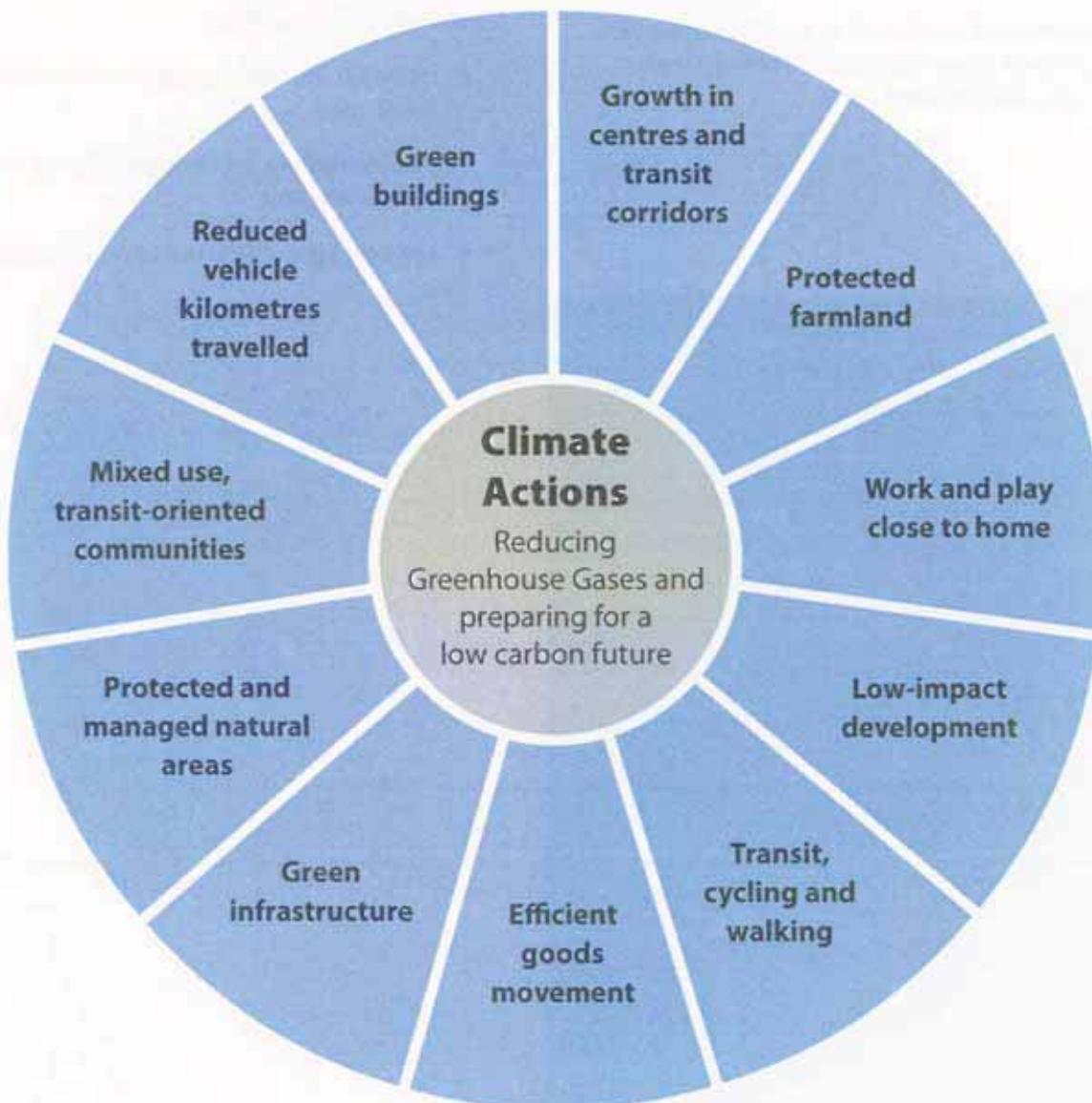
- (a) the design of communities that encourage transit, walking and cycling; and
- (b) support for renewable energy generation and district heating systems in areas of new development and sufficient density.

Actions Requested of Other Governments and Agencies

1.3.4 The provincial government work collaboratively with Metro Vancouver, TransLink, and member municipalities to reduce GHG emissions to 33 percent below 2007 levels by 2020 and 80 percent by 2050 including:

- (a) support for transit development and a transportation system that supports the reduction of greenhouse gas emissions;
- (b) building standards and measures that improve energy efficiency;
- (c) encouraging alternative energy development; and
- (d) establishing fiscal measures to reduce energy use and promote communities using renewable energy sources.

FIGURE 3
How Land Use and
Transportation Strategies
Contribute to Climate Action





STRATEGY 1.4

Protect the region's rural lands from urban development

Metro Vancouver will:

1.4.1 Evaluate Regional Context Statements to ensure the Rural area is protected, rural character is maintained, and that the requirements set out in Action 1.4.3 are met.

1.4.2 Identify rural residential at very low densities, agricultural and other compatible rural uses as appropriate uses for Rural areas.

Municipalities will:

1.4.3 Develop Regional Context Statements which:

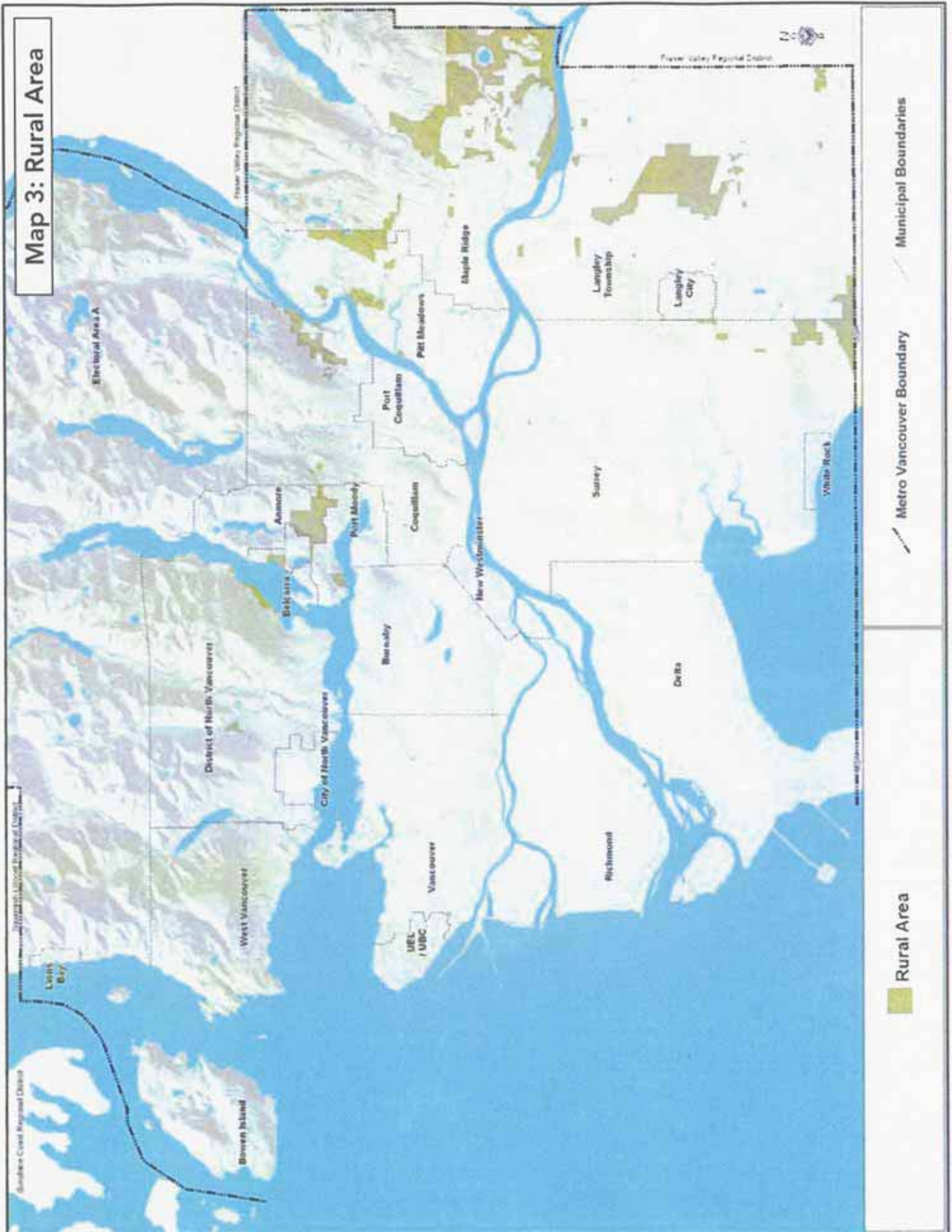
(a) specify the Rural area and its boundary on a map consistent with the Rural Area map (Map 3);

(b) identify policies which:

- maintain the low density, rural character of the Rural area;
- discourage the subdivision of lands within the Rural area; and
- support agricultural uses on rural lands.



Map 3: Rural Area







GOAL 2

Support a Sustainable Economy

It is expected that about 600,000 jobs will be added to the region by 2040, for a total of 1.8 million jobs. An adequate supply of land will be needed for all sectors of the economy, well served by transportation and utility infrastructure.

Offices and retailing are key building blocks for vibrant, prosperous Urban Centres. Employee and customer access is maximized in centre locations. Urban Centres distributed throughout the region provide more opportunities for services and jobs to be close to home. Strategies are included to avoid the dispersal of higher employment and high trip generating uses from Urban Centres.

Market pressure to convert industrial lands to office, retail and housing has resulted in a diminished supply of industrial land in the region. Yet demand for industrial land for activities will continue to increase as the population of the region grows. Many of these industrial uses provide day-to-day needs such as repair, servicing and renovation and construction to shops, hotels and restaurants. Additional lands are needed for container storage, freight forwarding and other distribution functions. In response to the vulnerability of industrial land, the Regional Growth Strategy contains specific strategies to protect the supply of industrial land in the region.

Agriculture is an important sector of the region's economy. The region's farmland is incredibly productive. In British Columbia, the farm sector generates 28 percent of the province's total gross farm receipts which contribute more than \$1 billion annually to the regional economy. Strategies are included to strengthen the economic viability of the agricultural industry and to protect the regional agricultural land base.

Strategies to achieve this goal include:

- 2.1 Promote patterns of land development that support a diverse regional economy and employment close to where people live
- 2.2 Protect the region's supply of industrial land
- 2.3 Protect the region's supply of agricultural land and encourage its use for food production



STRATEGY 2.1

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

Metro Vancouver will:

2.1.1 Evaluate Regional Context Statements to ensure the development of prosperous and vibrant centres throughout the region and that the requirements set out in Action 2.1.5 are met.

2.1.2 Evaluate Regional Context Statements to ensure Special Activity Areas, such as the ports, airports and post-secondary educational facilities, as shown on the Economic Areas map (Map 4), develop to fulfil their economic function as places of employment, knowledge centres or centres for moving people and/or goods.

2.1.3 Provide regional utility infrastructure to support the region's economic functions and to support preferred employment and settlement patterns.

2.1.4 Investigate innovative fiscal measures to reinforce the importance of Urban Centres as job locations and investigate means to reflect the regional/local costs of dispersed office and retail development.

Municipalities will:

2.1.5 Develop Regional Context Statements which:

(a) identify policies which support the concentration of retail, office, cultural, institutional and entertainment activities in Urban Centres consistent with the directions set out under Goal 1 and the Urban Centres map (Map 2);

(b) identify policies which prevent major commercial (retail, office and entertainment) and institutional development outside of Urban Centres;

(c) identify the Special Activity Areas as shown on the Economic Areas map (Map 4) and provide policies to support their specialized economic role; and

Actions Requested of Other Governments and Agencies

2.1.6 TransLink review proposed major developments to ensure compliance with 2.1.5 (a) in accordance with the provisions of the *South Coast British Columbia Transportation Authority Act*.

2.1.7 TransLink, the province and the federal government ensure transportation infrastructure and operations support the economic areas (Urban Centres, Industrial areas and Special Activity Areas) as identified in this Regional Growth Strategy.

2.1.8 The Vancouver International Airport Authority encourage industrial and commercial development related to airport activities.

2.1.9 Port Metro Vancouver encourage the use of port lands for industrial activity and discourage non-port related commercial development.

2.1.10 The Federal government to require port and airport authorities to ensure that developments under their jurisdiction are consistent with the Regional Growth Strategy.



STRATEGY 2.2

Protect the region's supply of industrial land

Metro Vancouver will:

2.2.1 Evaluate Regional Context Statements to ensure that appropriate industrial land is protected for industrial use and that the requirements set out in Action 2.2.3 are met.

2.2.2 Monitor the supply of industrial land in the region with the objective of maintaining sufficient capacity to meet the needs of the regional economy.

Municipalities will:

2.2.3 Develop Regional Context Statements which:

(a) identify the Industrial area and its boundary on a map generally consistent with the areas shown on the Economic Areas map (Map 4);

(b) identify the Industrial/Commercial area and its boundary on a map generally consistent with the areas shown on the Economic Areas map (Map 4);

(c) identify policies which:

- encourage the use of industrial lands for industrial uses such as manufacturing, processing, repair, warehousing, distribution, transportation, utilities, biomedical facilities and other laboratories used for scientific and medical research, office and retail uses that are ancillary to industrial activities and limited accessory commercial uses designed to serve workers;
- prevent non-industrial uses in Industrial areas; and
- encourage better utilization of existing Industrial areas for industrial activities.

Actions Requested of Other Governments and Agencies

2.2.4 British Columbia Assessment Authority work with Metro Vancouver to investigate industrial taxation policies that support the continued use of Industrial areas for industrial purposes.

2.2.5 TransLink and the province review any proposed Official Community Plan amendments to remove industrial lands with the objective of maintaining industrial areas in proximity to highways, barge or rail facilities.





STRATEGY 2.3

Protect the region's supply of agricultural land and encourage its use for food production

Metro Vancouver will:

2.3.1 Evaluate Regional Context Statements to ensure the protection of Agricultural land and its optimal use for food production and that the requirements set out in Action 2.3.3 are met.

2.3.2 Ensure that regional recreational corridors and other Metro Vancouver activities minimize disruption to agricultural operations.

Municipalities will:

2.3.3 Develop Regional Context Statements which:

(a) specify the Agricultural area and its boundary on a map consistent with the Economic Areas map (Map 4);

(b) identify food production and other agricultural uses to be appropriate uses in the Agricultural area, as determined by the Agricultural Land Commission;

(c) discourage subdivision of agricultural land leading to farm fragmentation;

(d) minimize disruption to agricultural operations from municipal recreational corridors and other municipal activities;

(e) identify policies which maintain and improve utility and transportation infrastructure for agriculture, such as stormwater drainage and flooding to avoid negative impacts on farms and agricultural activities;

(f) identify policies which improve the management of the rural-urban interface; and

(g) where appropriate, develop a local agricultural strategy.

Actions Requested of Other Governments and Agencies

2.3.4 The Agricultural Land Commission to:

- ensure that all lands designated Agriculture in this Regional Growth Strategy be included in the Agricultural Land Reserve;
- establish and enforce maximum housing floor area and setback regulations on Agricultural Land Reserve parcels; and
- ensure that any exclusions from the Agricultural Land Reserve are consistent with Regional Growth Strategy goals.

2.3.5 The province to ensure that utility and transportation corridors minimize the fragmentation of and impacts on land within the Agricultural area.

2.3.6 The province, federal government and other agencies to adopt financial measures to encourage agri-food economic development, including such measures as:

- agricultural property tax policies that reinforce the continued use of agricultural lands for agriculture, especially for food production, and compensate for the protection of environmentally sensitive lands; and
- incentive programs to encourage new farmers.

Map 4: Economic Areas

Urban Centres

- Metropolitan Core
- Surrey Metro Centre
- Regional City Centres
- Municipal Town Centres

Industrial Areas

- Industrial
- Industrial / Commercial

Special Activity Areas

- Educational
- International Airport
- Ports

Agricultural Areas

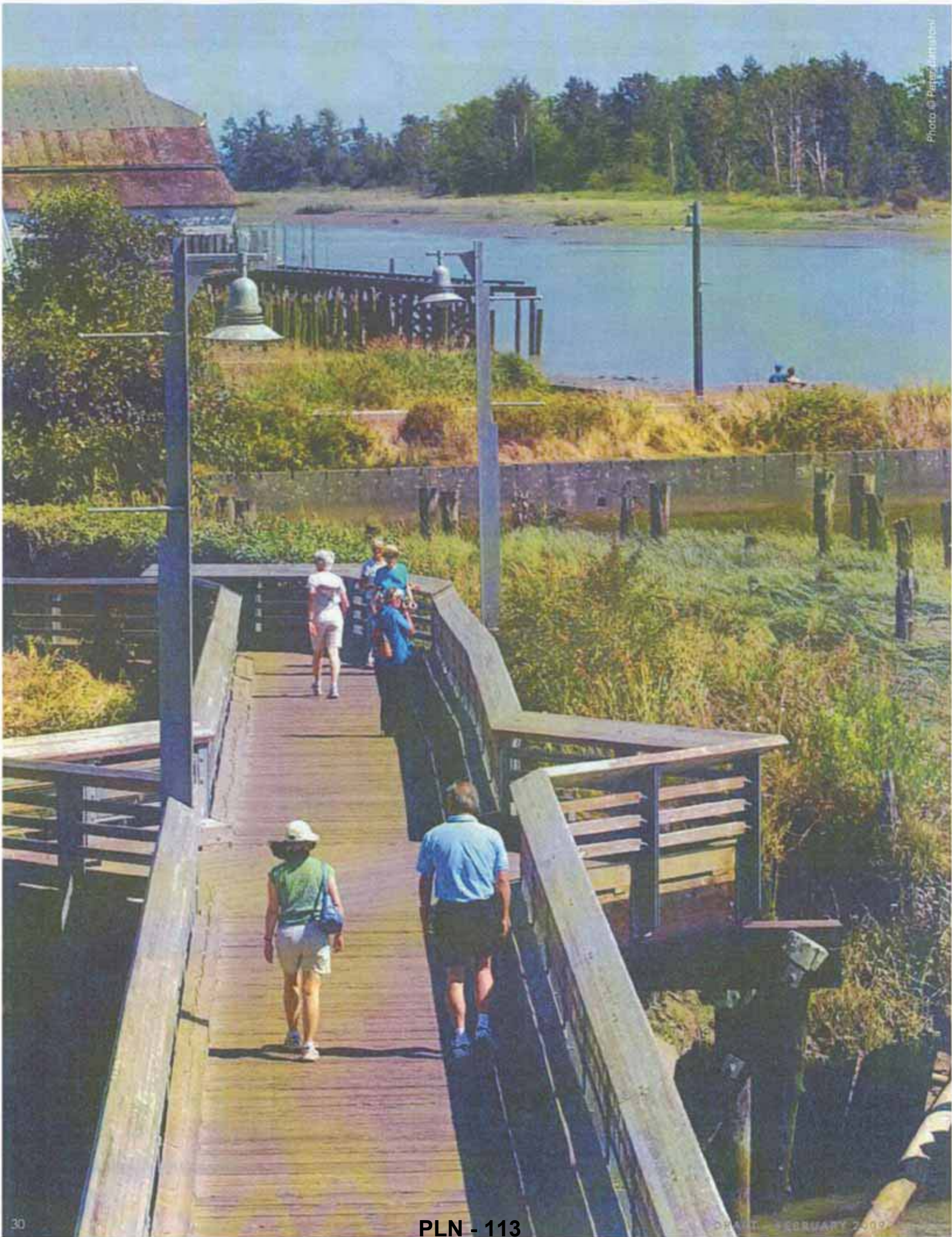
- Agricultural Areas

Roads Concept

- Provincial Highways
- Planned Highways / Expansions
- Major Roads Network
- Rail

Transit Concept

- Existing SkyTrain / SeaBus
- Proposed Rapid Transit (Rail or Bus)
- Frequent Bus Concept
- Westcoast Express





GOAL 3

Protect the Region's Natural Assets

The combination of Metro Vancouver's coastal location, climate and varied terrain has produced a rich variety of ecosystems. Some have global significance while others make very important contributions to the economic prosperity and quality of life of the region. The Fraser River, Boundary Bay, Burrard Inlet and Georgia Strait provide internationally important habitat for salmon and major feeding and resting points along the Pacific Flyway for over 2,000,000 migratory birds each year. Our forests, wetlands, streams and riparian, coastal and intertidal areas are integral pieces of a habitat network for fish and wildlife. This network relies on threads of natural features and corridors throughout the region, from pocket parks and streams in urban areas to hedgerows and open fields in rural areas.

The region's natural areas also provide essential ecosystem services. For example, forests stabilize slopes in North Shore neighbourhoods and reduce sediment loadings into the drinking water reservoirs while wetlands mitigate local flooding problems by capturing storm waters. Forests and wetlands also absorb greenhouse gases and other air pollutants. Protecting these natural assets boosts the region's ecological health and resiliency in the face of natural hazards and climate change. Maintaining the health of ecosystems is not simply of interest to those who enjoy nature but an important component of land use planning in a sustainable region.

This goal focuses on protecting the region's conservation and recreation lands. This will be accomplished through a strategy that protects the state and integrity of the region's drinking watersheds, critical habitats, wetlands, forests, conservation areas, major parks and recreation areas by setting them aside as parks and conservation areas and limiting the types of activities allowed.

Strategies to achieve this goal include:

- 3.1 Protect the region's conservation and recreation lands



STRATEGY 3.1

Protect the region's conservation and recreation lands

Metro Vancouver will:

3.1.1 Evaluate Regional Context Statements to ensure the protection of drinking watersheds, critical habitats, wetlands, forests, conservation areas, major parks and outdoor recreation areas and that the requirements set out in Action 3.1.3 are met.

3.1.2 Seek to identify and secure critical and sensitive areas of habitat and new parks in areas of significant growth in alignment with the Regional Parks and Greenways Plan.

Municipalities will:

3.1.3 Develop Regional Context Statements which:

(a) specify the Conservation/Recreation area and its boundary on a map, consistent with the Conservation/Recreation Area map (Map 5);

(b) identify appropriate uses for the Conservation/Recreation area such as:

- the supply of high quality drinking water;
- ecological conservation;
- outdoor recreation;
- compatible research and education;
- commercial uses compatible with conservation and recreation; and
- sustainable forestry.

(c) adopt policies to support the protection and enhancement of natural assets, such as:

- conserve and protect ecologically important features and corridors including: floodplains,

shorelines, intertidal areas, stream systems and other hydrological functions, vulnerable aquifers, steep slopes, urban forests and tree cover;

- establish buffers along watercourses, coastlines, other corridors and ecologically important features;
- incorporate biodiversity objectives and adaptive management practices and the control of noxious weeds and invasive species into land management practices; and
- establish specific planning, fiscal or regulatory measures such as conservation covenants, tax exemptions and eco-gifting, as a means of protecting or enhancing ecologically important features on private lands.

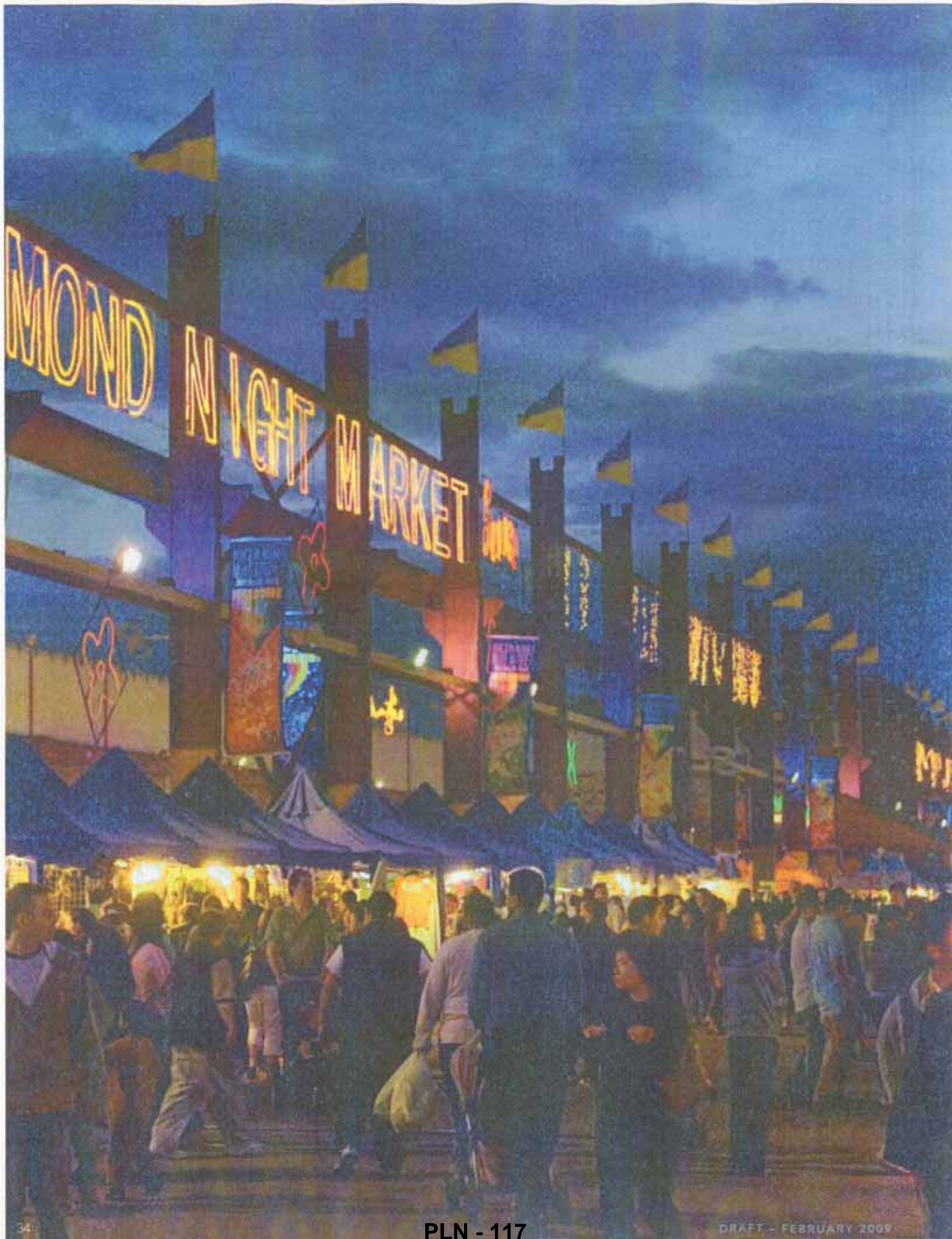
(d) include policies that buffer, where feasible, lands within the Conservation/Recreation area from activities in adjacent urban areas.

Actions Requested of Other Governments and Agencies

3.1.4 The province to locate utility and transportation corridors to minimize the fragmentation of, and impacts on land within the Conservation/Recreation areas.

3.1.5 The provincial and federal governments to develop strategies and provide long-term funding for the protection, enhancement and restoration of ecological features and corridors in the region, including marine and intertidal areas.

3.1.6 The province to develop wildlife management plans.





GOAL 4

Develop Complete and Resilient Communities

Complete communities are places where the region's residents can find a place to live, earn a living, access the services they need and enjoy social, cultural and recreational pursuits. The intention is to provide these opportunities within walkable, mixed use, transit-oriented communities. Included in this goal are strategies and actions which promote healthy living and a strong sense of social cohesion and inclusion.

This goal also focuses on ensuring an adequate supply of housing to meet future demand, including an appropriate mix of housing types and tenures to respond to the needs of an aging population, changing family and household characteristics and the full range of incomes and needs across the region. In meeting the estimated demand for affordable housing, it is recognized that all levels of government have a role to play and provincial and federal funding is essential.

Access to a wide range of services and amenities close to home, a high quality of life and a strong sense of regional and community identity and connection are also important. As well, this goal focuses on the resiliency of communities in preparing for and responding to, natural hazards and climate change.

Strategies to achieve this goal include:

- 4.1 Provide diverse and affordable housing choices
- 4.2 Develop complete, inclusive communities with access to a range of services and amenities
- 4.3 Minimize risks from natural hazards and adapt to the impacts of climate change



STRATEGY 4.1

Provide diverse and affordable housing choices

Metro Vancouver will:

4.1.1 Evaluate Regional Context Statements and Housing Action Plans to ensure that there is an adequate supply of housing to meet the full range of incomes and needs across the region and ensure that the requirements set out in Action 4.1.3 are met.

4.1.2 Implement the Metro Vancouver Affordable Housing Strategy including exploring opportunities to increase the portfolio of units managed by the Metro Vancouver Housing Corporation.

Municipalities will:

4.1.3 Develop Regional Context Statements and complementary Housing Action Plans which:

(a) articulate local housing priorities that take into consideration changing demographics, household characteristics and housing needs;

(b) assess local market conditions including the affordability of existing ownership and rental housing options; and

(c) specify strategies to:

- meet the estimated future demand for rental and ownership units as set out in Table 1.3 (Appendix A);
- increase the supply of units affordable to households with low to moderate incomes as set out in Table 1.4 (Appendix A);
- increase the supply and diversity of the existing housing stock through infill developments and smaller lot sizes as well as more compact housing forms;

- secure additional “affordable” rental units for households with low or low to moderate incomes through tools such as adopting density bonus provisions, the use of inclusionary housing policies or other mechanisms;
- limit the loss of existing rental housing stock as well as policies to mitigate the impact on tenants who may be displaced; and
- identify opportunities to work with other levels of government to secure additional social housing units to meet the needs of low income families, seniors and those with special housing needs, as well as to address the needs of those who are homeless and/or at risk of homelessness.

Actions Requested of Other Governments and Agencies

4.1.4 The federal and provincial governments to provide capital and operating funding to support the construction of a minimum of approximately 2,150 new social housing units per year over a ten year time frame, consistent with the estimated needs set out in Table 1.4 (Appendix A) and the priorities identified by member municipalities through their Housing Action Plans.

4.1.5 The federal and provincial governments to provide capital and operating funding to support the construction of 5,000 new transitional and supportive housing units across the region over the next ten years to better meet the needs of those who are homeless or at risk of homelessness.



STRATEGY 4.2

Develop complete, inclusive communities with access to a range of services and amenities

Metro Vancouver will:

4.2.1 Promote the development of complete and inclusive communities and ensure that the requirements set out in Action 4.2.2 are met.



Municipalities will:

4.2.2 Identify policies and plans which:

- (a) locate community, cultural and recreational, institutional and educational facilities in centres or locations with good access to transit;
- (b) ensure the provision of parks and public spaces which provide opportunities for increased social interaction and community engagement and which strengthen connections throughout the region;
- (c) support healthy and active living through the provision of safe pedestrian and cycling environments; and
- (d) identify policies which support urban food production.



STRATEGY 4.3

Minimize risks from natural hazards and adapt to the impacts of climate change

Metro Vancouver will:

4.3.1 Evaluate Regional Context Statements to help ensure land use decisions adequately consider risks from natural hazards and climate change and to ensure that the requirements set out in Action 4.3.3 are met.

4.3.2 Ensure that the planning and location of regional utilities and related facilities consider risks from natural hazards and climate change adaptation.

Municipalities will:

4.3.3 Develop Regional Context Statements which identify policies which:

- (a) adequately protect development in areas at higher risk from natural hazards such as floods, landslides and interface fires; and
- (b) adapt to anticipated climate change impacts such as sea level rise, changes in precipitation trends and increased frequency and intensity of weather events classified as 'extreme'.

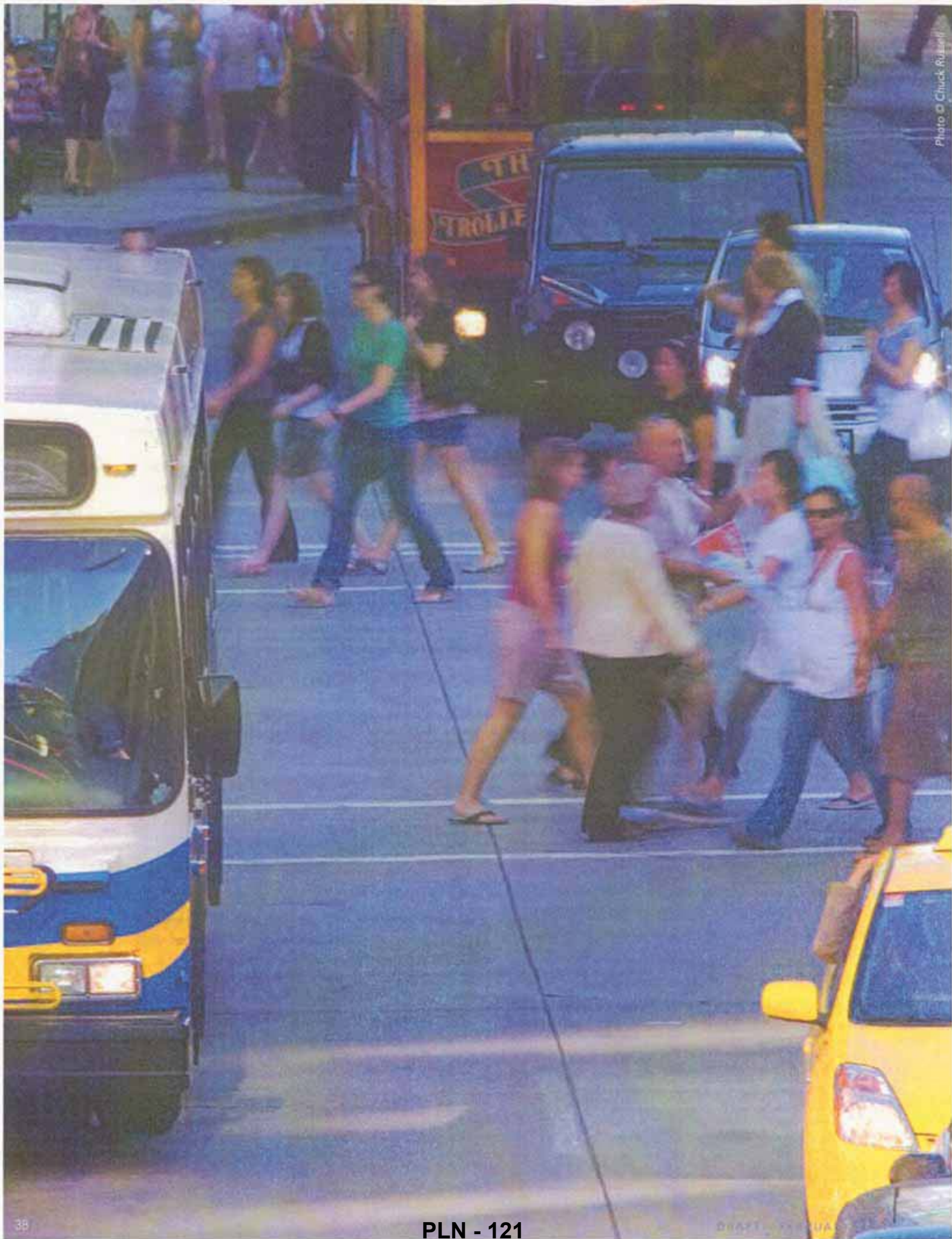


Photo © Chuck Russell



GOAL 5

Support Sustainable Transportation Choices

Land use influences travel patterns and transportation systems influence land use. Achieving Regional Growth Strategy goals will require close integration of land use and transportation strategies. The regional roads network will also shape regional growth, provide linkages among the region's communities and goods movement linkages within the Lower Mainland, and to connect with intra-provincial, national and international destinations. The strategy related to the regional road system advocates for better management of the demand and capacity of the Regional Roads Network. By improving the efficient use of existing road capacity, the region can avoid capital-intensive expansion. Rail and barge have the ability to play a larger role in the future for goods movement and help reduce greenhouse gas emissions, pollution and community impacts.

Metro Vancouver will continue to work in partnership with member municipalities, TransLink, Port Metro Vancouver, airport authorities, and the provincial and federal governments to ensure integrated decision-making to achieve the goals of the Regional Growth Strategy. TransLink is responsible for implementing Transport 2040, the vision document which guides long-term transportation policies and investments in the region. The province also prepares provincial highway and transit plans for the region. Both the federal and provincial governments play significant roles in funding regional transit and goods movement infrastructure. Further, Metro Vancouver will advocate for the continued reduction in greenhouse gas emissions and common air contaminants, especially diesel air particulates, in the transportation sector.

Strategies to achieve this goal include:

- 5.1 Connect land use and transportation to support transit, walking and cycling
- 5.2 Connect land use and transportation to support an efficient regional roads and goods movement network



STRATEGY 5.1

Connect land use and transportation to support transit, walking and cycling

Metro Vancouver will:

5.1.1 Evaluate Regional Context Statements to support an increased share of person trips by transit, walking and cycling and a reduction in vehicle kilometres travelled and that the requirements set out in Action 5.1.2 are met.

Municipalities will:

5.1.2 Develop Regional Context Statements which:

(a) identify policies which:

- design or retrofit streets to be safe, accessible and compatible for enhanced transit services, cycling and walking;
- support transit priority measures; and
- pursue parking pricing and supply policies and car-sharing initiatives that support transportation demand management.

(b) identify maps which illustrate how:

- the Frequent Transit Network Concept will be accommodated generally consistent with the Frequent Transit Network Concept on Map 6 and supported by local land use decisions;
- regional and local cycling routes promote a safe cycling network serving major destinations, schools and transit; and
- pedestrian facilities and connectivity will be improved to provide a safe and accessible walking network serving major destinations, schools and transit services.

Actions Requested of Other Governments and Agencies

5.1.3 TransLink to include the following in the development of the Frequent Transit Network Concept, generally consistent with Map 6 which will:

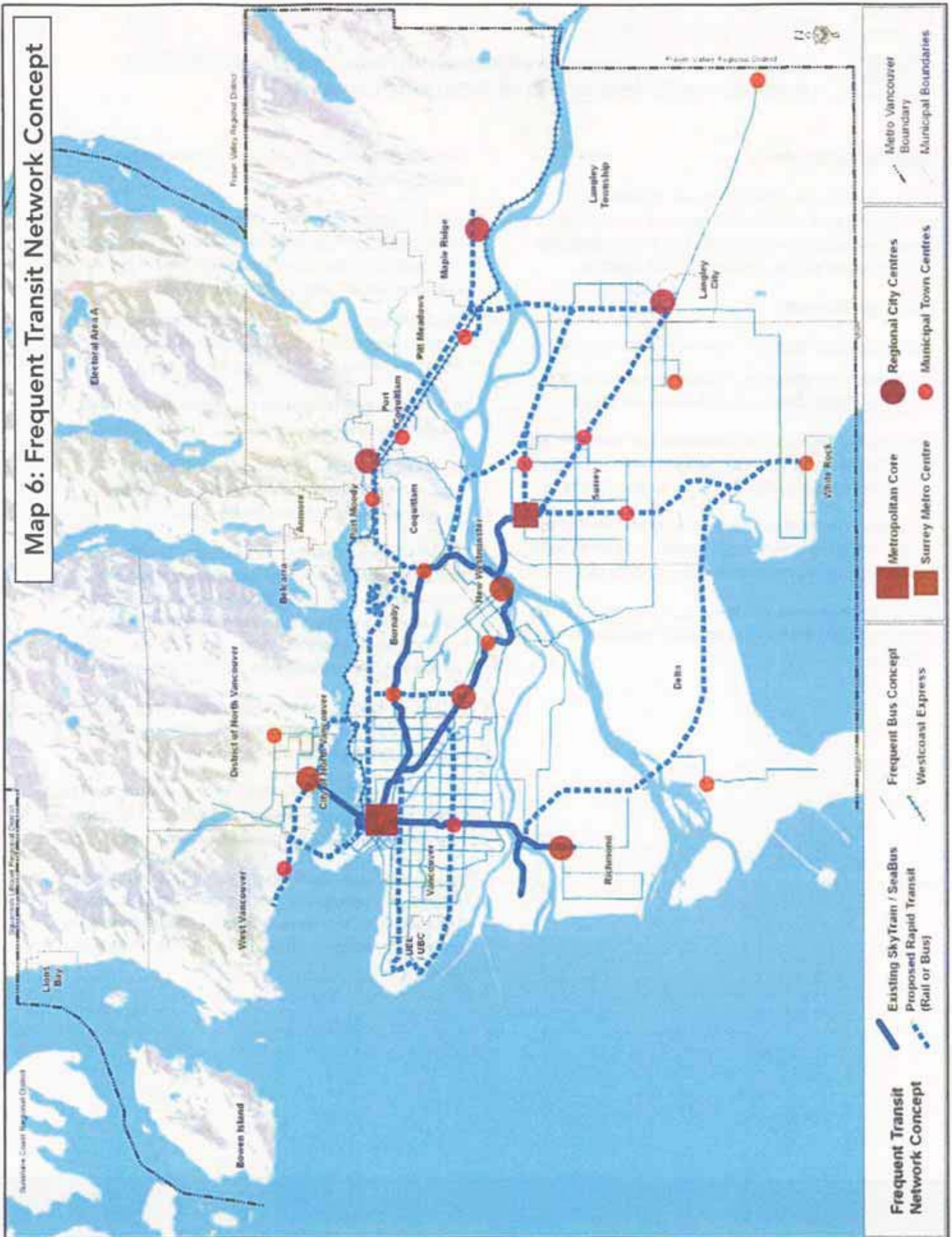
- (a) provide regional linkages to the Urban Centres (Metro Core, Surrey Metro Centre, Regional City Centres, and Municipal Town Centres), Frequent Transit Development Corridors and Special Activity Centres;
- (b) provide local transit access within Urban Centres and Frequent Transit Development Corridors; and
- (c) provide adequate local transit connections to the Frequent Transit Network Concept.

5.1.4 TransLink to develop, in conjunction with Metro Vancouver and member municipalities, regional vehicle kilometres travelled reduction targets and regional and subregional mode share targets as part of their 10-Year Plan and report on progress on a periodic basis.

5.1.5 TransLink to implement a regional bicycle plan and improve cycling capacity and safety in the development of regional road networks.

5.1.6 The Provincial government and TransLink, in consultation with Metro Vancouver and member municipalities, develop and implement transportation demand management measures that support regional growth management goals and make efficient use of transportation system investments for both person trips and goods movement.

Map 6: Frequent Transit Network Concept





STRATEGY 5.2

Connect land use and transportation to support an efficient regional roads and goods movement network

Metro Vancouver will:

5.2.1 Evaluate Regional Context Statements to help support an efficient regional roads and goods movement network and to ensure that the requirements set out in Action 5.2.2 are met.

Municipalities will:

5.2.2 Develop Regional Context Statements which:

- (a) identify on a map municipal segments of the Regional Roads Concept, as shown on Map 7;
- (b) include policies that demonstrate measures to optimize the people and goods movement capacity of arterial roads on the Regional Roads Concept;
- (c) protect existing and preserve potential future barge nodes and rail corridors where feasible and encourage goods movement by rail and water; and
- (d) in any expansion of road capacity, give priority to transit, and where appropriate, goods and service vehicles.

Actions Requested of Other Governments and Agencies

5.2.3 TransLink and the province, in collaboration with member municipalities and Metro Vancouver will develop a Regional Roads Concept generally consistent with Map 7 and ensure that:

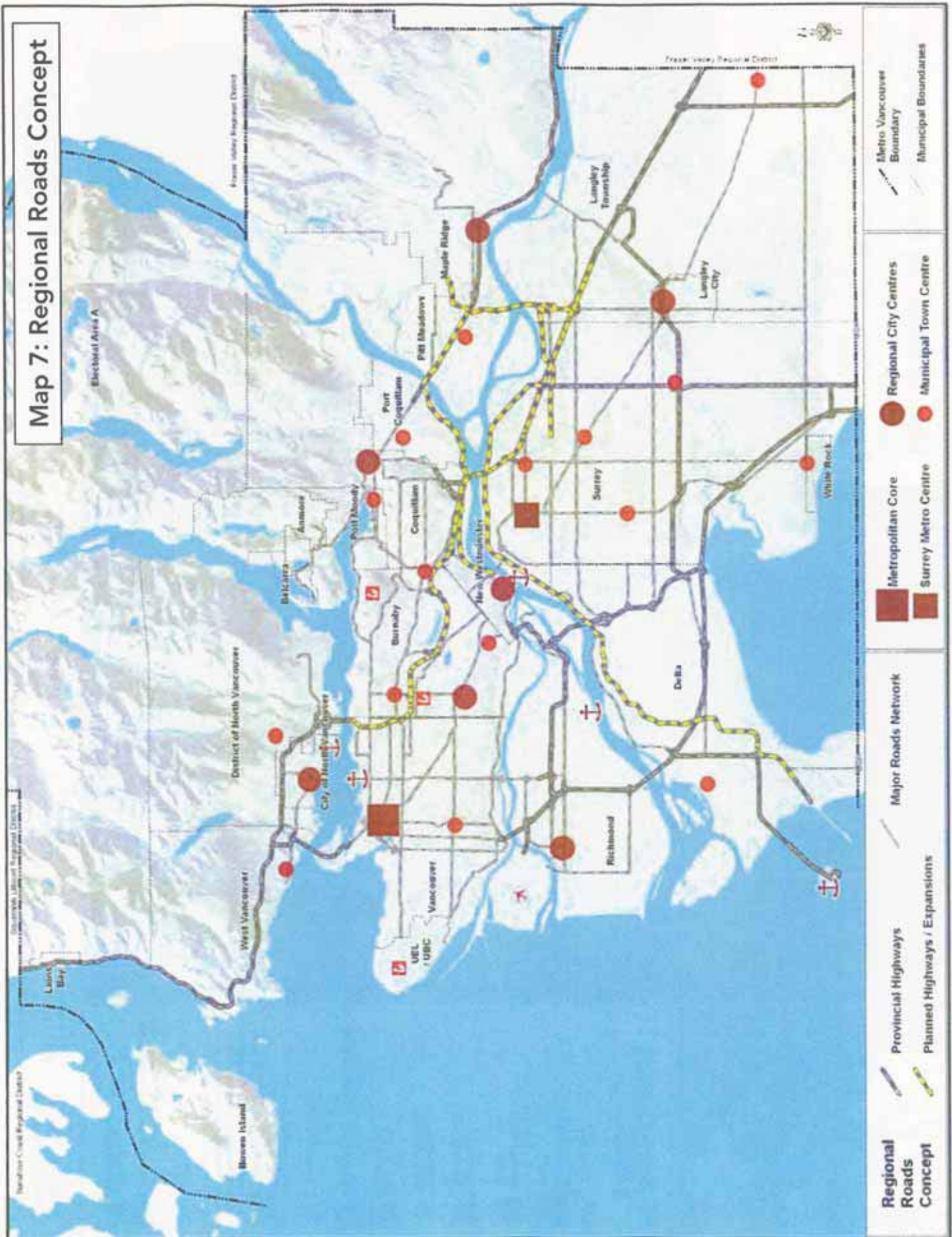
- (a) the Regional Roads Concept, as shown on Map 7, is supported by plans as well as through implementation and funding strategies;
- (b) the criteria for the phasing and development of the Regional Roads Concept are clearly identified;
- (c) existing roadway capacity be allocated to maximize people moving capacity, goods movement and service vehicles; and
- (d) the development of transportation demand management measures, including appropriate lane management and pricing systems to assist in optimizing efficient road use and minimizing environmental impacts, including reducing motor vehicle emissions and vehicle kilometres travelled.

5.2.4 TransLink and the province, in any expansion of road capacity, give priority to transit, and where appropriate, goods and service vehicles.

5.2.5 TransLink, Port Metro Vancouver and railway companies to examine ways to protect rail rights-of-way and freight access points to waterways.

5.2.6 TransLink and the province to develop and implement a regional goods movement strategy that includes the development of freight logistics centres in support of the efficient movement of goods.

Map 7: Regional Roads Concept



Map 8: Regional Growth Strategy

The Regional Growth Strategy Map demonstrates the integration of the various policies in this plan and provides a composite map for the region.



7 Implementation

Partnerships to Achieve a Regional Vision

The adoption of a regional growth strategy is a shared commitment by member municipalities and Metro Vancouver to work together to achieve regional goals. In addition to this fundamental partnership, the actions of other levels of government and agencies and private investment are key to successful growth strategy implementation. Working collaboratively with the provincial and federal governments on major investments in the regional transportation system, expansion of affordable housing choices, and the location of public facilities will help to support the directions in the Regional Growth Strategy.

Protecting the region's agricultural land base by working with the Agricultural Land Commission (ALC) is also an important focus of the Regional Growth Strategy. Additionally, working with Aboriginal communities across the region to provide a foundation for harmonizing their development goals with the Regional Growth Strategy is vital to how our region changes in the future. The successful implementation of the Regional Growth Strategy is also dependent on access to new funding models and cost sharing arrangements and to ensuring that appropriate

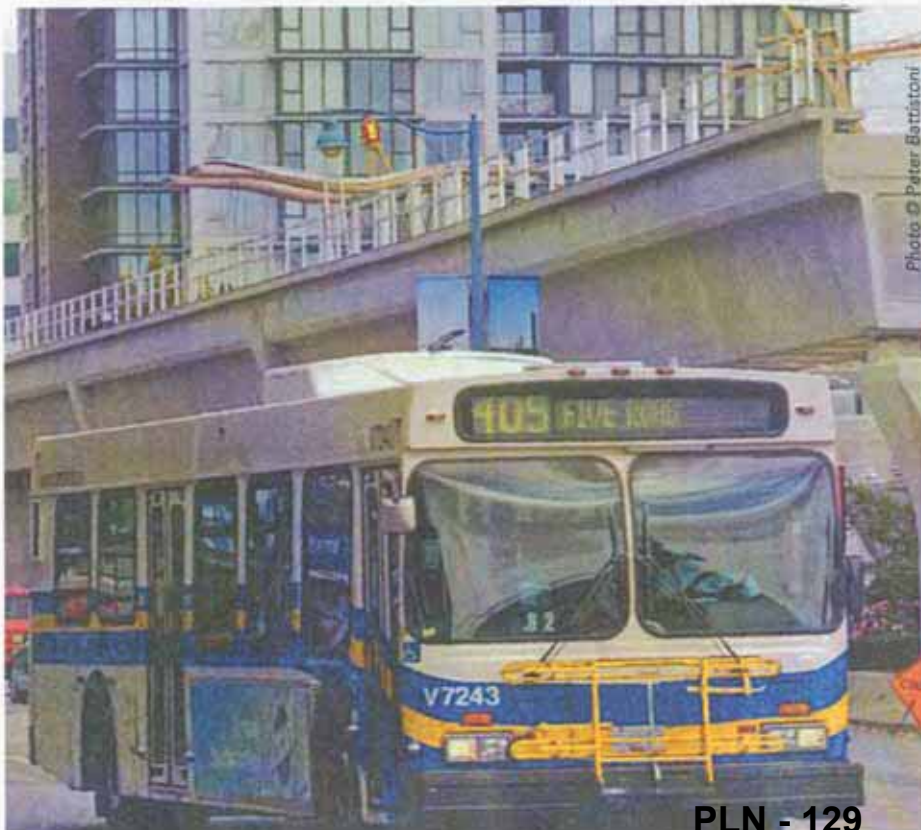
programs and services are in place to meet the needs of the region's residents.

Making Connections with Transportation Planning and Investment

The achievement of Regional Growth Strategy goals will require close integration of land use and transportation strategies. Land use patterns are the key determinant of transportation demand. Transportation supply and demand measures, in turn, have an impact on land use patterns and travel behaviour. The successful integration of land use and transportation will require certainty in the location and timing of transit and road investment, as well as policies that help manage travel demand.

TransLink has a long term transportation plan, Transport 2040, and is also required to prepare and implement Ten Year Plans. Transport 2040 sets out general goals and strategies and shows future transit and road networks. The province also prepares provincial highway and transit plans for the Lower Mainland. The Regional Growth Strategy and the transportation plans can help provide a clear statement of priority to assist in coordinating provincial investment.

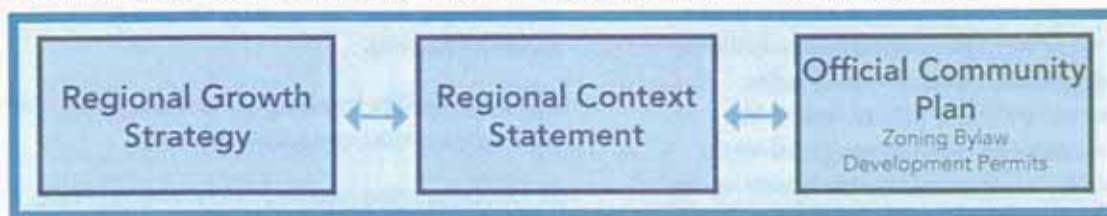
The implementation of the Regional Growth Strategy and regional and provincial transportation plans will require close collaboration between Metro Vancouver, TransLink and the province. Under provincial legislation, TransLink is required to ratify the Regional Growth Strategy. TransLink is also required to consult with Metro Vancouver regarding new transportation plans.



The following sections set out the requirements set out in the *Local Government Act*. This includes provisions related to the development of Regional Context Statements as well as provisions related to changes or amendments to the Strategy.

FIGURE 4

Relationship between the Regional Growth Strategy and Official Community Plans



Each municipality prepares an updated Official Community Plan (OCP) and Regional Context Statement (RCS) within two years of the adoption of a new Regional Growth Strategy. The RCS sets out the relationship between the Regional Growth Strategy and the municipality's OCP, and identifies how local actions will contribute to achieving Regional Growth Strategy goals. Municipalities must submit their RCS to the Metro Vancouver Board for acceptance. If Metro Vancouver does not accept it, this triggers a conflict resolution as set out in legislation.

7.1 Regional Context Statements

7.1.1 Pursuant to Section 866(1) of the *Local Government Act*, municipalities will include a Regional Context Statement in their municipal Official Community Plan (OCP), which identifies the relationship between the Official Community Plan and the matters identified in the Regional Growth Strategy. If applicable, the Regional Context Statement may identify how the OCP and the Regional Growth Strategy may be made consistent over time. The Regional Context Statement must be submitted to the Metro Vancouver Board within two years of adoption of Metro Vancouver's Regional Growth Strategy.

7.1.2 The Regional Context Statement will identify how the Official Community Plan is consistent with each strategy in this document and demonstrate how all "Municipal Actions" will be implemented.

7.1.3 The establishment of the boundaries for the General Urban area, Urban Centres, Industrial areas and Industrial/Commercial areas are generally shown in the Regional Growth Strategy and their interpretation in terms of precise boundaries and any subsequent amendments to those boundaries would be in Regional Context Statements. Frequent Transit Development Corridor locations and their boundaries would be established in Regional Context Statements according to the criteria set out in the Regional Growth Strategy.

7.1.4 Pursuant to section 866 of the *Local Government Act*, the Metro Vancouver Board will respond by resolution within 120 days after receipt of the Regional Context Statement indicating whether it accepts the Regional Context Statement.

If the Board declines to accept the Regional Context Statement it will indicate the provisions to which it objects and the reasons for its objections.

7.1.5 Amendments to the Regional Context Statements will be reviewed under the same process as consideration of Regional Context Statements as set out in section 866 of the *Local Government Act*, and require a simple majority weighted vote.

7.1.6 If, after the adoption of a Regional Context Statement in an Official Community Plan, a municipality proposes to amend its Official Community Plan and the amendment may affect the Regional Context Statement, the municipality will consult with Metro Vancouver before proceeding with the Official Community Plan amendment.

7.2 Regional Growth Strategy Minor Amendments

7.2.1 The Regional Growth Strategy may be amended in the following ways:

- (a) amend the Urban Containment Boundary or the boundary of the areas designated Agricultural, Conservation/Recreation, or Rural;
- (b) add or delete an Urban Centre;
- (c) amend the text or tables; and
- (d) amend the maps, including the Frequent Transit Network Concept or the Regional Roads Concept.

7.2.2 For the purposes of Section 857.1(2) of the *Local Government Act*, the amendments outlined in 7.2.1 are considered minor amendments. Such amendments will be made by bylaw on an affirmative vote of two-thirds weighted vote. Amendments may be initiated by the Board or by a resolution of a member municipality. After an amendment has been initiated, the process is as follows:

(a) evaluate the proposal, including where appropriate, consideration of the following factors:

- consistency with the goals and strategies of the Regional Growth Strategy;
- impact on greenhouse gas emissions;
- the local and regional interests served through the proposed amendment;
- consistency with the protection of the region's Conservation/Recreation, Agricultural, Industrial and Industrial/Commercial areas;
- maintenance of the integrity of the Urban Containment Boundary;
- impact and cost to the regional utility, road and transit infrastructure;
- availability of transit service;
- the results of a natural hazards assessment that considers the natural features of the proposed lands and suitability for urban development; and
- identification of mitigation measures.

(b) consider first reading of an amendment bylaw and decision to notify all affected local governments;

(c) provide a period of 90 days for affected local governments to respond to the proposed amendment;

(d) consider second reading and decision to refer to a public hearing;

(e) hold a public hearing to receive public comment on the proposed amendment; and

(f) consider third reading and consider final adoption by two-thirds weighted vote.

7.3 Interpretation

7.3.1 This Regional Growth Strategy applies to all lands within the boundaries of Metro Vancouver (Greater Vancouver Regional District). Lands owned by the federal government, lands owned by the provincial government, First Nations reserve lands, Bowen Island, Passage and Bowyer Island are beyond the jurisdiction of this plan unless otherwise provided for by the appropriate authorities.

7.3.2 Tsawwassen First Nation has adopted a land use plan for its lands which was deemed by the province to be consistent with the Regional Growth Strategy. At the time Tsawwassen First Nation amends its land use plan, the Regional Growth Strategy shall apply.

7.3.3 Where a regional land use boundary does not meet a parcel boundary, then the regional land use boundary shall be deemed to be approximate.

Photo © Isabelle Gnoc

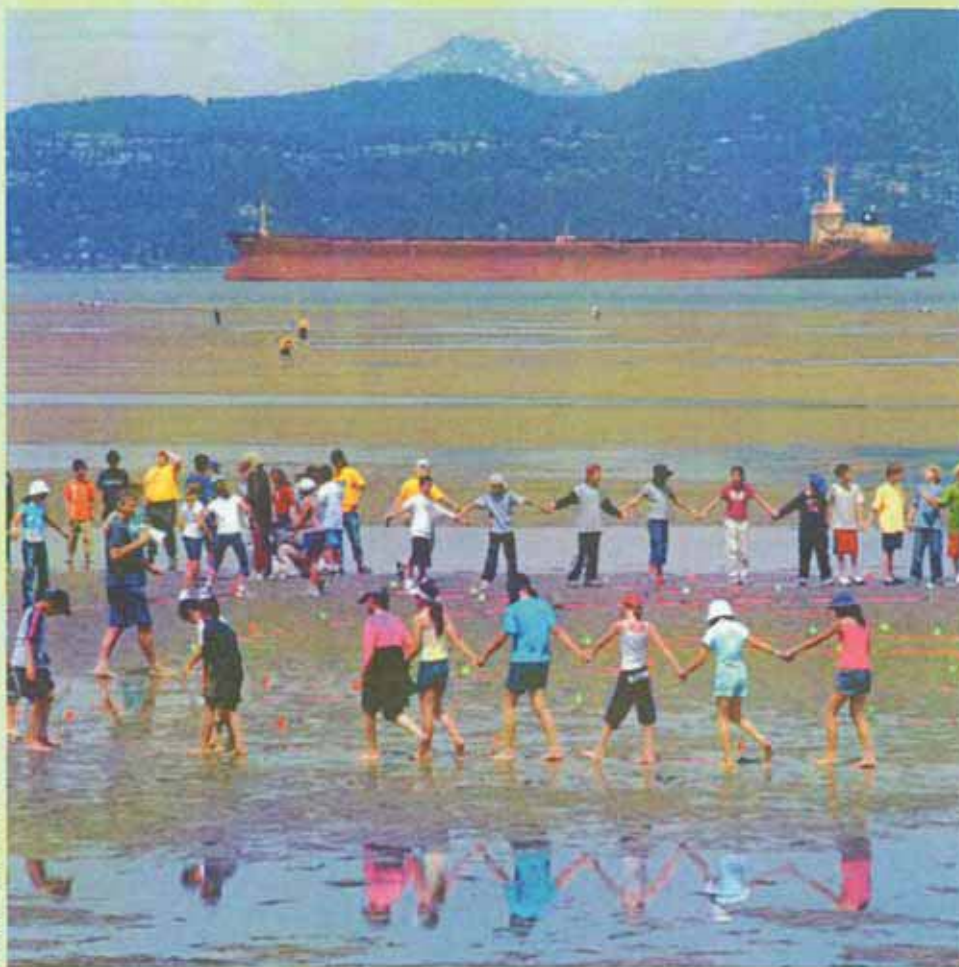
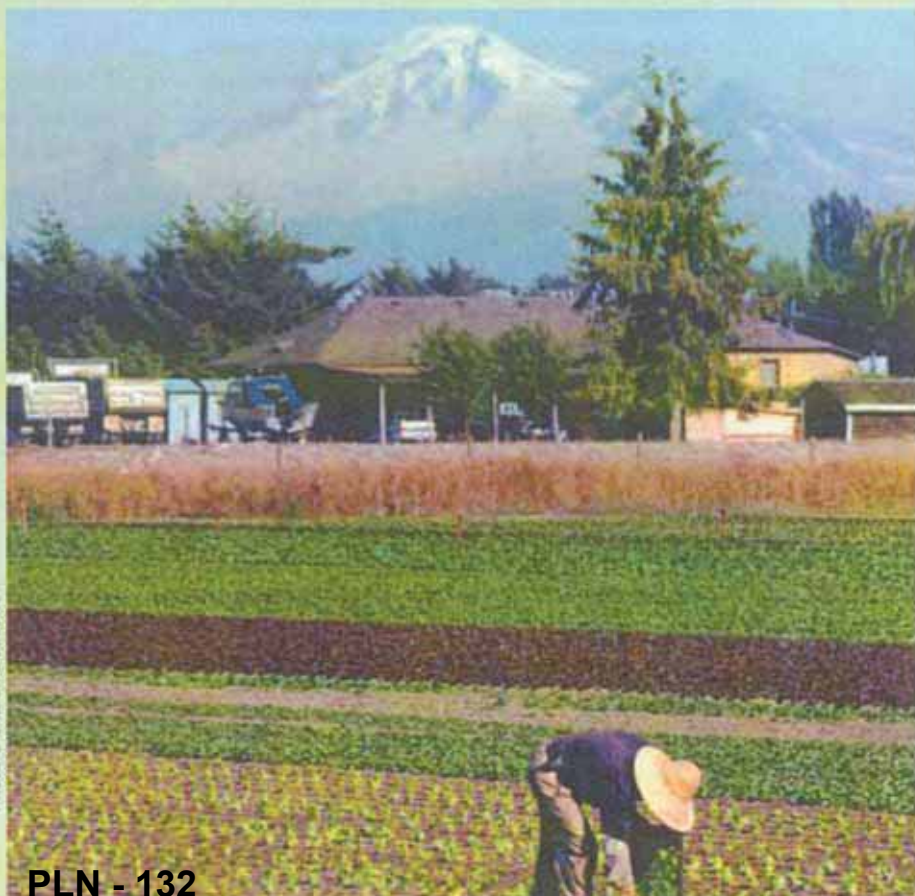


Photo © Sharon Doucette



8 Monitoring and Performance Measures

Pursuant to Section 869 (1)(b), Metro Vancouver will prepare an annual report on progress in meeting the goals of the Regional Growth Strategy. The report will use the following Performance Measures.

Goal 1: Create a Compact Urban Area

Strategy 1.1: Contain urban development within the Urban Containment Boundary

1. Overall residential density within the Urban Containment Boundary
2. Percentage of growth occurring in developed areas

Strategy 1.2: Focus growth in Urban Centres and in Frequent Transit Development Corridors

1. Percentage of the regional population living in Urban Centres
2. Percentage of the regional employment located in Urban Centres
3. Percentage of the regional population living in Frequent Transit Development Corridors (comparisons to be made on a consistent geographic basis)

Strategy 1.3: Protect the region's rural lands from urban development

1. Number of hectares in the Rural area
2. Overall population and residential density in the Rural area

Strategy 1.4: Encourage land use and transportation development that reduces greenhouse gas emissions

1. Tonnes of greenhouse gas emissions by sector

Goal 2: Support a Sustainable Economy

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

1. Total number and growth of jobs by sector in the region
2. Jobs to labour force ratio by subregion

Strategy 2.2: Protect the region's supply of industrial land

1. Vacancy rate of industrial floorspace
2. Inventory of market ready industrial land
3. Inventory of medium and long term industrial land

Strategy 2.3: Protect the region's supply of agricultural land and encourage its use for food production

1. Number of hectares in the Agricultural area
2. Area of actively farmed land
3. Value of gross annual farm receipts
4. Percentage of farms with gross annual farm receipts greater than \$10,000

Goal 3: Protect the Region's Natural Assets

Strategy 3.1: Protect the region's conservation and recreation lands

1. Number of hectares in the Conservation/ Recreation area
2. Net change in the conservation status of animals and plants in Metro Vancouver
3. Number of fish-bearing streams

Goal 4: Develop Complete and Resilient Communities

Strategy 4.1: Provide diverse and affordable housing choices

1. Number of new housing units by type and tenure
2. Range and diversity of needs addressed
3. Inventory of rental units affordable to households with incomes at or below 50 percent of the median income for the region
4. Inventory of rental units affordable to households with incomes between 50 percent and 80 percent of the median income for the region
5. Inventory of transitional and supportive housing units for those who are homeless or 'at risk' of homelessness
6. Percent of household income spent on housing
7. Rental vacancy rate

Strategy 4.2: Develop complete, inclusive communities with access to a range of services and amenities

1. Citizen feedback to be obtained through opinion sampling

Goal 5: Support Sustainable Transportation Choices

Strategy 5.1: Connect land use and transportation to support transit, walking and cycling

1. Average commuter trip length by subregion
2. Proportion of the region's population living within 400 metres of a frequent transit route and within 800 metres of transit stations and major transit nodes
3. Percent of household income spent on transportation by subregion
4. Number of service hours of transit

Strategy 5.2: Connect land use and transportation to support an efficient regional roads and goods movement network

1. Average travel time delay of goods movement
2. Average commuter trip time

The Metro Vancouver Board will, at least every five years, consider whether the Regional Growth Strategy should be reviewed for possible revision and amendment.

Appendix A: Regional Growth Strategy Tables

TABLE 1.1

Population, Dwelling Unit and Employment Projections by Subregion*

	2006	2021	2031	2041	GROWTH 2006-2041
POPULATION					
Burnaby, New Westminster	274,000	360,000	413,000	453,000	179,000
Langley City, Langley Township,	122,000	186,000	229,000	249,000	127,000
Maple Ridge, Pitt Meadows	90,000	118,000	138,000	158,000	68,000
Coquitlam, Port Coquitlam, Port Moody, Anmore, Belcarra	207,000	294,000	346,000	377,000	170,000
North Vancouver City, North Vancouver District, West Vancouver, Lions Bay	184,000	205,000	222,000	239,000	55,000
Richmond, Delta	285,000	339,000	375,000	402,000	117,000
Surrey, White Rock	434,000	602,000	695,000	767,000	333,000
Vancouver, Electoral Area A	618,000	697,000	730,000	762,000	144,000
Metro Vancouver Total	2,214,000	2,801,000	3,147,000	3,407,000	1,193,000
DWELLING UNITS					
Burnaby, New Westminster	110,000	154,000	181,000	199,000	89,000
Langley Township, Langley City	46,000	71,000	89,000	97,000	51,000
Maple Ridge, Pitt Meadows	33,000	45,000	53,000	61,000	28,000
Coquitlam, Port Coquitlam, Port Moody, Anmore, Belcarra	74,000	114,000	139,000	152,000	78,000
North Vancouver City, North Vancouver District, West Vancouver, Lions Bay	73,000	84,000	92,000	99,000	26,000
Richmond, Delta	99,000	131,000	152,000	165,000	66,000
Surrey, White Rock	148,000	224,000	268,000	297,000	149,000
Vancouver, Electoral Area A	272,000	318,000	337,000	352,000	80,000
Metro Vancouver Total	855,000	1,141,000	1,311,000	1,422,000	567,000
EMPLOYMENT					
Burnaby, New Westminster	165,000	208,000	234,000	252,000	87,000
Langley Township, Langley City	66,000	95,000	114,000	126,000	60,000
Maple Ridge, Pitt Meadows	28,000	42,000	51,000	58,000	30,000
Coquitlam, Port Coquitlam, Port Moody, Anmore, Belcarra	77,000	115,000	137,000	152,000	75,000
North Vancouver City, North Vancouver District, West Vancouver, Lions Bay	78,000	90,000	99,000	106,000	28,000
Richmond, Delta	187,000	221,000	240,000	257,000	70,000
Surrey, White Rock	151,000	227,000	269,000	300,000	149,000
Vancouver, Electoral Area A	416,000	468,000	492,000	510,000	94,000
Metro Vancouver Total	1,168,000	1,466,000	1,636,000	1,761,000	593,000

* These projections are to assist in long range planning and are guidelines only.

Notes:

1. Estimates for 2006 are based on Census of Canada 2006 and include an estimate of Census undercount.
2. Population projections for Metro Vancouver are based on provincial and Regional District projections prepared by the Province of BC, BC Stats, PEOPLE 33 (July 2008). Population, dwelling unit and employment projections for subregions and municipalities were prepared by Metro Vancouver in consultation with member municipalities.

TABLE 1.2

Dwelling Unit and Employment Targets for Urban Centres and
Frequent Transit Development Corridors

DWELLING UNITS										
	2006		Target 2021		Target 2031		Target 2041		Growth 2006-2041	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Vancouver Metro Core	89,000	10%	110,000	10%	116,000	9%	120,000	8%	31,000	5%
Surrey Metro Centre	8,400	1%	27,000	2%	36,000	3%	43,000	3%	34,600	6%
Regional City Centres	72,000	8%	113,000	10%	141,000	11%	157,000	11%	85,000	15%
Municipal Town Centres	47,000	5%	81,000	7%	105,000	8%	121,000	9%	74,000	13%
Urban Centres Total	216,400	25%	331,000	29%	398,000	30%	441,000	31.0%	224,600	40%
Frequent Transit Development Corridors	207,000	24%	268,000	24%	323,000	25%	359,000	25%	152,000	27%
General Urban Area	399,000	47%	506,000	44%	555,000	42%	585,000	41%	186,000	33%
All Other Areas	33,000	4%	34,000	3%	35,000	3%	36,000	3%	3,000	0.5%
Metro Vancouver Total	855,000	100%	1,139,000	100%	1,311,000	100%	1,421,000	100%	566,000	100%
EMPLOYMENT										
	2006		Target 2021		Target 2031		Target 2041		Growth 2006-2041	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Vancouver Metro Core	257,000	22%	288,000	20%	303,000	19%	314,000	18%	57,000	10%
Surrey Metro Centre	19,000	2%	31,000	2%	40,000	2%	49,000	3%	30,000	5%
Regional City Centres	124,000	11%	178,000	12%	211,000	13%	237,000	13%	113,000	19%
Municipal Town Centres	69,000	6%	108,000	7%	136,000	8%	164,000	9%	95,000	16%
Urban Centres Total	469,000	40%	605,000	41%	690,000	42%	764,000	43%	295,000	50%
Frequent Transit Development Corridors	254,000	22%	323,000	22%	369,000	23%	412,000	23%	158,000	27%
All Other Areas	446,000	38%	538,000	37%	578,000	35%	586,000	33%	140,000	24%
Metro Vancouver Total	1,169,000	100%	1,466,000	100%	1,637,000	100%	1,762,000	100%	593,000	100%

TABLE 1.3

Estimated Housing Demand – Ownership and Rental Housing (10 Year Estimate)

SUBREGIONS	Estimated Housing Demand	Estimated Ownership Demand	Estimated Rental Demand
Burnaby, New Westminster	29,000	18,900	10,100
Langley City, Langley Township	17,700	11,500	6,200
Maple Ridge, Pitt Meadows	7,750	5,050	2,700
Coquitlam, Port Coquitlam, Port Moody	28,250	18,500	9,750
North Vancouver City, North Vancouver District, West Vancouver	6,850	4,450	2,400
Richmond, Delta	21,700	14,100	7,600
Surrey, White Rock	51,250	33,300	17,950
Vancouver, Electoral Area A	27,500	17,900	9,600
Metro Vancouver Total	190,000	123,700	66,300

Notes:

1. The estimated housing demand set out in Table 1.3 is based on the population and household projections set out in Table 1.1. The demand estimates assume a regional annual increase of 19,000 household per year.
2. **Estimated Ownership Demand:** The estimates anticipate that the majority of housing demand will continue to be ownership. If future housing demand patterns remain consistent with the current tenure profile (65% ownership and 35% rental) over the next 10 years, it is anticipated that there is the need for 123,700 ownership units or 12,370 units per year.
3. **Estimated Rental Demand:** The estimates anticipate strong rental housing demand including demand from seniors, younger families, new immigrant households, as well as transitional workers. If the rental housing demand pattern remains consistent with the current tenure profile (65% ownership and 35% rental) over the next 10 years, there is the need for 66,300 rental housing units or 6,630 units per year.
4. Estimated housing demand by municipality is included in Appendix B.

TABLE 1.4

Demand for Affordable Housing including Social Housing (10 year Estimate)

SUBREGIONS	Demand – Households with Low Income	Demand – Households with Low to Moderate Income	Demand – Households with Moderate to Above Incomes	Total Estimated Rental Housing Demand
Burnaby, New Westminster	3,300	4,000	2,800	10,100
Langley City, Langley Township	1,975	2,425	1,800	6,200
Maple Ridge, Pitt Meadows	840	1,110	750	2,700
Coquitlam, Port Coquitlam, Port Moody	3,175	3,875	2,700	9,750
North Vancouver City, North Vancouver District, West Vancouver	810	940	650	2,400
Richmond, Delta	2,400	3,000	2,200	7,600
Surrey, White Rock	5,800	7,000	5,150	17,950
Vancouver, Electoral Area A	3,150	3,700	2,750	9,600
Metro Vancouver Total	21,450	26,050	18,800	66,300

Notes:

1. It is anticipated that at least 25% of future demand will be for housing that is affordable to households with low or low to moderate incomes. This translates into approximately 4,750 units per year or 47,500 units over 10 years.
2. Column 1 shows the estimated demand from low income households. These include households with annual incomes which fall below 50% of the median income for the region and who typically require access to government-supported housing. To meet this demand, funding from other levels of government is required.
3. 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 and could include households that require some level of housing assistance or access to affordable private market rental housing.
4. Column 3 shows the estimated demand for housing that is affordable to 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 many of these households will require rental housing, in some communities this demand could also be met through entry-level ownership opportunities.
5. Estimated housing demand by municipality is included in Appendix B.

Appendix B: Municipal Level Data

TABLE 1.5
Population, Dwelling Unit and Employment Projections by Municipality

Municipal Estimates	Total Population				Total Dwellings				Total Employment			
	2006	2021	2031	2041	2006	2021	2031	2041	2006	2021	2031	2041
Metro Vancouver	2,215,000	2,801,000	3,147,000	3,407,000	856,000	1,139,000	1,314,000	1,422,000	1,169,000	1,466,000	1,637,000	1,762,000
Anmore	1,900	2,800	3,600	4,400	600	800	1,100	1,300	300	660	970	1,250
Belcarra	700	900	1,000	1,000	300	300	400	400	90	160	190	230
Burnaby	212,100	278,000	317,000	348,000	82,000	116,000	137,000	150,000	137,000	170,000	190,000	204,000
Coquitlam	120,100	179,000	214,000	229,000	43,000	69,000	86,000	93,000	47,000	72,000	87,000	95,000
Delta	102,100	114,000	123,000	130,000	35,000	42,000	48,000	51,000	56,000	65,000	71,000	76,000
Electoral Area A	11,300	19,000	21,000	23,000	5,000	9,000	10,000	11,000	19,000	24,000	25,000	26,000
Langley City	24,600	32,000	35,000	38,000	11,000	14,000	16,000	17,000	17,000	21,000	23,000	25,000
Langley Township	97,700	154,000	194,000	211,000	35,000	56,000	73,000	81,000	49,000	74,000	91,000	101,000
Lions Bay	1,400	1,440	1,470	1,520	500	600	600	600	320	350	370	390
Maple Ridge	72,900	96,000	115,000	134,000	26,000	37,000	44,000	51,000	23,000	34,000	42,000	49,000
New Westminster	61,800	82,000	96,000	105,000	29,000	38,000	45,000	48,000	28,000	38,000	44,000	48,000
North Vancouver City	47,900	56,000	63,000	68,000	23,000	26,000	28,000	31,000	29,000	34,000	38,000	40,000
North Vancouver District	88,100	99,000	106,000	115,000	32,000	38,000	42,000	45,000	27,000	33,000	36,000	40,000
Pitt Meadows	16,800	22,000	23,000	24,000	6,000	8,000	9,000	10,000	5,000	8,000	9,000	9,000
Port Coquitlam	55,200	72,000	83,000	95,000	20,000	28,000	34,000	39,000	22,000	29,000	34,000	39,000
Port Moody	28,800	39,000	44,000	48,000	11,000	16,000	18,000	19,000	8,000	13,000	15,000	17,000
Richmond	182,800	225,000	252,000	272,000	64,000	88,000	105,000	115,000	131,000	156,000	169,000	181,000
Surrey	415,000	578,000	669,000	739,000	137,000	211,000	256,000	283,000	144,000	218,000	259,000	289,000
Vancouver	607,100	678,000	709,000	739,000	267,000	309,000	327,000	341,000	397,000	444,000	467,000	484,000
West Vancouver	46,800	49,000	52,000	54,000	19,000	20,000	21,000	22,000	22,000	23,000	25,000	26,000
White Rock	19,700	24,000	26,000	28,000	10,000	12,000	13,000	13,000	7,000	9,000	10,000	11,000

* These projections are to assist in long range planning and are guidelines only.

Notes:

1. Estimates for 2006 are based on Census of Canada 2006 and include an estimate of Census undercount.
2. Population projections for Metro Vancouver are based on provincial and Regional District projections prepared by the Province of BC, BC Stats, PEOPLE 33 (July 2008). Population, dwelling unit and employment projections for subregions and municipalities were prepared by Metro Vancouver in consultation with member municipalities.

TABLE 1.6
Housing Demand Estimates by Municipality

Municipal Estimates	10 Year Demand Estimate	Ownership Demand (Rounded)	Rental Demand (Rounded)	Estimated Demand for Affordable Units	Demand – Households with Low Income	Demand – Households with Low to Moderate Income	Demand – Households with Moderate and Above Incomes
Burnaby	23,000	15,000	8,000	5,800	2,600	3,200	2,200
Coquitlam	20,500	13,400	7,100	5,100	2,300	2,800	2,000
Delta	5,500	3,600	1,900	1,400	600	800	500
Electoral Area A	3,000	2,000	1,000	750	350	400	250
Langley City	2,000	1,300	700	500	225	275	200
Langley Township	15,700	10,200	5,500	3,900	1,750	2,150	1,600
Maple Ridge	6,750	4,400	2,350	1,700	740	960	650
New Westminster	6,000	3,900	2,100	1,500	700	800	600
North Vancouver City	1,400	900	500	350	160	190	150
North Vancouver District	4,750	3,100	1,650	1,200	550	650	450
Pitt Meadows	1,000	650	350	250	100	150	100
Port Coquitlam	6,000	3,900	2,100	1,500	675	825	600
Port Moody	1,750	1,200	550	450	200	250	100
Richmond	16,200	10,500	5,700	4,000	1,800	2,200	1,700
Surrey	50,500	32,800	17,700	12,600	5,700	6,900	5,100
Vancouver	24,500	15,900	8,600	6,100	2,800	3,300	2,500
West Vancouver	700	450	250	200	100	100	50
White Rock	750	500	250	200	100	100	50
Metro Vancouver Total	190,000	123,700	66,300	47,500	21,450	26,050	18,800

Note:

1. Anmore, Belcarra, and Lions Bay are not included in the table above given the modest levels of growth anticipated in these communities.
2. The estimated demand for "affordable units" comprises demand from households with low and low to moderate incomes.



metro vancouver

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March 3, 2008

**Richmond's Preliminary Comments on
Metro Vancouver's Draft 2009 Regional Growth Strategy**

1. **Purpose:** To provide Richmond's preliminary comments regarding the February 2009 draft of the Growth Strategy.
2. **Draft Growth Strategy Policies Supported by Richmond**
 - **Support:** The overall GS Vision, Goals and general direction.
 - **Support:** The Urban Containment Area and emphasis on Urban Centres. These will enable the management urban growth in the timeframe of the Growth Strategy.
 - **Support:** The distinctions among actions that will be taken by Metro Vancouver, municipalities, and other governments and agencies clarifies what each will do.
 - **Support:** The better coordination of transit and transportation improvements with the land uses contained in the GS is necessary. The promotion of walking and cycling alternatives, advancing a regional transportation network that prioritizes goods movements and transit and the management of transportation demand is important.
 - **Support:** The proposed 2040 GS population, employment and housing unit targets are guidelines and not hard requirements. This is good as many factors (e.g., market, senior government support, immigration) may affect the attainment of the targets and thus flexibility is needed.
 - **Support:** Separation of 1) Agricultural and 2) Conservation/Recreation uses within the Green Zone is a positive change. The clarification of the expectations associated with different types of Green Zone lands by identifying the general uses that are appropriate within recreational lands, ecologically significant areas and agricultural lands is welcomed. The provision of an updated and parcel-based map of Green Zone lands better clarifies the boundary of the Green Zone.
 - **Support:** The sustainability processes applied to the GS has resulted in more attention to social and economic issues, through a heightened emphasis on housing affordability and economic strategies. (However, the GS is very explicit in stating that housing needs will not be met without the direct support of senior levels of government which is good).
 - **Support:** Climate change challenges along with peak oil has resulted in GS strategy policies that will accelerate the region's progress in creating a transit-oriented region and reducing the urban footprint.

3. Richmond's Issues and Concerns

Industrial and Industrial/Commercial Designations

- **Support:** Richmond staff agree that an adequate supply of industrial land in the region needs to be preserved, and that demand for industrial land will continue to increase as the population in the region grows. Richmond has every intention of creating a city with needed employment lands and capacity.
- **Disagree:** However, Richmond does not support the proposed mechanisms within the GS to protect industrial lands. The proposed GS regulatory process to manage these lands is ill defined and it appears will require numerous amendments for relatively minor changes in the future. Richmond feels that local government is in the best position to manage these lands. Richmond recommends that MV amend their approach to managing Industrial lands to be at a guideline level and that industrial lands not be designated on a parcel based map. Richmond recommends that Metro Vancouver play a strong role in the protection of industrial lands by including actions that promote the viability of industrial areas; raise awareness of the importance of protecting industrial land; research best practices in the supply, demand and management of industrial lands and investigate financial tools to support industry.

Frequent Transit Development Corridors (FTDCs)

- **Support:** Richmond supports the concept of FTDCs as a means to focus higher density residential development along transit corridors to achieve compact growth and to ensure that transit investments can be supported.
- **Disagree:** However, the identification and establishment of FTDCs needs careful consideration and requires more discussion and definition. If applied literally along the routes shown for Richmond, higher density development would take place through many existing single-family neighbourhoods. Much community consultation, planning and technical work needs to be done prior to defining FTDCs on a map. Also, some flexibility for mixed-use development, including office space, commercial and residential uses along frequent transit routes and around transit stations should be provided. It is requested that the routes not be shown on any GS maps until planning and consultation are completed through the Richmond Area Transit Plan and the OCP to determine the details. As stated previously, GS text wording on the maps can state that, for Richmond, these corridors will be determined over time.

Growth Strategy Maps

- **Disagree:** Maps 4 and 8 show "Industrial" and "Industrial/Commercial" areas for Richmond. These areas should be deleted and these areas shown as "Urban".
- **Disagree:** The areas designated as "conservation/recreation" (Map 5 and 8) and "agricultural" (Map 4 and 8) for Richmond need to be confirmed by Richmond prior to GS final adoption.

- **Disagree:** Maps 2, 4, and 6 show Frequent Transit Development Corridors routes for Richmond. As stated previously, Richmond does not want any FTDC routes identified. Text wording on these maps can state that, for Richmond, these corridors will be determined over time.
- **Disagree:** Map 7 (Regional Roads Concept) should show Blundell and Nelson interchanges or equivalent illustrations to indicate connectivity between Fraserport and Highway 99/91. Richmond requests that these be defined in the GS.

Population and Employment Estimates

- **Support:** Richmond supports the inclusion in the GS of the population, employment and dwelling estimates. This provides a useful tool to advise Richmond and member municipalities what is to be achieved and what the results will look like.
- **Disagree:** However, Richmond would prefer for clarity that the GS clearly state that all sub-region and municipal population, dwelling unit and employment projections are estimates and guidelines only. Furthermore, the GS numbers for Richmond appear too low. Metro Vancouver 2041 population estimate for Richmond is 272,000 residents. Richmond's 2041 population estimate is 307,000. Metro Vancouver's 2041 employment estimate for Richmond is 181,000. Richmond's 2041 employment estimate is 190,500. Richmond requests higher population and employment projections to have the capacity and flexibility to grow and meet the City's needs without being limited by MV's lower estimates.

Agricultural Lands and the Green Zone

- **Disagree:** The GS is proposing that all lands designated "Agriculture" in the Growth Strategy be included in the ALR and any exclusions from the ALR be consistent with Regional Growth Strategy goals. As this matter is complicated, Richmond needs to confirm the GS maps prior to adoption of the GS. Municipalities can manage these lands by their OCPs, Local Area Plans, Zoning By-laws and Agricultural Land Commission (ALC) consultation.

TransLink Review of Development Proposals

- **Disagree:** Richmond has consistently disagreed with the above GS requirements. as the goal and objective of these requirements are not clear. As well, these requirements would trigger long review processes of municipal development applications. More clarification is needed on TransLink's role and authority (to approve and deny proposals) and implementation mechanisms for these reviews and the processes needed for each policy.

Minimize Risks from Natural Hazards

- **Disagree:** The GS is proposing that Metro Vancouver will evaluate Regional Context Statements to help ensure that land use decisions adequately consider risks from natural hazards and climate change. Richmond disagrees, as caution is needed, as

there are scientific, legal, land use and local considerations, which should be left to municipalities. Further, if pursued, Metro Vancouver needs to define the criteria by which they will evaluate Regional Context Statements to ensure that a municipality's land use decisions adequately consider risks from natural hazards and climate change.

GS Implementation Mechanisms

- **Disagree:** Under Regional Context Statement in 7.1.6. Metro Vancouver proposes that if a municipality proposes to amend its Official Community Plan in a way that may affect its adopted Regional Context Statement, the City would need to consult with Metro Vancouver first before proceeding. This is not acceptable and the purpose is not clear. Section 7.2 proposes what the minor (2/3 thirds Board vote) Regional Growth Strategy amendments are to be (e.g., changes to Strategy text and tables, changes to maps, boundaries of agricultural areas). This section needs to be redone. The criteria for making minor changes are not clear. The amendment process the way it is written is not acceptable.

Growth Strategy Work Program

- **Disagree:** Richmond has consistently requested that Metro Vancouver establish a "work program" which identifies fully the steps required to prepare and finalize the GS for adoption. This has never been fully done. Given the number of issues that remain outstanding, more time should be allotted between now and finalization to discuss outstanding issues and their implications. It appears that the final draft of the GS will be sent to the City sometime between April and June 2009. City staff have already advised MV staff that the beginning of the final municipal review process should be extended to March 1, 2010, after the Olympics. Richmond and many Olympic involved municipalities will need the 120-day final Strategy approval time deadline to start on March 1, 2010 and be completed on June 30, 2010. The current schedule requires clarification.

General Growth Strategy Comments

- **Disagree:** As stated consistently before, Richmond is not interested in giving up more decision-making authority and autonomy to the MV Board than is currently done in the 1996 Livable Region Strategic Plan (LRSP). This is because Richmond considers that it can balance both regional and municipal interests on many regional Growth Strategy topics and best knows how to manage local needs (e.g., land uses) to achieve regional and community planning interests.
- **Disagree:** The GS is still very regulatory and prescriptive resulting in regional involvement in local land use decisions, which would lead to longer and more complicated processes. Richmond considers that it can manage many land use decisions without the involvement of the entire MV Board in an OCP Regional Context Statement amendment, which the MV Board would need to approve.

Prepared by the Policy Planning Division, City of Richmond