



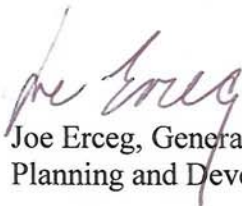
# City of Richmond

## Report to Committee

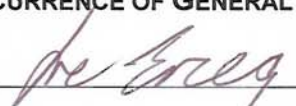
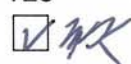

**To:** Planning Committee **Date:** December 3, 2009  
**From:** Joe Erceg, General Manager, **File:**  
 Planning & Development  
**Re:** **City of Richmond Recommendations: Metro Vancouver Regional Growth Strategy**

### Staff Recommendation

That the Recommendations contained in Attachments 3, 5 and 6 of the report from the General Manager Planning and Development, entitled: City of Richmond Recommendations: Metro Vancouver Regional Growth Strategy, dated December 3, 2009, be approved and forwarded to the Metro Vancouver Board for incorporation into the next draft of the Regional Growth Strategy.

  
 Joe Erceg, General Manager  
 Planning and Development

JE:cs  
 Att. 6

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<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>	
Transportation	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
<b>REVIEWED BY TAG</b>	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	<b>REVIEWED BY CAO</b>	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>
			

## Staff Report

### Origin

On October 20, 2009, Planning Committee made the following referral:

*“That Metro Vancouver’s presentation on the proposed Regional Growth Strategy (RGS) be referred back to staff for an analysis of:*

- (a) the City’s and MV’s proposed Industrial and Mixed Employment Maps;*
- (b) the City’s proposed RGS Urban designation and MV’s proposed RGS Urban and Study Area designations for the GC and DND Lands; and*
- (c) the details of MV’s proposed RGS approval process and opportunities for municipal input during the proposed approval process and, after the RGS is approved MV’s proposed RGS amendment processes.”*

Also on November 13, 2009, the Metro Vancouver (MV) Board directed:

*“That the Board refer for consultation and comment the report dated November 2009, titled “Draft Metro Vancouver 2040: Shaping our future” to:*

- (a) affected local governments;*
- (b) provincial and federal governments and their agencies, First Nations, school districts, health regions, business groups, non-profit organizations and community groups and all who submitted comments on the “Draft Metro Vancouver: Shaping our future” document dated February 2009;*
- (c) direct staff to conduct a further public outreach program for business and community groups and the general public and report on the results before the Regional Growth Strategy Bylaw is submitted to the Metro Vancouver Board.”*

The report addresses both directives.

### Background

On October 20, 2009, Planning Committee discussed the latest version of the RGS with City and MV staff and the City’s items of agreement and outstanding issues.

On November 13, 2009, the MV Board approved sending the draft RGS (without changes), to all municipalities for comment by January 29, 2010. The correct version has the November 13, 2009 date in the bottom right corner (**Attachment 1**).

The City’s RGS topics of agreement are identified in **Attachment 2**.

The City’s recommendations for RGS changes are identified in **Attachments 3, 5 and 6**.

### *City Staff – MV Staff RGS Verbal Agreements*

Since the October 20, 2009, Planning Committee meeting, City staff have been partially successful, in getting MV staff to verbally agree to support some of the City’s proposed RGS text and map changes, when the next version of the RGS is prepared after January 2010. City staff continue to have ongoing discussions with MV staff, to encourage them to agree to more RGS changes, to meet all of the City’s needs. These items can be discussed at Planning Committee.



## Current City Staff Comments on the Proposed RGS

- The Good News (See Attachment 2)

There is good news, as to date, each revision to the RGS appears to be more acceptable to Richmond and MV, subject to Council's and the MV Board's final acceptance.

- Previously Agreed To Items (before October 20, 2009)

Previously agreed to items in the RGS include:

- Stakeholder policy roles will be clearer (for the MV Board, municipalities and others [e.g., TransLink, Metro Vancouver Housing Corporation; federal and provincial governments]),
- The 2041 population, employment and housing targets will be guidelines only,
- The Frequent Transit Development Corridors (FTDCs) will not be shown, until the City agrees with TransLink as to what they mean and where they may go,
- The greenhouse gas (GHS) targets will be flexible,
- The Implementation Process is clearer as it establishes how:
  - major and minor RGS amendments are to be approved, and
  - municipal Regional Context Statement (RCS) are to be approved,

- Items Agreed To In The Latest RGS Revision

- The Garden City Lands and DND Lands are now shown as RGS "Urban", which will enable their future use to be determined without MV Board involvement,
- RGS Performance Measures appear acceptable as they state what and how MV will report as RGS implementation progress (e.g., similar to how Richmond's State of the Environment Report and Annual Reports are done).

- Outstanding Concerns (See Attachments 3, 5 and 6)

City staff consider that the City's proposed recommendations in **Attachments 3 (chart), 5 (map) and 6 (map)** to change the RGS can be addressed co-operatively and incorporated into the next draft of the RGS. The City's main two issues are:

- The designation of "Industrial" and "Mixed Employment" areas, and
- Clarifying the proposed Hazard Land policies (e.g., what are hazard lands, natural hazards assessments, vulnerability assessments, and how are they to be managed).

## The Designation of Richmond RGS "Industrial" and "Mixed Employment" Areas

## Terms:

- MV RGS "Industrial" lands: accommodate manufacturing uses.
- MV RGS "Mixed Employment" lands: accommodate manufacturing, commercial and stand alone office uses.

## Legal Status

Note that whatever the approved RGS maps show as "Industrial" and "Mixed Employment" lands, they will not be legal but only symbolic, until: (1) the City completes its OCP Employment Land Strategy (now underway), (2) the City prepares and approves its OCP Regional Context Statement (RCS) (2011), and (3) the MV Board approves the City's OCP Regional Context Statement (2011). While these initial RGS "Industrial" and "Mixed Employment" land map designations are not legal, the City wishes to have them reflect what is most likely occur on the land, subject to the City's OCP Employment Lands Strategy.

The Issue:

MV is proposing to designate the following areas as “Industrial,” while the City wants them designated as “Mixed Employment:” use:

- In the City Centre: Certain areas,
- Areas Outside the City Centre:
  1. Riverport,
  2. Steveston,
  3. the Richmond Automall area,
  4. Fraserwood Industrial Park (Hamilton),
  5. Riverside Industrial Park, south of the Ironwood Mall,
  6. Bridgeport Rd including St. Edwards Crossing (the Brick complex),
  7. A large area along the North Arm between No. 6 Road and No. 7 Road and
  8. The Vanguard Road, the Holiday Inn and Sandman Hotel area along Highway 99 near Shell Road.

The City Centre: This matter needs clarification and may be easily resolved as, according to the proposed RGS policy itself, the “Industrial” and “Mixed Employment” designations are only to apply outside the City Centre. Thus, the City recommends that no such designations be made within the City Centre area (which should be designated RGS “Urban” and accommodate a wide range of uses including industrial, office and commercial uses, as per the CCAP.

Areas Outside The City Centre:

- The issue regarding the designation of MV RGS “Industrial” and “Mixed Employment” lands in Richmond arises as MV wants to protect and designate as much land as possible for “Industrial” (manufacturing) uses, as it is being lost in the MV Region and needs to be protected for future generations. From discussions with Christina DeMarco, Regional Development Division Manager, Policy and Planning Department, Metro Vancouver, the MV CAO wishes to encourage municipalities to agree to designate in the RGS now, as much land as possible, as “Industrial,” instead of “Mixed Employment” use.
- City staff consider that this MV approach to designating now, all of the above eight areas as “Industrial” is premature, as the City has not completed its OCP Employment Lands Study and amended its OCP Regional Context Statement (2011). As well, most of the areas are not used only for as industrial purposes and may never be, as they are currently used for industrial, commercial and stand alone offices uses.
- City Staff Recommendation:  
City staff recommend that until the City completes its OCP Employment Lands Study and its OCP Regional Context Statement is revised and approved (e.g., 2011), the above areas be shown as “Mixed Employment” lands, as indicated in the **Attachment 5 and 6** maps.
- Exceptions: City staff recommend that the following two areas be designated as “Industrial” not “Mixed Employment,” (as shown in Attachment 5 and 6), as having industrial uses are important and over time, in these areas, it is anticipated that industrial uses can be achieved with few problems:
  1. an area east of No 6 Road: along the North Arm of the Fraser River and River Road, and
  2. a narrow waterfront area west of the George Massey Tunnel, in Riverside Industrial Park, long the South Arm of the Fraser River (Attachment 5 and 6).



### RGS Hazard Land Policies and Mapping

In the RGS, “hazard lands” include lands which are susceptible to flooding, earthquakes, slumping, etc. MV staff are proposing RGS hazard lands policy requirements regarding which City staff are cautious.

City staff recommend that MV clarify the meaning of the terms: “hazard land,” “natural hazards assessments” and “vulnerability assessments,” (see Attachment 3) and how are they to be managed.

It may be that MV will propose to designate Richmond as a “Hazard Land” area, which is not acceptable, for the following reasons. Richmond is very proactive in establishing flood protection strategies and bylaws, and undertaking dyke enhancements and maintenance. Richmond notes that any possible RGS “hazard land” designation (e.g., possible periodic flooding), in Richmond can and are currently managed in two ways, namely:

- Type 1 Areas: areas for which Richmond already has a range of Council approved consultant assisted (flood) protection policies and practices including the approved 2008 - 2031 Richmond Flood Protection Strategy, Flood Plain Designation and Protection Bylaw, and Building Bylaw and Code requirements, and annual dyke inspections and upgrade practices. As well, Richmond is already been addressing sea level rise by enhancing its dykes to standards higher than the current 2100 year Provincial requirements. It is to be noted that the City co-ordinates its efforts with senior federal and provincial scientists.
- Type 2 Areas: areas for which there is less protection (e.g., outside the dyke).

Given the above types, Richmond recommends that:

- these two different types of “Hazard land” be recognized in the RGS,
- Richmond not be designated a “Hazard land” area, and
- any RGS policies regarding the possible RGS designation of “hazard lands” in Richmond allow the City to determine what occurs on these lands, and their protection and management as the City has invested significantly in them and best knows how to manage them.

### RGS Approval and Amendments Processes

#### - General

Planning Committee requested more detail regarding:

- The RGS approval process, and
- Opportunities for municipal input:
  - During the proposed approval process and,
  - After the RGS is approved - of MV’s proposed RGS amendment processes.
- The RGS Approval Process
 

To approve the RGS, in early 2010, Metro Vancouver will revise the RGS and send it to all 22 MV municipalities for approval. To approve the RGS, each municipal council must approve the RGS by majority vote. Then, the MV Board approves the RGS. The RGS bylaw needs to be approved by a majority weighted vote of the Board (an affirmative vote by all Board members is not required).

If a municipality does not approve the RGS, the MVC Board cannot approve it and more discussion will need to occur. Several processes are available to address outstanding concerns during the RGS approval process including:

1. MV revising the RGS to accommodate municipal concerns,
2. More MV - municipal discussions, until agreement is reached,
3. MV - City "work - towards" agreements,
4. Working with the newly created MV Intergovernmental Advisory Committee on which Richmond has a staff representative, whose role it is to provide advice and co-ordination regarding the preparation and implementation of the RGS. This Committee holds its first meeting on December 16, 2009.

- Opportunities For Municipal Input After The RGS Is Approved
  - After the RGS is approved, the RGs may be changed by either:
    - A major RGS amendment process (i.e., the unanimous consent of all municipalities and a majority weighted vote of the Board),
    - A minor RGS amendment process (i.e., a 2/3 weighted Board vote plus a public hearing).
  - The two RGS amendment processes were outlined in the MV CAO's presentation on October 20, 2009 (**Attachment 4**). City staff consider these process to be reasonable.
  - Comment: A main City decision making issue is to decide when the MV Board is to become involved in City land use decisions. Staff suggest that the proposed RGS with Richmond's proposed recommendations, balances Richmond's autonomy with MV Board co-ordination and involvement, as the proposed RGS involves the MV Board in acceptable ways (e.g., in major issues like changes to the RGS Urban or Agricultural boundaries; however when designating "Industrial" and "Mixed Employment lands, only after the City agrees to them; and when the MV Board approves Regional Context Statements, the RCS may interpret and apply the RGS flexibly).
  - City staff will be available at Planning Committee and Council meetings to discuss any questions.

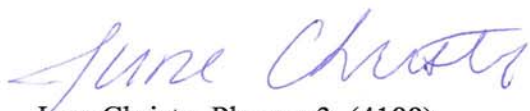
#### *Next Steps*


Once all 22 MV municipalities comment, MV staff will revise the RGS and that next RGS version will likely be the one which the MV Board will ask (e.g., in March 2010), all 22 municipalities to formally approve.

**Financial Impact - None**

#### **Conclusion**

The Richmond Planning Committee and Metro Vancouver Board have requested comments on the proposed Regional Growth Strategy. This report makes comments and a recommendation regarding the proposed Regional Growth Strategy.

  
June Christy, Planner 3, (4188)

  
Terry Crowe, Manager, Policy Planning (4139)



**Attachment 1: Regional Growth Strategy: Nov. 13 2009 Version – A Separate Attachment**

**Attachment 2: City – MV RGS Topics Of Agreement**

**Attachment 3: City Recommendations Regarding The RGS**

**Attachment 4: Metro Vancouver – RGS Amendment Process - (September 25, 2009)**

**Attachment 5: City's Proposed RGS Composite Map - December 2009**

**Attachment 6: City's Proposed RGS Employment Lands Map - December 2009**

# Regional Growth Strategy

# Metro Vancouver 2040

## *Shaping our Future*



**metro  
vancouver**

**DRAFT – NOVEMBER 2009**

(Released by the Metro Vancouver Board November 13, 2009)

[www.metrovancouver.org](http://www.metrovancouver.org)



**DRAFT**

NOVEMBER 2009



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# Vision

## 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 region's long term development.



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# A The Sustainability Framework: Context for the Regional Growth Strategy

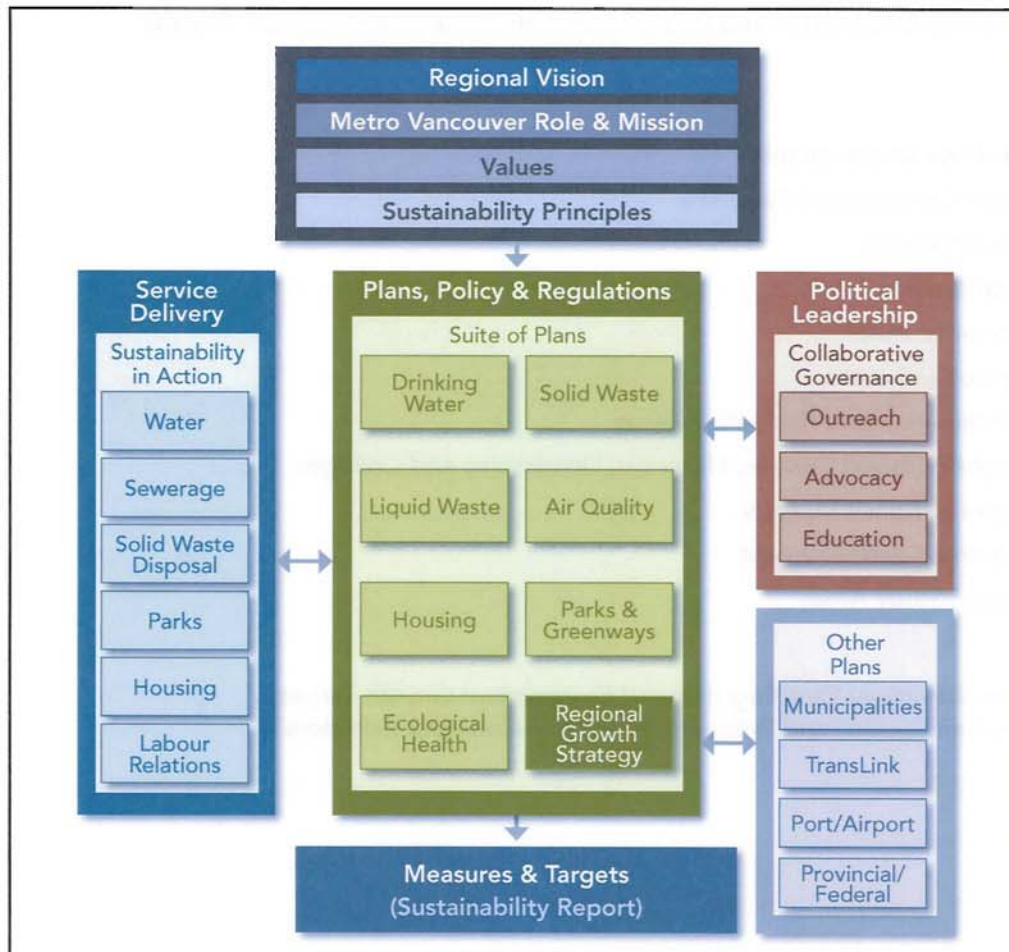
Sustainability encompasses a long term commitment to economic prosperity, community well-being and environmental integrity. It is at the core of Metro Vancouver’s vision for the future and provides the foundation for the region’s management plans.

Since 2002, Metro Vancouver 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 structure for decision making and for moving ideas into action. Figure 1 shows the broader Sustainability Framework including the interrelationships and interconnections between Metro Vancouver’s management plans and the region’s broader commitment to sustainability.

Within Metro Vancouver’s Sustainability Framework, the delivery of programs and services follows three fundamental imperatives:

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

FIGURE 1  
Sustainability Framework: Regional Management Plans and Mandates





## B Linkages to Other Regional Plans

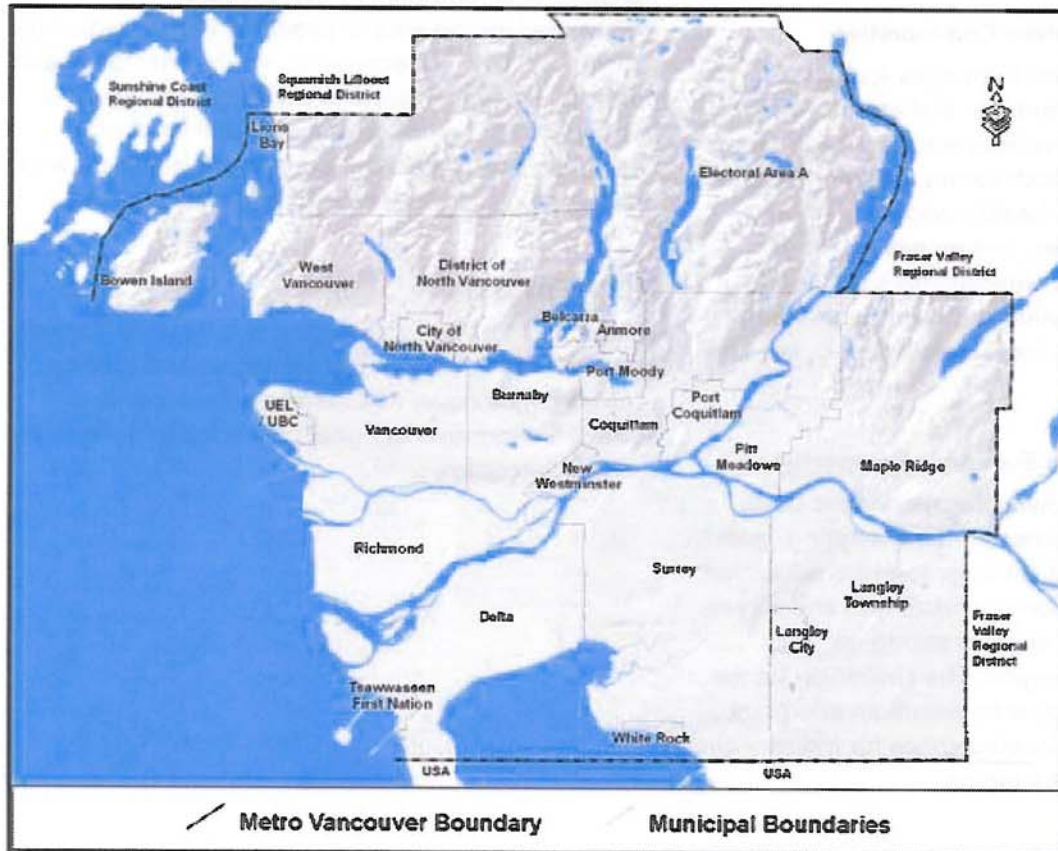
Metro Vancouver's Regional Growth Strategy is one of the management plans set out in Metro Vancouver's Sustainability Framework. The Regional Growth Strategy focuses on land use policies to guide the future development of the region and support the efficient provision of transportation, regional infrastructure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

The Regional Growth Strategy provides the land use framework for planning related to utilities (water, liquid waste and solid waste), transportation, housing and air quality. Reciprocally, the Drinking Water, Liquid Waste and Solid Waste Management Plans set the utility frameworks within which the Regional Growth Strategy must be developed. TransLink is

required to prepare plans that recognize and support Metro Vancouver's Regional Growth Strategy and air quality objectives. TransLink is required to consider and accept Metro Vancouver's Regional Growth Strategy.

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

FIGURE 2  
Metro Vancouver Municipalities and Electoral Area



# C Challenges and Responses

## Challenges

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

### **Accommodating Growth While Advancing Livability and Sustainability**

The region is expected to continue to grow by over 35,000 residents per year. The challenge will be to manage this growth in ways which contribute to both the long term livability and sustainability of the region. Growth without sprawl implies greater density of development. Carefully structured, this can reduce congestion, improve the economics of transportation infrastructure and public services, increase the viability of retail and service centres, foster the creation of vibrant centres of culture and community activity, and maintain an attractive and diverse urban environment.

### **Building Healthy, Complete Communities**

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

### **Supporting the Region's Economic Prosperity**

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

### **Protecting the Natural Environment**

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 – clean air, clean water and healthy 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 environment for the benefit of current and future generations.

### **Responding to Climate Change**

Climate change is an environmental threat of global proportions. The challenge is to reduce greenhouse gas emissions by 33 percent below 2007 levels by 2020, and 80 percent below 2007 levels by 2050. Another challenge is to prepare for and mitigate regional natural hazard risks which include: earthquakes, flooding, slope instability and wildfires.

### **Protecting Agricultural Land to Support Food Production**

Comprising almost 60,000 hectares of the region, agricultural lands are an important asset. The heightened importance of producing fresh, regionally grown food to meet economic, environmental, health and food security objectives 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.

## Responses

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





## GOAL 1

### Create a Compact Urban Area

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



## GOAL 2

### Support a Sustainable Economy

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



## GOAL 3

### Protect the Region's Environment and Respond to Climate Change

Metro Vancouver's unique and vital ecosystems continue to provide the essentials of life – clean air, water and food. The region's ecologically important areas provide a connected network of habitats for a wide variety of wildlife and plant species. Protected and well managed natural areas provide residents and visitors with diverse recreational opportunities. Strategies also mitigate climate change effects, help Metro Vancouver meet its greenhouse gas emission targets, and prepare for and mitigate risks from natural hazards and climate change.



## GOAL 4

### Develop Complete Communities

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



## GOAL 5

### Support Sustainable Transportation Choices

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



Photo © Sharon Doucette



# D Land Use Designations

The following Land Use Designations are the key tools used in the Regional Growth Strategy to achieve its five goals. The following Land Use Designations are used in conjunction with the Urban Containment Boundary:

## **Urban Containment Boundary**

The Urban Containment Boundary contains urban development and limits the spread of urban uses. Urban uses are those included in the following Urban Designations.

## **Urban Designations**

### **Urban Centres**

Urban Centres are intended to concentrate office, retail, community, entertainment, cultural and institutional uses and higher density housing. Job concentration and distribution is essential to a transit-oriented future for the region, and encourages walking, cycling and transit access to jobs, shopping and other destinations. Urban Centres are the Metropolitan Core, Surrey Metro Centre, the Regional City Centres, and Municipal Town Centres.

### **Frequent Transit Development Corridors**

Frequent Transit Development Corridors are intended to be the focus for predominantly higher density residential, mixed use, and local commercial development in suitable locations along transit corridors to provide a higher level of transit access and promote walkable, convenient communities. This designation will apply only for lands determined to be appropriate in accepted municipal Regional Context Statements that are aligned with transit plans.

### **General Urban**

General Urban areas are intended to encompass the great diversity of the region's neighbourhoods, including neighbourhood centres, communities, shopping areas, schools, institutions and local recreational areas. Residential densities in the General Urban areas are generally lower than in the Urban Centres and the Frequent Transit Development Corridors. Neighbourhoods in the General Urban areas should be designed to support walking, cycling, and access to transit services. New major trip/employment generators that can be accommodated in Urban Centres would be discouraged from locating in General Urban areas.

### **Industrial**

Industrial areas are intended to be for heavy and light industrial activities, including: manufacturing, processing, repair, warehousing, distribution, works yards/depots, transportation, logistics, utilities, media studios, biomedical facilities and other laboratories used for scientific and medical research. Commercial uses ancillary to industrial activities are permitted at a scale which supports, but does not compete with, industrial uses or Urban Centres.

### **Mixed Employment**

Mixed Employment areas are intended for the industrial uses as listed above, as well as stand-alone office and retail uses which, because of their space and logistical requirements, are not well suited for Urban Centre locations. It is the intent that these areas do not compete with Urban Centres or deplete industrial land supplies. The expansion of Mixed Employment areas is discouraged.

## **Non-Urban Designations**

### **Agricultural**

Agricultural areas are intended for agricultural and agricultural-supporting services. These areas reinforce provincial and local objectives to protect the agricultural land base of the region.

### **Conservation and Recreation**

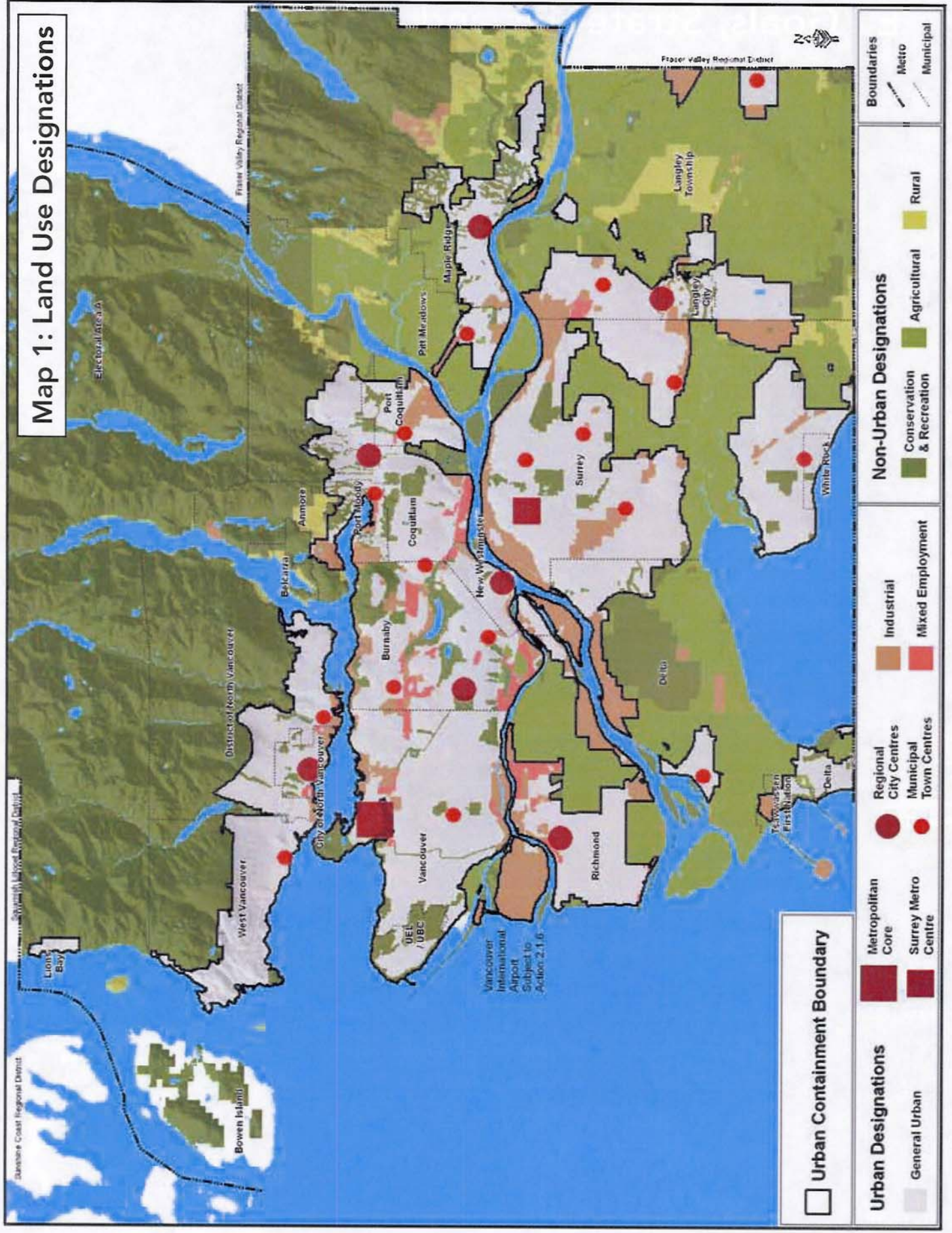
Conservation and Recreation areas are intended to protect significant ecological and outdoor recreation assets, including: drinking watersheds, conservation areas, natural habitats, forests, wetlands, major parks and recreation areas.

### **Rural**

Rural areas are intended to provide for a variety of rural land uses, including low density residential development, agricultural and small-scale commercial uses. Rural areas help protect rural landscapes and character, prevent unsuitable urban development where there are topographical and other environmental constraints, and help to prevent higher density development outside of the Urban Containment Boundary.



# Map 1: Land Use Designations



Urban Containment Boundary

**Urban Designations**

- General Urban
- Metropolitan Core
- Surrey Metro Centre

Regional City Centres  
Municipal Town Centres

Industrial  
Mixed Employment

**Non-Urban Designations**

- Conservation & Recreation
- Agricultural
- Rural

**Boundaries**

- Metro
- Municipal



# E Goals, Strategies and Actions







# GOAL 1

## Create a Compact Urban Area

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

For this compact urban form it is critical that growth within the compact urban area be properly structured. This includes creating strong Urban Centres throughout the region that are well served by transit and the road network. These centres will collectively make an important contribution to providing locations for more jobs and convenient access to shops and services close to home. Frequent Transit Development Corridors located in strategic areas provide an additional focus for growth, particularly for higher density residential development, and make the most of investments in the region's transit system.

### **Strategies to achieve this goal are:**

- 1.1 Contain urban development within the Urban Containment Boundary
- 1.2 Focus growth in Urban Centres and Frequent Transit Development Corridors
- 1.3 Protect the region's rural lands from urban development



## STRATEGY 1.1 Contain urban development within the Urban Containment Boundary

### **Metro Vancouver's role is to:**

1.1.1 Accept Regional Context Statements that direct all urban development within the areas defined by the Urban Containment Boundary and that meet the requirements set out in Action 1.1.3.

1.1.2 The Greater Vancouver Sewerage and Drainage District will not extend regional sewage treatment services to the Rural, Agricultural or Conservation and Recreation areas, except for building footprints in cases where infrastructure is needed to address a public health issue, protect the region's natural assets, or service agriculture.

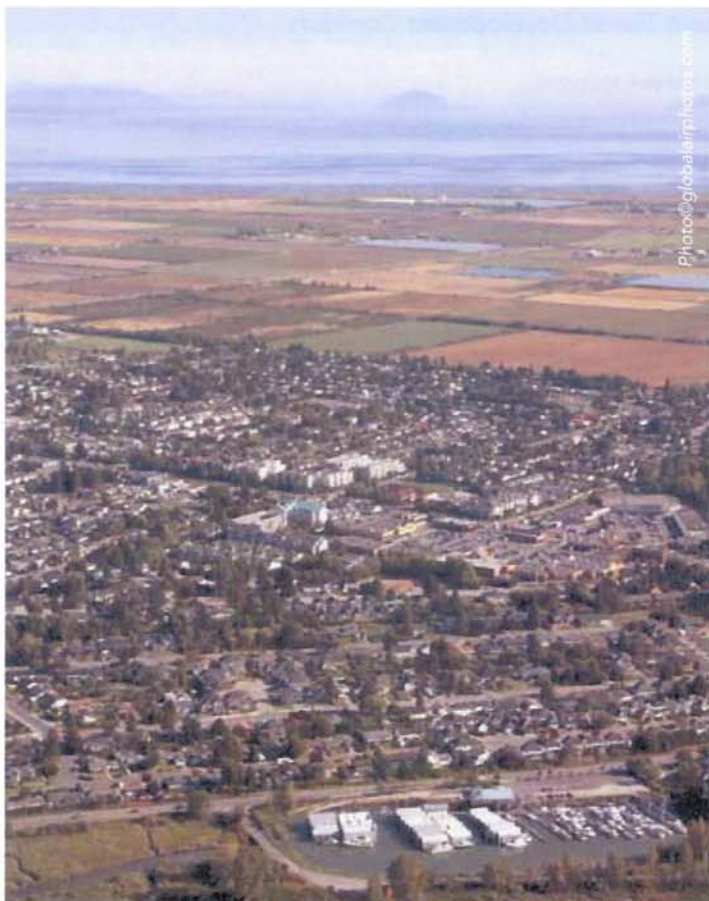
### **The role of municipalities is to:**

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 2);
- b) provide municipal population, dwelling unit and employment projections, with reference to guidelines contained in Table A.1 (Appendix A), demonstrating how municipal plans will accommodate Metro Vancouver's projected growth;
- c) identify policies that direct growth to established areas prior to the development of newly developing areas.

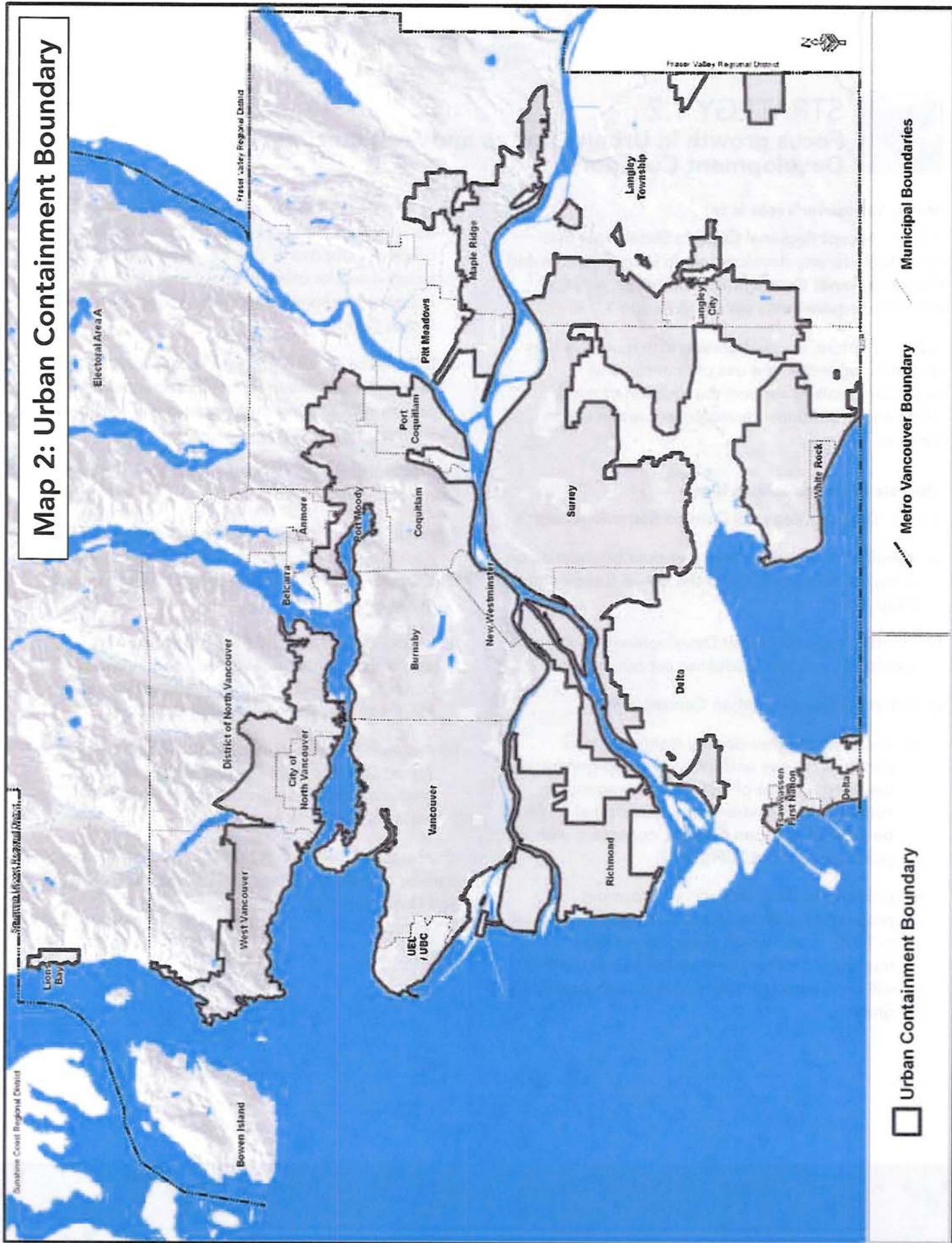
### **Actions Requested of Other Governments and Agencies**

1.1.4 That the federal and provincial governments and their agencies direct future facilities of an urban nature to areas within the Urban Containment Boundary, and more specifically within Urban Centres where appropriate.





# Map 2: Urban Containment Boundary



Urban Containment Boundary

Metro Vancouver Boundary

Municipal Boundaries





## STRATEGY 1.2

### Focus growth in Urban Centres and Frequent Transit Development Corridors

#### **Metro Vancouver's role is to:**

1.2.1 Accept Regional Context Statements that focus high density development in Urban Centres and Frequent Transit Development Corridors, and that meet the requirements set out in Action 1.2.3.

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 Urban Centres.

#### **The role of municipalities is to:**

1.2.3 Develop Regional Context Statements which:

- a) identify the Urban Centres and their boundaries on a map, in accordance with the Urban Centres map (Map 3);
- b) identify Frequent Transit Development Corridors consistent with the guidelines set out in Figure 4;
- c) include policies for Urban Centres which:
  - i) encourage higher density residential and commercial uses and other high trip-generating uses and a range of institutional, community, cultural, entertainment and recreational facilities be located in Urban Centres, consistent with guidelines set out in Figure 3;
  - ii) provide dwelling unit and employment projections, with reference to targets contained in Table 1, and which demonstrate how municipal plans for designated Urban Centres will accommodate Metro Vancouver's projected growth;

- iii) consider zoning that reserves land for office uses, density bonus provisions to encourage office development, variable development cost charges and/or other financial incentives to support the development of office space within Urban Centres;
  - iv) in conjunction with frequent transit service, establish or maintain reduced residential and commercial parking requirements within Urban Centres.
- d) include policies for Frequent Transit Development Corridors which:
- i) require higher density residential and mixed use development in Frequent Transit Development Corridors, consistent with the guidelines set out in Figure 4;
  - ii) in conjunction with frequent transit service, establish or maintain reduced residential and commercial parking requirements within the Frequent Transit Development Corridors;
  - iii) ensure proposed development within Frequent Transit Development Corridors does not displace Industrial activities nor destabilize adjacent Industrial areas.
- e) discourage higher density residential development outside of Frequent Transit Development Corridors and Urban Centres;



- f) include policies in Regional Context Statements which:
- i) support densities that are lower than those in Urban Centres and Frequent Transit Development Corridors and encourage ground-oriented residential development;
  - ii) encourage the design of communities to support transit service.
- g) Support district energy systems and renewable energy generation, where appropriate.

### Actions Requested of Other Governments and Agencies

1.2.4 That the federal and provincial governments and their agencies direct major office and where appropriate, institutional development, to Urban Centres.

1.2.5 That TransLink, the federal and provincial governments and their agencies' procurement, disposition and development plans and actions for land holdings support the objectives of the Regional Growth Strategy.

1.2.6 That the province and TransLink:

- a) work with Metro Vancouver and municipalities to identify the location of future rapid transit routes and stations;
- b) collaborate with municipalities to improve safe cycling access and cycling storage facilities and enhance pedestrian access in Urban Centres and Frequent Transit Development Corridors.

TABLE 1

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

DWELLING UNITS	2006		TARGET 2021		TARGET 2031		TARGET 2041		GROWTH 2006-2041	
	#	%	#	%	#	%	#	%	#	%
	Metropolitan Core	88,000	10%	110,000	10%	116,000	9%	119,000	8%	31,000
Surrey Metro Centre	8,300	1%	27,000	2%	36,000	3%	43,000	3%	34,700	6%
Regional City Centres	71,000	8%	110,000	10%	142,000	11%	162,000	11%	91,000	16%
Municipal Town Centres	49,000	6%	82,000	7%	106,000	8%	123,000	9%	74,000	13%
<b>Urban Centres Total</b>	<b>216,300</b>	<b>26%</b>	<b>329,000</b>	<b>29%</b>	<b>400,000</b>	<b>31%</b>	<b>447,000</b>	<b>31%</b>	<b>230,700</b>	<b>40%</b>
Frequent Transit Development Corridors	217,000	26%	281,000	25%	337,000	26%	378,000	27%	161,000	28%
General Urban Area	382,000	45%	486,000	43%	535,000	41%	561,000	39%	179,000	31%
All Other Areas	33,000	4%	34,000	3%	35,000	3%	36,000	3%	3,000	1%
<b>Metro Vancouver Total</b>	<b>848,000</b>	<b>100%</b>	<b>1,130,000</b>	<b>100%</b>	<b>1,307,000</b>	<b>100%</b>	<b>1,422,000</b>	<b>100%</b>	<b>574,000</b>	<b>100%</b>

EMPLOYMENT	2006		TARGET 2021		TARGET 2031		TARGET 2041		GROWTH 2006-2041	
	#	%	#	%	#	%	#	%	#	%
	Metropolitan Core	256,000	22%	286,000	20%	302,000	19%	313,000	18%	57,000
Surrey Metro Centre	18,000	2%	31,000	2%	40,000	2%	49,000	3%	31,000	5%
Regional City Centres	124,000	11%	177,000	12%	208,000	13%	237,000	14%	113,000	19%
Municipal Town Centres	69,000	6%	107,000	7%	135,000	8%	163,000	9%	94,000	16%
<b>Urban Centres Total</b>	<b>467,000</b>	<b>40%</b>	<b>601,000</b>	<b>42%</b>	<b>685,000</b>	<b>42%</b>	<b>762,000</b>	<b>43%</b>	<b>295,000</b>	<b>50%</b>
Frequent Transit Development Corridors	254,000	22%	323,000	22%	370,000	23%	412,000	24%	158,000	27%
All Other Areas	437,000	38%	524,000	36%	567,000	35%	579,000	33%	142,000	24%
<b>Metro Vancouver Total</b>	<b>1,158,000</b>	<b>100%</b>	<b>1,448,000</b>	<b>100%</b>	<b>1,622,000</b>	<b>100%</b>	<b>1,753,000</b>	<b>100%</b>	<b>595,000</b>	<b>100%</b>

Notes:

1. This table provides guidance to assist in regional and local planning.
2. Frequent Transit Development Corridor targets are conceptual and subject to future municipal and transit planning processes.



FIGURE 3  
Guidelines for Urban Centres

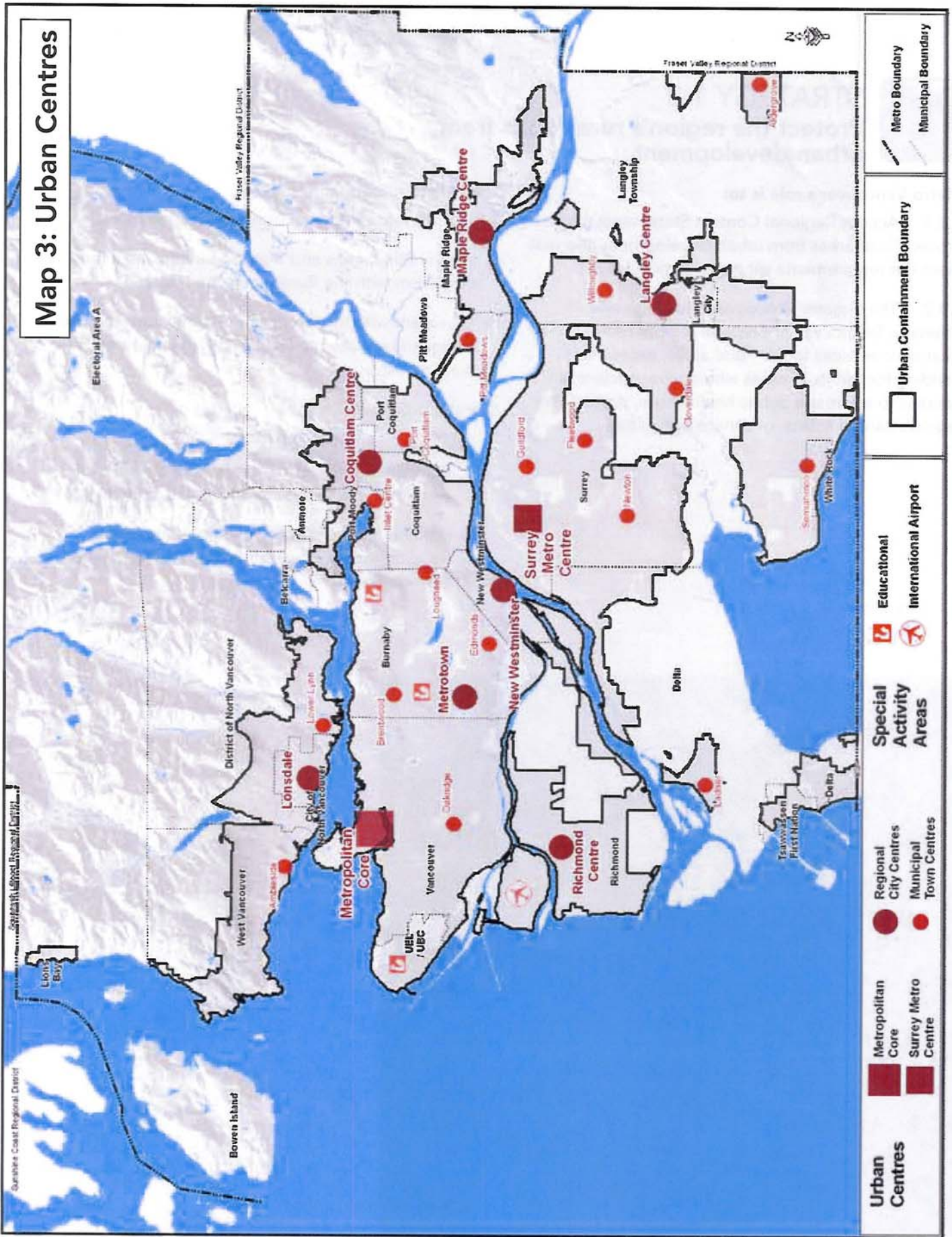
TYPE	DESCRIPTION and LAND USE ACTIVITIES	TRANSPORTATION CHARACTERISTICS
<b>Metropolitan Core</b> <i>The Region's Downtown</i> Downtown Vancouver and Central Broadway	<ul style="list-style-type: none"> <li>• Business, cultural and entertainment centre for the region</li> <li>• Major employment location</li> <li>• Large-scale, high density commercial uses</li> <li>• Medium and high density housing forms</li> <li>• Cultural and entertainment destination at regional scale</li> <li>• Region-serving institutional uses</li> </ul>	<ul style="list-style-type: none"> <li>• Inter-regional transportation hub (rail, inter-city bus, air)</li> <li>• Regional transportation hub with multiple rapid transit stations and integrated bus network</li> <li>• Good regional road access</li> <li>• High quality pedestrian and bicycle environment</li> </ul>
<b>Surrey Metro Centre</b> <i>Centre of Activity South of the Fraser</i>	<ul style="list-style-type: none"> <li>• Business, cultural, institutional and entertainment centre for the southern and eastern parts of the region</li> <li>• Major employment location</li> <li>• Large-scale, high density commercial uses</li> <li>• Medium and high density housing forms</li> <li>• Cultural and entertainment destination at regional scale</li> <li>• Region-serving institutional uses</li> </ul>	<ul style="list-style-type: none"> <li>• Transit connections to other parts of the region</li> <li>• Regional transportation hub with multiple rapid transit stations and integrated bus network</li> <li>• Good regional road access</li> <li>• High quality pedestrian and bicycle environment</li> </ul>
<b>Regional City Centre</b> <i>Major regional centres, serving Metro Vancouver's subregions</i> Coquitlam, Downtown New Westminster, Langley, Lonsdale (North Vancouver), Maple Ridge, Metrotown (Burnaby), Richmond	<ul style="list-style-type: none"> <li>• Centres of activity for the subregions</li> <li>• Regional or subregional office locations</li> <li>• Large-scale, high density commercial uses</li> <li>• Focus for accommodating population growth in medium and high density housing forms</li> <li>• Institutional uses serving the subregions</li> <li>• Community services and cultural activities serving the subregions</li> </ul>	<ul style="list-style-type: none"> <li>• Subregional transportation hubs with existing or future rapid transit service (rail or bus)</li> <li>• Transit connections to other parts of the region</li> <li>• Frequent transit service</li> <li>• Good regional road access</li> <li>• High quality pedestrian and bicycle environment</li> </ul>
<b>Municipal Town Centre</b> <i>Hubs of activity within municipalities</i> Aldergrove, Ambleside, Brentwood, Cloverdale, Edmonds, Guildford, Fleetwood, Inlet Centre, Ladner, Lougheed, Lower Lynn, Newton, Oakridge, Pitt Meadows, Port Coquitlam, Semiahmoo, Willoughby	<ul style="list-style-type: none"> <li>• Locations for services and activities oriented to the local needs of the municipality</li> <li>• As appropriate to the municipal context, focal points for accommodating population growth within municipalities, typically in medium density, and some higher density housing forms</li> <li>• Accommodates business activities and local serving commercial activities</li> <li>• Focus for community and cultural services</li> </ul>	<ul style="list-style-type: none"> <li>• Transit hub within the municipality, with existing or future rapid transit (rail or bus) in some Municipal Town Centres</li> <li>• Frequent Transit Network connections to higher-order centres</li> <li>• High quality pedestrian and bicycle environment</li> </ul>

FIGURE 4  
Guidelines for Frequent Transit Development Corridors

TYPE	DESCRIPTION and LAND USE ACTIVITIES	TRANSPORTATION CHARACTERISTICS
<b>Frequent Transit Development Corridors</b> Focal areas for residential growth, in connection with transit service	<ul style="list-style-type: none"> <li>• Located at select transit stops and stations in non-industrial areas on the Frequent Transit Network (See TransLink's strategic plan), as determined by municipalities in accordance with local area plans</li> <li>• Focus for medium and higher density housing and mixed uses with concentrated growth at transit stops and station areas along the transit corridor</li> <li>• Frequent Transit Development Corridors will contain commercial activities and mixed use development. Major office employment is preferably to be directed to Urban Centres.</li> <li>• The width of Frequent Transit Development Corridors depends on local circumstances, but should generally be within 800 metres of the express bus/rail stops or transit stations</li> </ul>	<ul style="list-style-type: none"> <li>• Residential development and mixed use within walking distance of transit</li> <li>• The Frequent Transit Network includes rail, rapid transit, rapid bus and frequent local bus service</li> <li>• High quality pedestrian and bicycle environment</li> </ul>



# Map 3: Urban Centres



Note: The transit routes shown on this map illustrate the main connections required to support the development of the Urban Centres





## STRATEGY 1.3 Protect the region's rural lands from urban development

### **Metro Vancouver's role is to:**

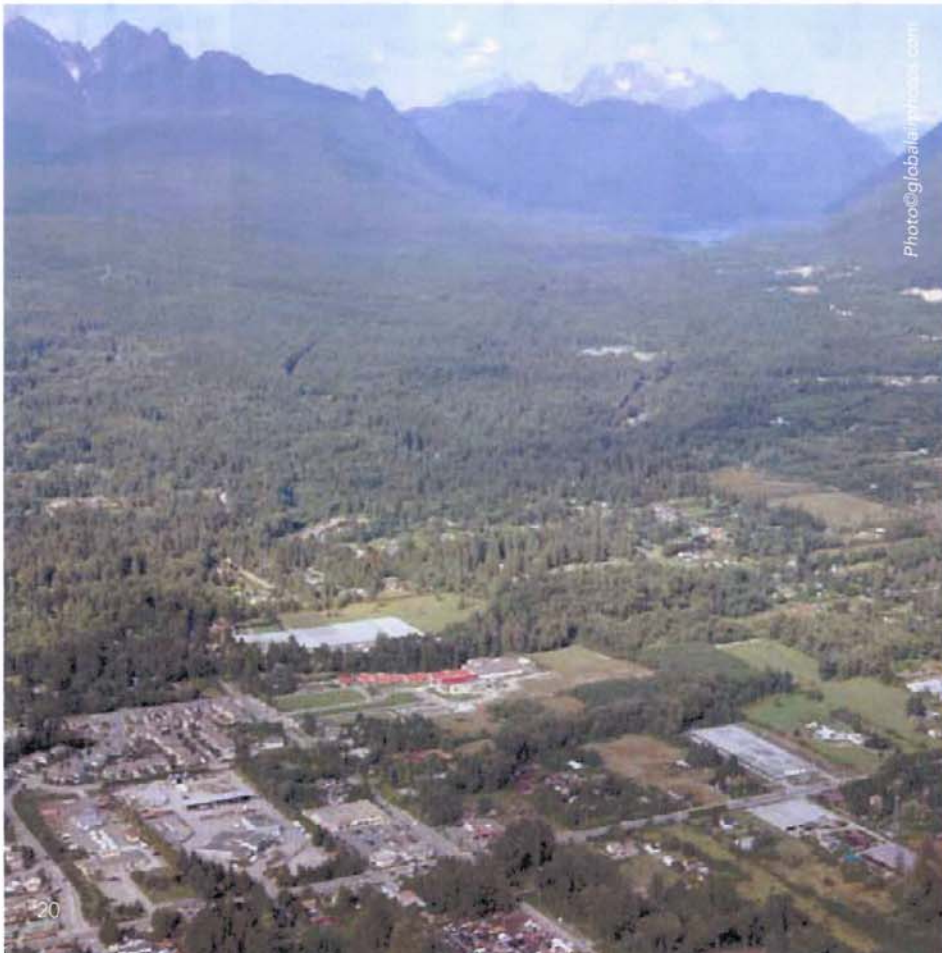
1.3.1 Accept Regional Context Statements that protect Rural areas from urban development and that meet the requirements set out in Action 1.3.3.

1.3.2 The Greater Vancouver Sewerage and Drainage District will not extend regional sewage treatment services to the Rural areas, except for building footprints in cases where infrastructure is needed to address a public health issue, protect the region's natural assets, or service agriculture.

### **The role of municipalities is to:**

1.3.3 Develop Regional Context Statements which:

- a) specify Rural areas and their boundaries on a map consistent with the Rural Areas map (Map 4);
- b) consistent with the intent of the Rural area land use designation, state the level of development for the Rural areas;
- c) include policies which:
  - i) maintain the low density, rural character of the Rural areas and not permit uses or densities of development inconsistent with this objective;
  - ii) prohibit subdivision or developments within Rural areas requiring connection to the regional sewerage system.





# Map 4: Rural Areas











## GOAL 2

# Support a Sustainable Economy

Office, retail and industry are key building blocks for a vibrant and prosperous regional economy. Also important are other sectors such as tourism, education, health, scientific, professional services, home-based businesses and new entrepreneurial companies.

Urban Centres distributed throughout the region provide more opportunities for services and jobs to be close to home and achieve greater economic efficiencies and transportation access. Strategies are included to avoid the dispersal of major 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, while demand for land for industrial activities continues to increase as the population and economy of the region grow. Many industries provide for the day-to-day needs of the region's population, such as repair and servicing activities, and also the renovation and construction of shops, homes, hotels and restaurants. Additional lands are needed for container storage, freight forwarding and other distribution functions.

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

Agriculture is an important sector of the region's economy. Metro Vancouver's agricultural sector generates 28 percent of the province's total gross farm receipts. 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 are:**

- 2.1 Promote land development patterns 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 promote agricultural viability with an emphasis on food production



## STRATEGY 2.1

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

#### **Metro Vancouver's role is to:**

2.1.1 Accept Regional Context Statements that demonstrate policies supportive of economic activity in Urban Centres, Frequent Transit Development Corridors, Special Activity Areas and Industrial areas, and that meet the requirements set out in Action 2.1.4.

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

2.1.3 Investigate:

- a) fiscal measures to reinforce the attraction of investment and jobs to locations identified in Action 2.1.1;
- b) means to address municipal tax base inequities, including a regional tax-base sharing framework.

#### **The role of municipalities is to:**

2.1.4 Develop Regional Context Statements which:

- a) include policies which support appropriate economic development in Urban Centres, Frequent Transit Development Corridors, Special Activity Areas and Industrial areas;
- b) identify the Special Activity Areas as shown on the Economic Areas map (Map 5) and provide policies to support their specialized economic roles;
- c) support the development of office space within Urban Centres, which 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;
- d) include policies which discourage major commercial and institutional development outside of Urban Centres, and commercial areas not well served by transit.

#### **Actions Requested of Other Governments and Agencies**

2.1.5 That TransLink, the province and the federal governments and their agencies develop and operate transportation infrastructure to support the economic areas (Urban Centres, Industrial areas, and Special Activity Areas) as identified in the Regional Growth Strategy.

2.1.6 That the Vancouver International Airport Authority encourage industrial and commercial development related to airport activities only on airport lands.

2.1.7 That Port Metro Vancouver encourage the use of port lands for industrial activities and discourage non-port related commercial development and not expand beyond the Industrial and Mixed Employment areas specified in this Regional Growth Strategy.

2.1.8 That the federal and provincial governments and their agencies develop a formal mechanism to collaborate with Metro Vancouver, member municipalities, and the private sector on an economic strategy to retain and attract investment and employment to the region in support of a diverse economy.

2.1.9 That Metro Vancouver with the Fraser Valley Regional District and the Squamish-Lillooet Regional District collaborate on shared economic matters.





## STRATEGY 2.2

### Protect the region's supply of industrial land

#### **Metro Vancouver's role is to:**

2.2.1 Accept Regional Context Statements that protect adequate Industrial areas for industrial uses and that meet the requirements set out in Action 2.2.4.

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

2.2.3 Work with the province, municipalities and other agencies to investigate industrial taxation rates and policies that support the continued use of Industrial areas for industrial purposes.

#### **The role of municipalities is to:**

2.2.4 Develop Regional Context Statements which:

- a) identify the Industrial areas and their boundaries on a map generally consistent with the areas shown on the Economic Areas map (Map 5);
- b) include policies for Industrial areas which:
  - i) encourage the use of Industrial areas for industrial uses such as manufacturing, processing, repair, warehousing, distribution, work yard/depots, transportation, logistics, utilities, media studios, biomedical facilities and other laboratories used for scientific and medical research;
  - ii) restrict office and retail uses to a small scale, generally those ancillary to industrial activities and those that serve local workers;
  - iii) prevent non-industrial uses in Industrial areas;
  - iv) encourage better utilization and intensification of existing industrial areas for industrial activities;

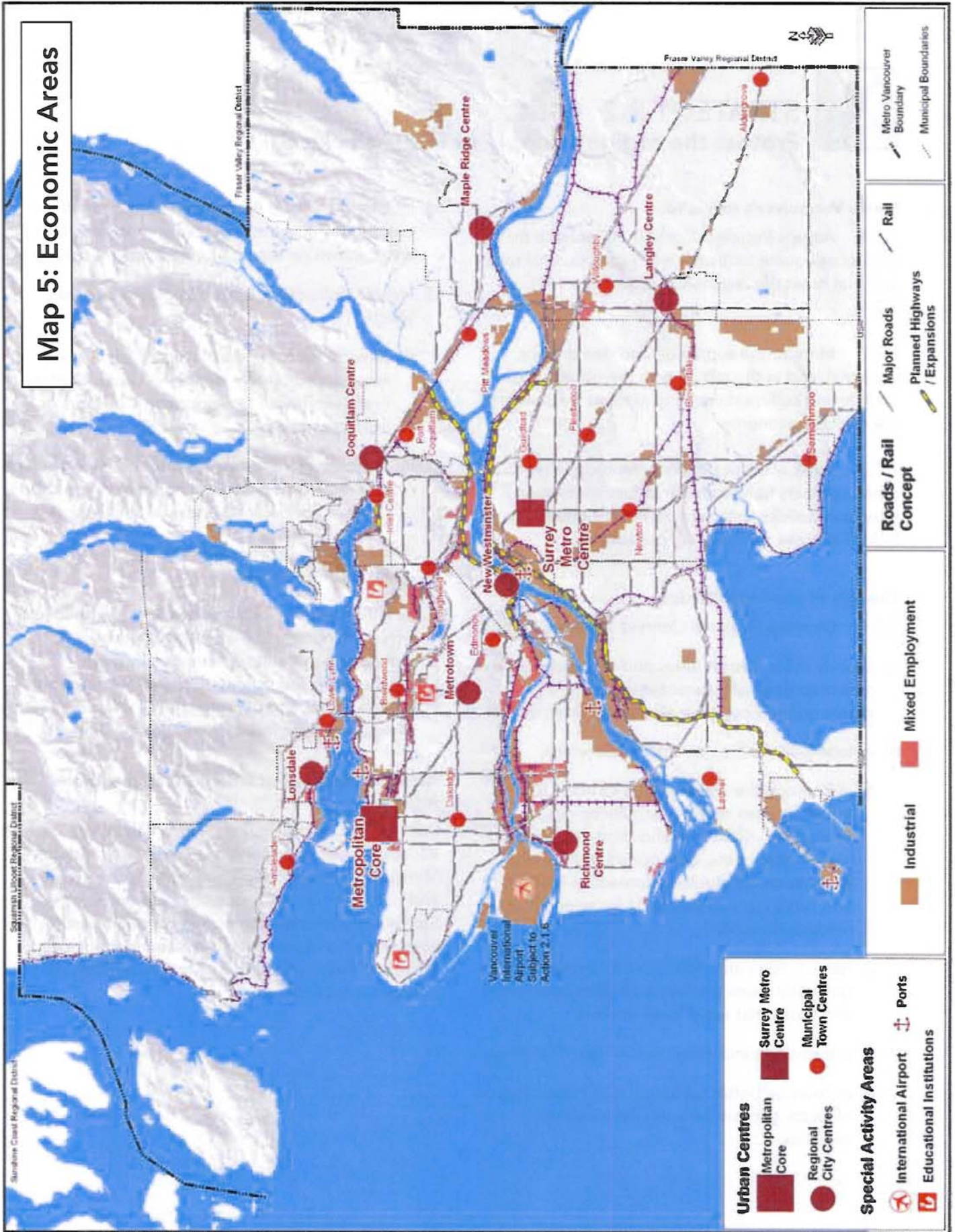
- c) include the Mixed Employment areas and their boundaries on a map generally consistent with the areas shown on the Economic Areas map (Map 5);
- d) include policies for Mixed Employment areas which:
  - i) provide for commercial uses which are not more appropriately located in Urban Centres, Frequent Transit Development Corridors or Industrial areas;
  - ii) establish the appropriate mix and level of office and retail uses which will not undermine Urban Centres nor deplete industrial land supplies;
  - iii) discourage further expansion of Mixed Employment areas;
- e) as feasible in the local context, include policies which encourage Eco-Industrial Networking, including generating efficiencies through partnerships, incorporating green buildings and infrastructure, and utilizing energy efficient systems to support clean industry and green jobs.

#### **Actions Requested of Other Governments and Agencies**

2.2.5 That TransLink, Port Metro Vancouver, Vancouver International Airport Authority and the Ministry of Transportation and Infrastructure review and comment on any proposed Regional Context Statement amendments to redesignate Industrial areas with the objective of maintaining Industrial areas in proximity to highway, rail, waterfront, port and/or airport facilities.



**Map 5: Economic Areas**







## STRATEGY 2.3

### Protect the region's supply of agricultural land and promote agricultural viability with an emphasis on food production

#### Metro Vancouver's role is to:

2.3.1 Accept Regional Context Statements that protect the region's supply of agricultural land, promote agricultural viability, and that meet the requirements set out in Action 2.3.4.

2.3.2 The Greater Vancouver Sewerage and Drainage District will not extend regional sewage treatment services to the Agricultural areas, except for building footprints in cases where infrastructure is needed to address a public health issue, protect the region's natural assets, or service agriculture.

2.3.3 In collaboration with the province and the Agricultural Land Commission, identify and pursue strategies and actions to increase actively farmed agricultural land, reduce barriers to the economic viability of agricultural areas, and minimize conflicts between agricultural, recreational and conservation and urban activities.

#### The role of municipalities is to:

2.3.4 Develop Regional Context Statements which:

- a) specify the Agricultural areas and their boundaries on a map consistent with the Agricultural Areas map (Map 6);
- b) include policies to support agricultural viability including those which:
  - i) discourage subdivision of agricultural land that would lead to farm fragmentation;
  - ii) maintain and improve utility and transportation infrastructure for agriculture, such as stormwater drainage and flooding to avoid negative impacts on farms and agricultural activities;
  - iii) manage the agricultural-urban interface to protect the integrity and viability of agricultural operations;
  - iv) demonstrate support for economic development opportunities for agricultural operations (e.g. agri-tourism, farm markets and urban agriculture);
  - v) support the use of agricultural land for food production.

### **Actions Requested of Other Governments and Agencies**

2.3.5 That the province require farm operator participation in environmental farm planning for agricultural lands containing designated environmentally-sensitive areas.

2.3.6 That the province and TransLink minimize the fragmentation of, and impacts on, the Agricultural areas from utility and transportation corridors.

2.3.7 That the Agricultural Land Commission consult with Metro Vancouver to ensure consistency between the Regional Growth Strategy and Agricultural Land Commission decisions and policies with respect to:

- a) Agricultural Land Reserve exclusion and inclusion applications;
- b) consideration of non-farm uses with regional scale impacts such as transportation and utility corridors.

2.3.8 That the provincial and federal governments and their agencies adopt financial measures to encourage agri-food economic development, including:

- a) 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;
- b) incentive and education programs to encourage new farmers.

2.3.9 That the province establish and enforce maximum residential floor area and setback regulations for development in the Agricultural Land Reserve.

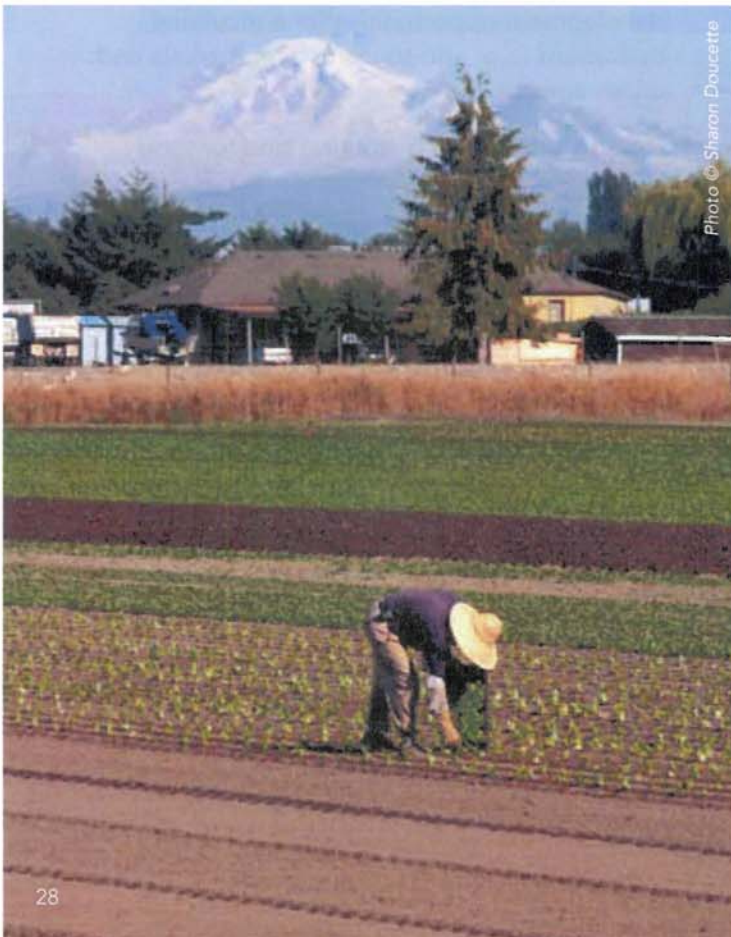


Photo © Sharon Doucette



# Map 6: Agricultural Areas









# GOAL 3



## Protect the Region's Environment and Respond to Climate Change

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

The region's environment also provides essential ecosystem services. Protecting the diversity of these natural features boosts the region's ecological health and resiliency in the face of natural hazards and climate change. Figure 7 illustrates the ways in which land use and transportation strategies and actions contribute to reducing greenhouse gases and preparing for climate change impacts.

The protection of the region's ecological network is sought through two strategies. The first strategy protects the integrity of important natural areas, the region's drinking watersheds, important habitats, wetlands, forests, conservation areas, major parks and recreation areas through a Conservation and Recreation designation. The second strategy protects and enhances ecological and recreational features throughout the region and the connectivity among them. Agricultural lands are also important natural assets, and protection of these lands is addressed in Strategy 2.3.

The other two strategies in Goal 3 are to encourage land use and transportation development that reduces greenhouse gas emissions and increases adaptive capacity to withstand natural hazards and climate change impacts, noting that to a large extent these strategies are implemented by actions contained throughout the Regional Growth Strategy.

### Strategies to achieve this goal are:

- 3.1 Protect the lands within the Conservation and Recreation areas
- 3.2 Protect and enhance natural features and connectivity throughout the region
- 3.3 Encourage land use and transportation patterns that reduce greenhouse gas emissions
- 3.4 Encourage land use and transportation development that increases adaptive capacity to withstand natural hazards and climate change impacts

# GOAL 3

## Protect the Region's Environment and Respond to Climate Change



The State of Oregon is committed to protecting the environment and responding to climate change. This goal is to ensure that the State's actions are consistent with these commitments.

The State will take the following actions to protect the environment and respond to climate change:

- 1. Reduce greenhouse gas emissions.
- 2. Increase energy efficiency.
- 3. Promote renewable energy.
- 4. Protect and restore natural resources.
- 5. Increase public awareness.

The State will also take the following actions to protect the environment and respond to climate change:

- 1. Develop a comprehensive climate change strategy.
- 2. Establish a climate change advisory committee.
- 3. Conduct regular climate change assessments.
- 4. Implement a climate change reporting system.
- 5. Engage the public in climate change decision-making.

The State will also take the following actions to protect the environment and respond to climate change:

- 1. Support local governments in their efforts to reduce greenhouse gas emissions.
- 2. Encourage businesses to adopt energy-efficient practices.
- 3. Promote sustainable transportation options.
- 4. Support research and development in clean energy technologies.
- 5. Increase funding for environmental protection programs.

The State will also take the following actions to protect the environment and respond to climate change:

- 1. Increase funding for environmental education programs.
- 2. Support the development of green buildings.
- 3. Promote the use of public transit.
- 4. Encourage the use of energy-efficient appliances.
- 5. Support the development of green infrastructure.





## STRATEGY 3.1

### Protect the lands within the Conservation and Recreation areas

#### **Metro Vancouver's role is to:**

3.1.1 Accept Regional Context Statements that protect lands within the Conservation and Recreation areas and that meet the requirements set out in Action 3.1.4.

3.1.2 The Greater Vancouver Sewerage and Drainage District will not extend regional sewage treatment services to the Conservation and Recreation areas, except for building footprints in cases where infrastructure is needed to address a public health issue, protect the region's natural assets, or service agriculture.

3.1.3 Implement the Metro Vancouver Regional Parks and Greenways Plan, identifying and securing priority and sensitive areas of habitat and new parks in areas of significant growth and to buffer, where feasible, regional parks and conservation areas from activities in adjacent urban areas.

#### **The role of municipalities is to:**

3.1.4 Develop Regional Context Statements which:

- a) specify the Conservation and Recreation areas and their boundaries on a map consistent with the Conservation and Recreation Areas map (Map 7);
- b) assign appropriate land use designations to support natural asset protection for lands within the Conservation and Recreation areas that are generally consistent with the following:
  - i) public service infrastructure, including the supply of high quality drinking water;
  - ii) ecological conservation;
  - iii) recreation, primarily outdoor;
  - iv) education, research and training programs that serve conservation and/or recreation users;

v) commercial uses that serve conservation and/or recreation users;

vi) soil based agriculture;

vii) facilities and infrastructure that support the above uses;

c) do not include residential, commercial and office, institutional and industrial or other uses that are incompatible with conservation and recreation uses in areas that are designated Conservation and Recreation;

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

#### **Actions Requested of Other Governments and Agencies**

3.1.5 That the province and utility companies locate utility and transportation corridors to minimize the fragmentation of, and impact on, lands within the Conservation and Recreation areas.

3.1.6 That the province actively manage and appropriately enforce Wildlife Management Areas with an aim to protect natural assets and recreational opportunities.

3.1.7 That the federal and provincial governments and their agencies recognize the Conservation and Recreation areas and support the inclusion of appropriate lands into these areas and inappropriate uses outside of these areas.



# Map 7: Conservation and Recreation Areas







## STRATEGY 3.2

### Protect and enhance natural features and connectivity throughout the region

#### **Metro Vancouver's role is to:**

- 3.2.1 Accept Regional Context Statements that advance the protection and enhancement of a connected network of ecosystems, features and corridors throughout the region, and that meet the requirements set out in Actions 3.2.4. to 3.2.6.
- 3.2.2 Coordinate and implement the development of the Regional Recreation Greenway Network, through the Regional Parks function, as shown on Figure 5.
- 3.2.3 Develop an Ecological Health Plan that seeks to:
- protect, enhance and restore ecologically important systems, features, corridors and establish buffers along watercourses, coastlines, agricultural lands, and other ecologically important features;
  - incorporate into land use decision making and land management practices, planning tools, incentives, green technologies and infrastructure, that support ecological innovation and minimize negative ecological impacts.

#### **The role of municipalities is to:**

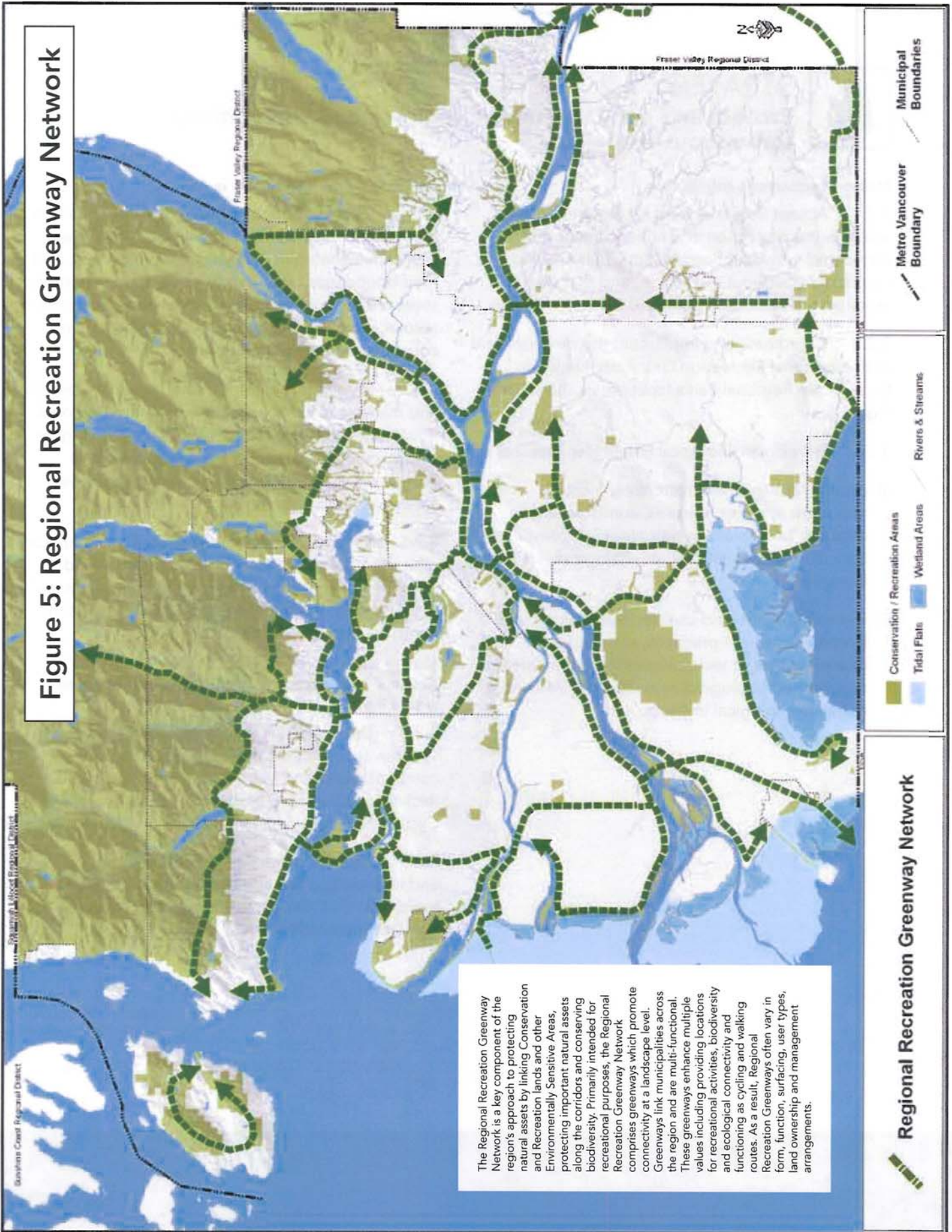
- 3.2.4 Develop Regional Context Statements that identify and map Environmentally Sensitive Areas (ESAs) designated in Official Community Plans and their boundaries on a map (such as riparian corridors, steep slopes and ravines, intertidal areas and other natural assets not addressed in Strategy 3.1), as conceptually shown on Figure 6.
- 3.2.5 In collaboration with other agencies, develop and manage relevant components of the Regional Recreation Greenway Network as shown on Figure 5 and connect community trails, bikeways and greenways to the Regional Recreation Greenway Network where appropriate.
- 3.2.6 Identify specific planning, fiscal or regulatory measures such as conservation covenants, land trusts, tax exemptions and eco-gifting, as a means of protecting or enhancing ecologically important features on private lands.

#### **Actions Requested of Other Governments and Agencies**

- 3.2.7 That TransLink collaborate with Metro Vancouver to support the integration and compatibility of the Metro Vancouver Regional Recreation Greenway Network and the Regional Cycling Network.
- 3.2.8 That the province enact and enforce endangered species and ecosystem protection legislation that identifies, protects and restores habitats and biodiversity.



Figure 5: Regional Recreation Greenway Network



The Regional Recreation Greenway Network is a key component of the region's approach to protecting natural assets by linking Conservation and Recreation lands and other Environmentally Sensitive Areas, protecting important natural assets along the corridors and conserving biodiversity. Primarily intended for recreational purposes, the Regional Recreation Greenway Network comprises greenways which promote connectivity at a landscape level. Greenways link municipalities across the region and are multi-functional. These greenways enhance multiple values including providing locations for recreational activities, biodiversity and ecological connectivity and functioning as cycling and walking routes. As a result, Regional Recreation Greenways often vary in form, function, surfacing, user types, land ownership and management arrangements.

**Regional Recreation Greenway Network**

- Conservation / Recreation Areas
- Tidal Flats
- Rivers & Streams
- Wetland Areas
- Municipal Boundaries
- Metro Vancouver Boundary



**Figure 6: The Region's Natural Features**







## STRATEGY 3.3

### Encourage land use and transportation patterns that reduce greenhouse gas emissions

#### Metro Vancouver's role is to:

3.3.1 Accept Regional Context Statements that encourage land use and transportation patterns that reduce greenhouse gas emissions and that meet the requirements set out in Action 3.3.3.

3.3.2 Implement the strategies and actions of this Regional Growth Strategy in addition to those of other relevant regional management plans contained within Metro Vancouver's Sustainability Framework which would contribute to regional targets to reduce greenhouse gas emissions by 33 percent below 2007 levels by 2020 and 80 percent below 2007 levels by 2050.

#### The role of municipalities is to:

3.3.3 Develop Regional Context Statements that identify policies and programs to reduce greenhouse gas emissions, including those which:

- a) establish how municipalities will help the region meet its greenhouse gas reduction targets;
- b) design communities that encourage the use of public transportation, high-occupancy vehicles, cycling, and walking;
- c) establish criteria to evaluate major development proposals for their direct and indirect impacts on greenhouse gas emissions, and identify feasible and effective mitigation measures;
- d) invest in municipal infrastructure which reinforces the Urban Containment Boundary and focuses growth in Urban Centres and Frequent Transit Development Corridors;
- e) support, where feasible and appropriate, renewable energy generation and district energy systems.

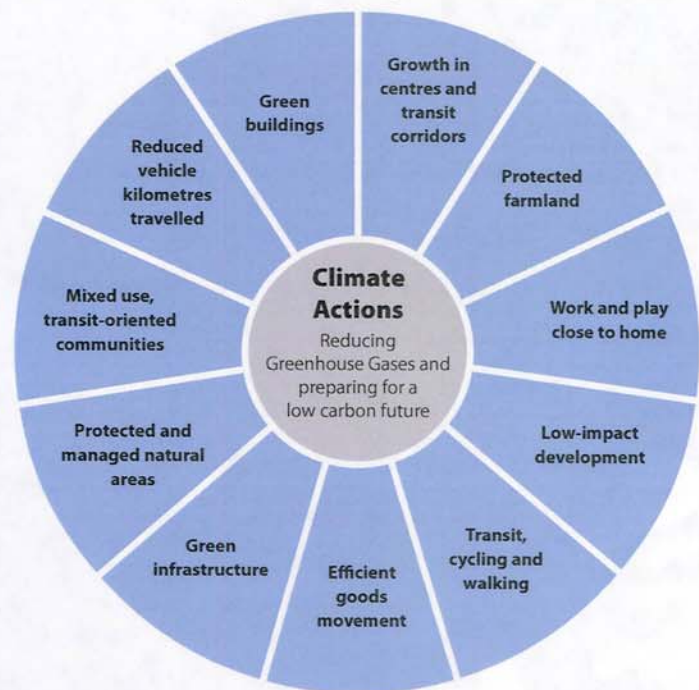
#### Actions Requested of Other Governments and Agencies

3.3.4 That the province and TransLink ensure that future transportation investments, networks, and strategic plans, including transportation demand management policies, continue to support a compact urban form, consistent with the Regional Growth Strategy, and discourage the dispersal of residents and jobs.

3.3.5 That the provincial and federal governments and their agencies, in collaboration with Metro Vancouver, municipalities and other agencies:

- a) review and update building codes and other regulations and incentives to achieve continued gains in energy efficiency and conservation in new buildings and the existing building stock;
- b) support the development of appropriate energy recovery and renewable energy sources.

FIGURE 7  
How Land Use and Transportation Strategies Contribute to Climate Action







## STRATEGY 3.4

### Encourage land use and transportation development that increases adaptive capacity to withstand natural hazards and climate change impacts

#### **Metro Vancouver's role is to:**

3.4.1 Accept Regional Context Statements that encourage land use and transportation development that maximizes adaptive capacity and that meet the requirements set out in Actions 3.4.5 and 3.4.6.

3.4.2 Incorporate vulnerability assessments into the planning and location of regional utilities, assets and operations to account for natural hazards and climate change impacts.

3.4.3 Contain urban growth within the Urban Containment Boundary, with an aim to preventing growth in areas beyond the Urban Containment Boundary at higher risk from flooding, erosion, slope instability, interface fires, earthquakes and climate change impacts, through coordinated decisions with partners on utility extensions and transportation network expansions.

3.4.4 In partnership with the Integrated Partnership for Regional Emergency Management (IPREM), identify areas that are at risk from flooding, erosion, slope instability, interface fires, earthquake and other climate change impacts.

#### **The role of municipalities is to:**

3.4.5 Participate in the identification of areas that are at risk from flooding, erosion, slope instability, interface fires, earthquake and other climate change impacts, as outlined in Action 3.4.4.

3.4.6 Develop Regional Context Statements which include policies to safeguard development and mitigate risks identified in Action 3.4.5.

#### **Actions Requested of Other Governments and Agencies**

3.4.7 That IPREM, in collaboration with the federal government, TransLink, and other agencies:

- a) coordinate vulnerability assessments with respect to natural hazards and climate change impacts for existing and planned regionally significant infrastructure, development, gateway facilities, industrial lands, or agricultural lands and ecosystems located on floodplains, in coastal areas, or on unstable terrains;
- b) coordinate priority actions to address the vulnerabilities identified, including implementation and funding strategies.

3.4.8 That the province, in collaboration with IPREM and other agencies:

- a) develop and maintain timely data and information, such as flood hazard mapping, shoreline mapping, and hydrological studies and hydraulic studies;
- b) provide technical and financial assistance to local governments to conduct vulnerability assessments and evaluate appropriate preparatory actions;
- c) review and improve the effectiveness of existing provincial legislation and guidelines regarding flood hazard management by local governments.









# GOAL 4

## Develop Complete Communities

Complete communities are places where people can find an appropriate place to live at all stages of their lives, earn a living, and access the services they need to enjoy social, cultural, educational and recreational pursuits. The intention is to provide these opportunities within walkable, mixed use, transit-oriented communities.

Much of this goal will be achieved by the strategies and actions directed towards the goal of creating a compact region. Specific strategies are directed towards ensuring an adequate supply of housing to meet future demand. This includes ensuring 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. It is recognized that all levels of government have a role to play and that provincial and federal funding is essential to meet the estimated demand for affordable housing.

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 to promote the physical, mental and social components of health and well-being. Strategies included emphasize the importance of designing neighbourhoods that promote walking and cycling, that provide access to parks, greenways and recreational opportunities, and that support access to healthy food choices.

### **Strategies to achieve this goal are:**

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



## STRATEGY 4.1

### Provide diverse and affordable housing choices

#### **Metro Vancouver's role is to:**

4.1.1 Accept Regional Context Statements and Housing Action Plans that achieve diverse and affordable housing choices, and that meet the requirements set out in Action 4.1.4.

4.1.2 Implement the strategies and actions set out in the Metro Vancouver Affordable Housing Strategy, including increasing the portfolio of units managed by the Metro Vancouver Housing Corporation through exploring opportunities to optimize the use of existing sites, as well as through the management of units acquired through municipal processes.

4.1.3 Assist municipalities in developing Regional Context Statements and complementary Housing Action Plans by providing analysis on regional demographics, household characteristics and market conditions, and working with municipalities to review and refine municipal housing priorities and policies in the context of this analysis.

#### **The role of municipalities is to:**

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

- a) identify 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;
- c) include strategies which:
  - i) work towards meeting the estimated future demand for rental and ownership units as set out in Table A.3 (Appendix A);
  - ii) respond to the estimated future demand for housing units affordable to households with low and low to moderate incomes as set out in Table A.3 (Appendix A);

- iii) increase the supply and diversity of the housing stock through infill developments and more compact housing forms;
- iv) as appropriate to local circumstances, use density bonus provisions, inclusionary housing policies or other mechanisms to increase the supply of affordable rental units for households with low or low to moderate incomes;
- v) as appropriate to local circumstances, limit the loss of existing rental housing stock as well as identify policies to mitigate the impact on tenants who may be displaced;
- vi) 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**

4.1.5 That the federal and provincial governments and their agencies provide capital and operating funding to support the construction of a minimum of approximately 2,100 new social housing units per year over the ten years following the adoption of the Regional Growth Strategy, consistent with the estimates set out in Table A.3 (Appendix A) and the priorities identified by municipalities through their Housing Action Plans.

4.1.6 That the federal and provincial governments and their agencies provide capital and operating funding to support the construction of 6,100 new transitional and supportive housing units across the region over the ten years following the adoption of the Regional Growth Strategy to better meet the needs of those who are homeless and/or at risk of homelessness.





## STRATEGY 4.2

### Develop healthy and complete communities with access to a range of services and amenities

#### Metro Vancouver's role is to:

4.2.1 Support municipalities in the development of healthy and complete communities by measures such as including consideration of this goal in the development of regional strategies on culture, food and recreation.

4.2.2 Provide technical advice and assistance on air quality aspects of local land development and infrastructure decisions.

#### The role of municipalities is to:

4.2.3 Identify or adopt policies and plans which:

- a) where appropriate, identify neighbourhood centres in the General Urban areas that provide a mix of housing types and local-serving commercial activities (see Map 8);
- b) locate community, arts, cultural, recreational, institutional, medical, social service, education, and adult education facilities in Urban Centres or in neighbourhood centres with good access to transit;
- c) provide public spaces and amenities which offer opportunities for increased social interaction and community engagement;
- d) support healthy and active living through the provision of recreation facilities and spaces, and safe pedestrian and cycling environments;
- e) support urban food production and distribution, by encouraging roof top gardens, green roofs and community gardens on private and municipally-owned lands and the location of healthy food retailers, such as grocery stores and farmers' markets in proximity to housing and transit services;

- f) consider the public health implications of stationary and/or mobile emission sources when planning new communities or facilities.

#### Actions Requested of Other Governments and Agencies:

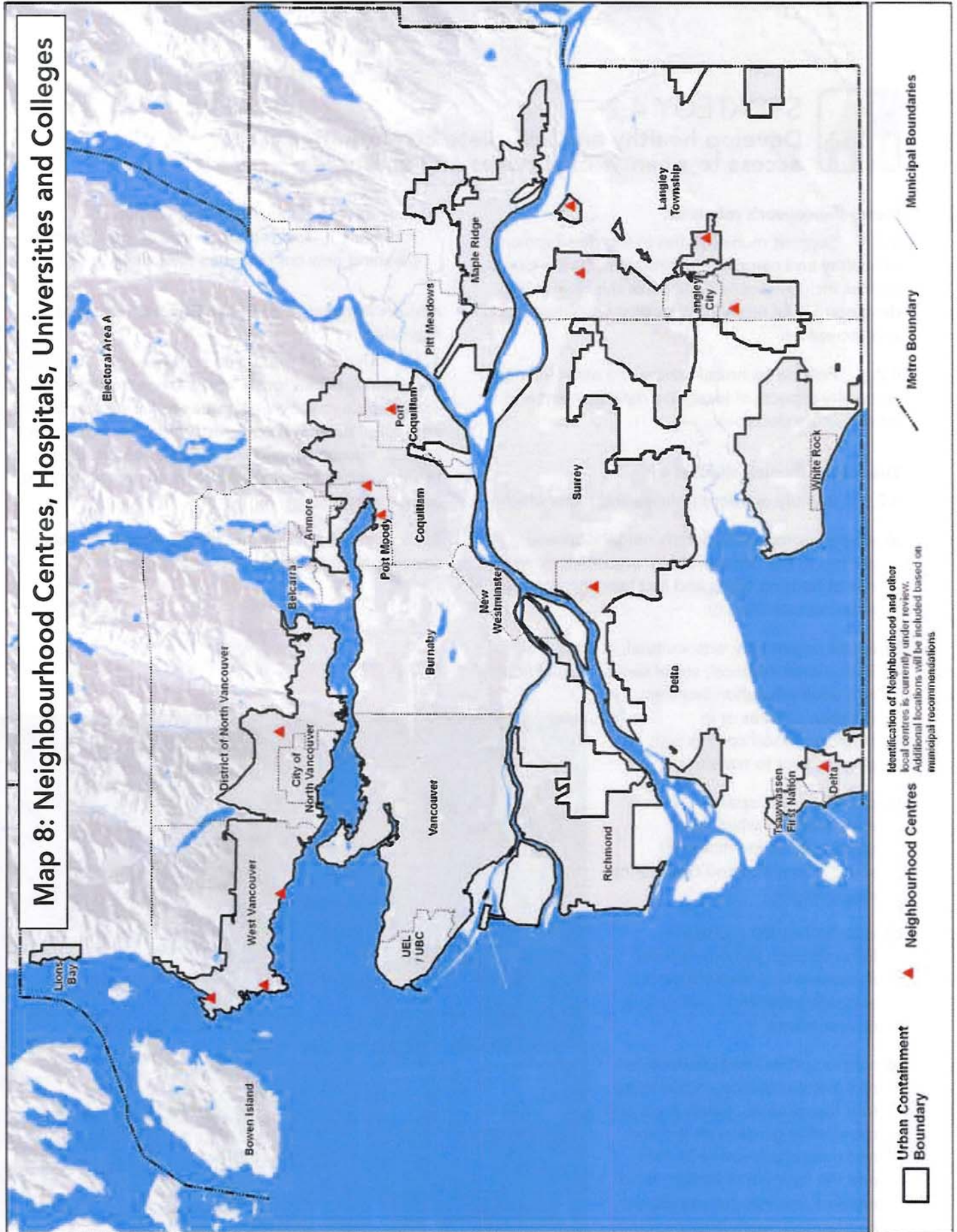
4.2.4 That the federal and provincial governments and their agencies locate and provide financial and other assistance to other parties to locate community, arts, cultural, recreational, institutional, medical, social service, education, and adult education facilities in Urban Centres or neighbourhood centres with good access to transit.

4.2.5 That TransLink provide appropriate levels of transit service to neighbourhood centres.



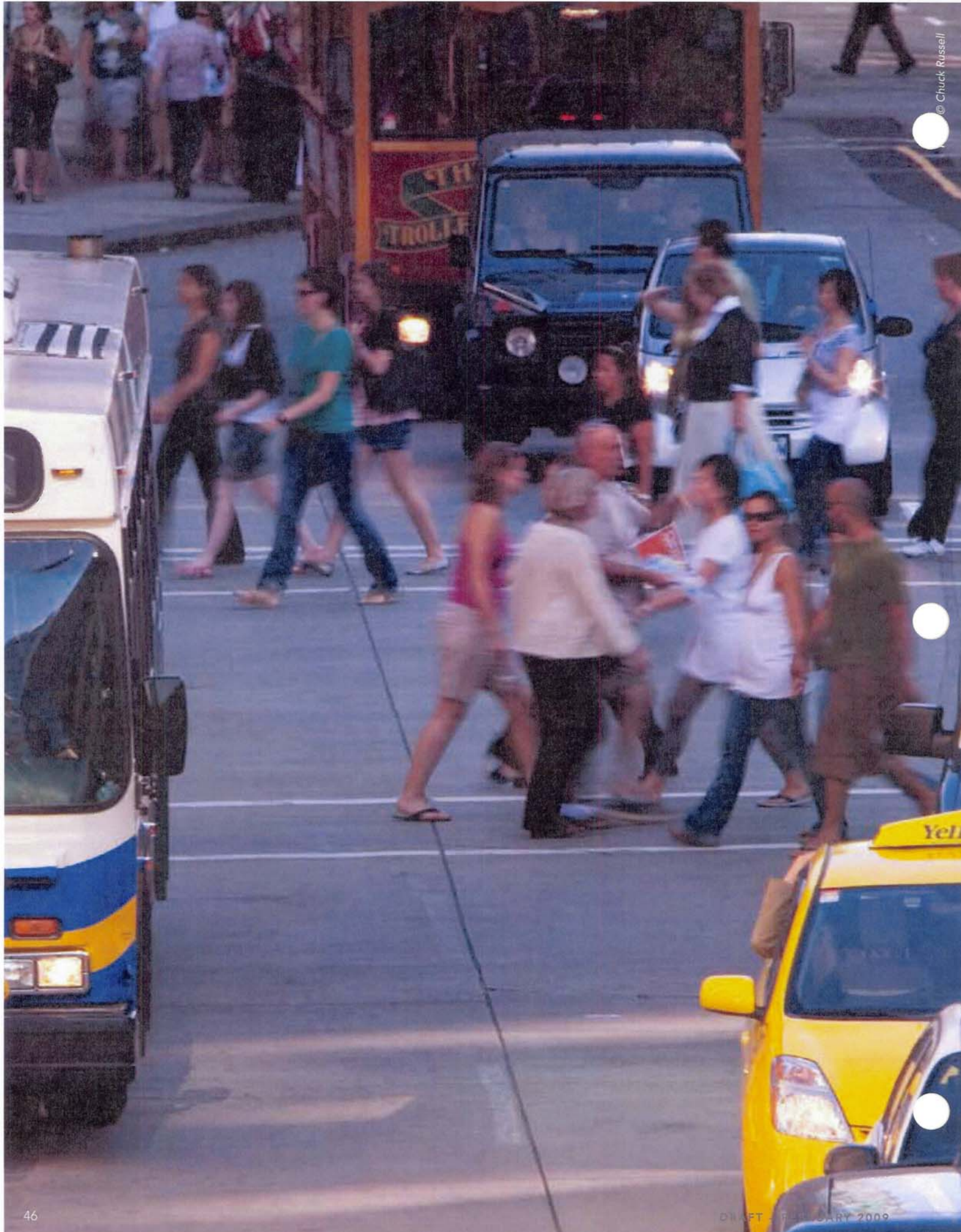


**Map 8: Neighbourhood Centres, Hospitals, Universities and Colleges**











# GOAL 5



## Support Sustainable Transportation Choices

Land use influences travel patterns and transportation systems influence land use. Achieving Regional Growth Strategy goals will require the integration of land use and transportation strategies. Metro Vancouver will promote accessible and sustainable transportation choices through strategies for a compact urban area, and transit-oriented development patterns throughout the region with growth focused in Urban Centres and Frequent Transit Development Corridors. This pattern of growth will help reduce road space demand, traffic congestion, air emissions from on-road sources, and vehicle collisions. It will also provide the region's residents with more travel options, a cleaner environment and better general health.

The first strategy identifies the actions required to increase the proportion of trips by transit, high occupancy vehicles, cycling and walking. The second strategy focuses on the effective and efficient movement of goods, recognizing the importance of a regional road network developed in tandem with the land use objectives of the Regional Growth Strategy. An efficient regional road network will shape regional growth, provide linkages among the region's communities and economic areas, support a strong regional economy and connect with intra-provincial, national and international destinations. The strategy advocates for better management of the demand and capacity of the regional roads network. By optimizing the use of existing and planned road capacity, the region can avoid unnecessary and capital-intensive expansion in the future. Rail and marine have the ability to play a larger role in the future for goods movement, so protecting rail rights-of-way and access points to waterways today is critical in providing transportation options in the future.

Metro Vancouver will continue to work in partnership with 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 develops and implements strategic transportation plans and the region's long-term transportation strategy, Transport 2040. Also, the province 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. Furthermore, Metro Vancouver will advocate for the continued reduction in fuel consumption, greenhouse gas emissions and common air contaminants, especially diesel air particulates, in the transportation sector.

### Strategies to achieve this goal are:

- 5.1 Coordinate land use and transportation decisions to encourage the use of transit, high-occupancy vehicles, cycling and walking
- 5.2 Connect land use and transportation to support the safe and efficient movement of goods and service vehicles



## STRATEGY 5.1

### Coordinate land use and transportation decisions to encourage the use of transit, high-occupancy vehicles, cycling, and walking

#### **Metro Vancouver's role is to:**

5.1.1 Accept Regional Context Statements that connect land use and transportation to support transit, high-occupancy vehicles, cycling, and walking, and that meet the requirements set out in Action 5.1.5.

5.1.2 Provide strategic growth management advice to TransLink and the province as they prepare medium and long-range regional transportation plans and programs, to achieve consistency and support for Metro Vancouver's Regional Growth Strategy and Air Quality Management Plan.

5.1.3 Work with TransLink and municipalities to develop a regional parking supply policy, as part of an overall regional Transportation Demand Management Strategy, to provide further encouragement for an increased share of trips by high-occupancy vehicles, walking, cycling and transit.

5.1.4 Work with TransLink and the province to develop land use and transportation data collection, forecasting, and plan/project performance standards to serve as a foundation for future regional growth management, air quality management, and transportation plans and analyses.

#### **The role of municipalities is to:**

5.1.5 Develop Regional Context Statements that include policies and maps which:

- a) in consultation with TransLink and Metro Vancouver, identify suitable locations and supporting land use policies for Frequent Transit Development Corridors;
- b) initiate, where feasible, transportation demand and system management measures, such as parking pricing and supply measures, transit priority measures, and ridesharing;

- c) identify policies and programs to improve municipal roads to enhance transit, cycling and pedestrian modes of travel.

#### **Actions Requested of Other Governments and Agencies**

5.1.6 That TransLink, in collaboration with Metro Vancouver and municipalities:

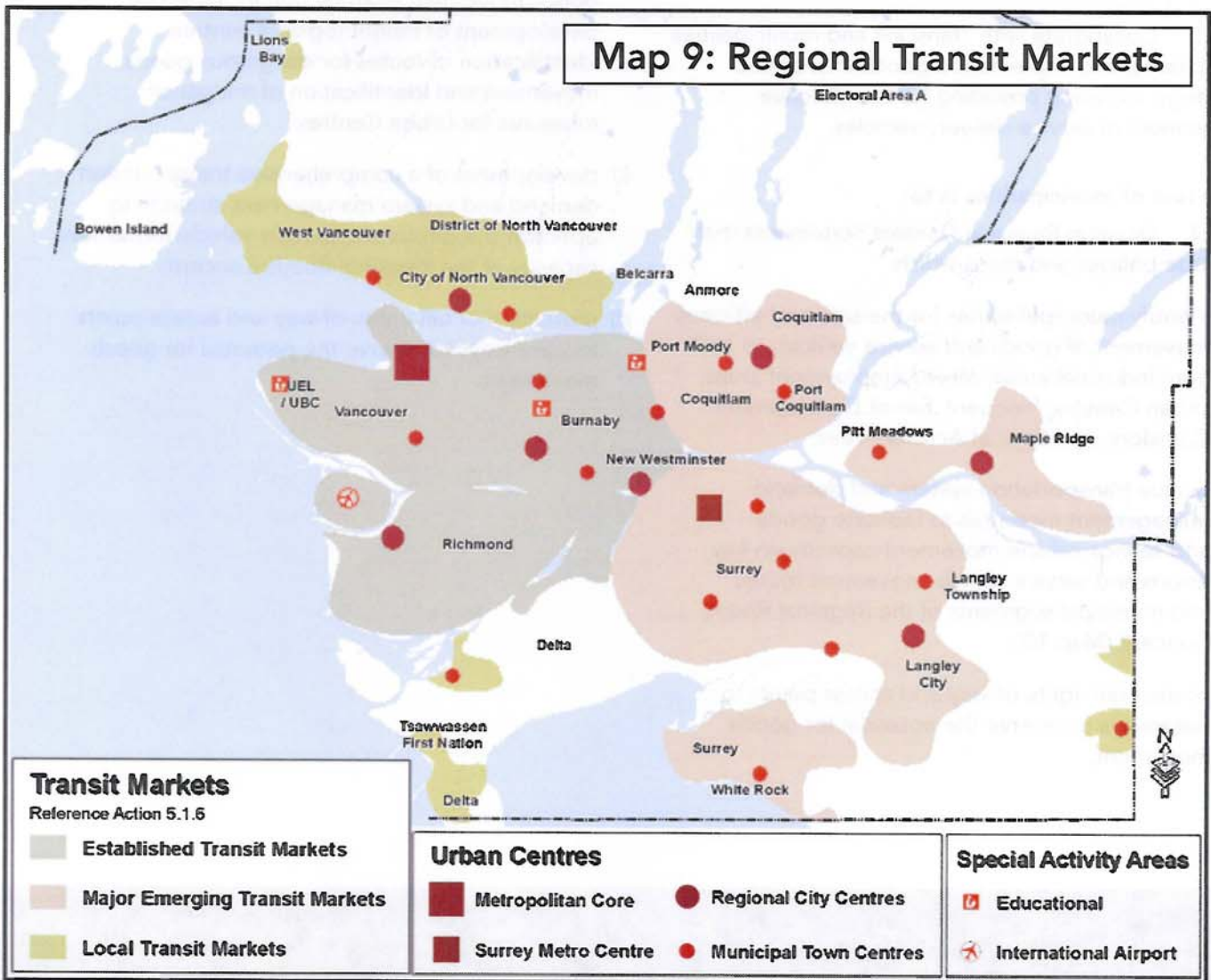
- a) provide enhanced transit service, where affordable, to support the growth and development of Urban Centres and Frequent Transit Development Corridors in the region in the following strategic manner (as shown on Map 9 as Regional Transit Markets):
  - i) in established transit markets, TransLink should invest in infrastructure to serve corridors with high demand, such as the Broadway corridor in Vancouver.
  - ii) in major emerging transit markets, TransLink should invest in infrastructure to shape land use and travel patterns. The priorities are:
    - Evergreen Line to Coquitlam City Centre;
    - Surrey City Centre to Newton and Guildford Municipal Town Centres and Langley City Centre;
    - Maple Ridge City Centre to Coquitlam and Langley City Centres.
  - iii) in locally emerging transit markets, TransLink should invest in infrastructure to serve demand, provide local and regional connectivity, reinforce Regional City and Municipal Town Centre development as well as local centre development, such as Tsawwassen and Lynn Valley.
- b) depict transit networks in Transport 2040 and TransLink's 10-Year Plan;



- c) develop and implement a comprehensive regional transportation system and demand management strategy to optimize the people movement capacity of the Regional Roads Concept (Map 10);
- d) develop and implement a regional cycling plan to connect to and within Urban Centres, Frequent Transit Development Corridors, and Special Activity Centres;
- e) include transportation performance targets for vehicle kilometres travelled and mode share in their medium and long-range transportation plans.

5.1.7 That the province:

- a) provide TransLink with adequate and sustainable funding sources to enable it to adequately support the development of a sustainable, livable region as set out in this Regional Growth Strategy;
- b) support Metro Vancouver and TransLink, through legislation and other methods, in developing a comprehensive regional Transportation Demand Management Strategy;
- c) establish a formal mechanism to consult, coordinate, and collaborate regularly with TransLink, municipalities, Metro Vancouver and other relevant agencies and associations in the planning of future capacity expansion of transit, provincial highways and other transportation facilities and the role such facilities are intended to play in supporting the economic development of the region and the implementation of the Regional Growth Strategy.





## STRATEGY 5.2

### Connect land use and transportation to support the safe and efficient movement of goods and service vehicles

#### **Metro Vancouver's role is to:**

5.2.1 Accept Regional Context Statements that connect land use and transportation to support the safe and efficient movement of goods and service vehicles and that meet the requirements set out in Action 5.2.4.

5.2.2 Work with municipalities and the province to develop industrial and commercial development demand estimates, based on the land use designations in the Regional Growth Strategy and municipal Official Community Plans, to serve as a foundation for a regional goods movement strategy.

5.2.3 Collaborate with TransLink and municipalities to develop and implement a goods movement strategy, including providing for the effective movement of service delivery vehicles.

#### **The role of municipalities is to:**

5.2.4 Develop Regional Context Statements that include policies and maps which:

- a) identify municipal routes for the safe and efficient movement of goods and service vehicles to and from Industrial areas, Mixed Employment areas, Urban Centres, Frequent Transit Development Corridors, and Special Activity Areas;
- b) pursue transportation system and demand management measures to facilitate goods and service vehicle movement capacity on key goods and service vehicle movement routes and municipal segments of the Regional Roads Concept (Map 10);
- c) protect rail rights-of-way and access points to waterways to reserve the potential for goods movement.

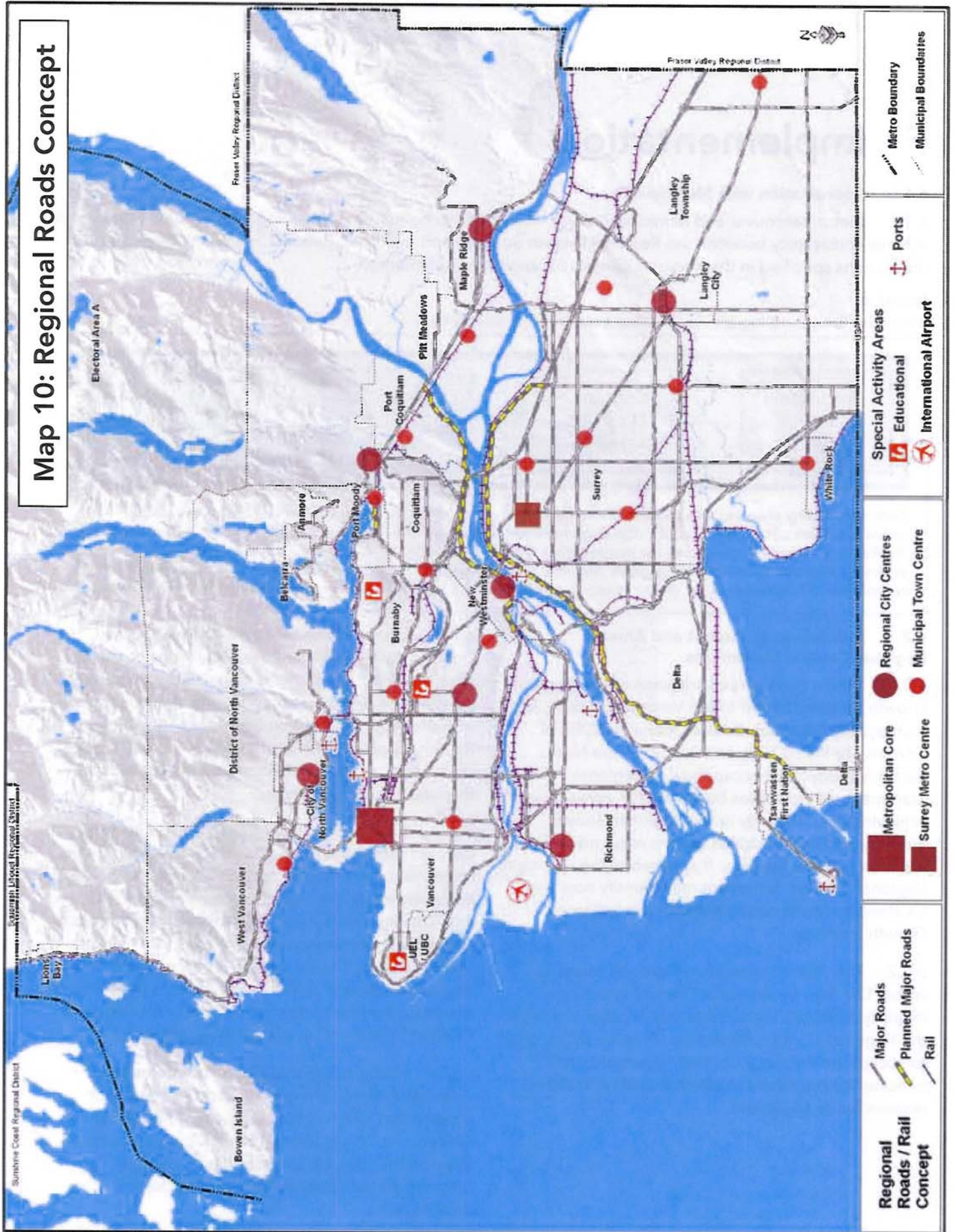
#### **Actions Requested of Other Governments and Agencies**

5.2.5 That TransLink and the province, in collaboration with the federal government, Port Metro Vancouver, railway companies, municipalities, and Metro Vancouver, support the safe and efficient movement of goods and service vehicles through:

- a) support for the Regional Roads Concept (Map 10) through plans, implementation and funding strategies;
- b) development and implementation of a regional goods movement strategy that includes the development of freight logistics centres, identification of routes for dangerous goods movement and identification of mitigation measures for Urban Centres;
- c) development of a comprehensive transportation demand and system management strategy to optimize the goods and service vehicle movement capacity of the Regional Roads Concept;
- d) protection of rail rights-of-way and access points to waterways to reserve the potential for goods movement.



# Map 10: Regional Roads Concept





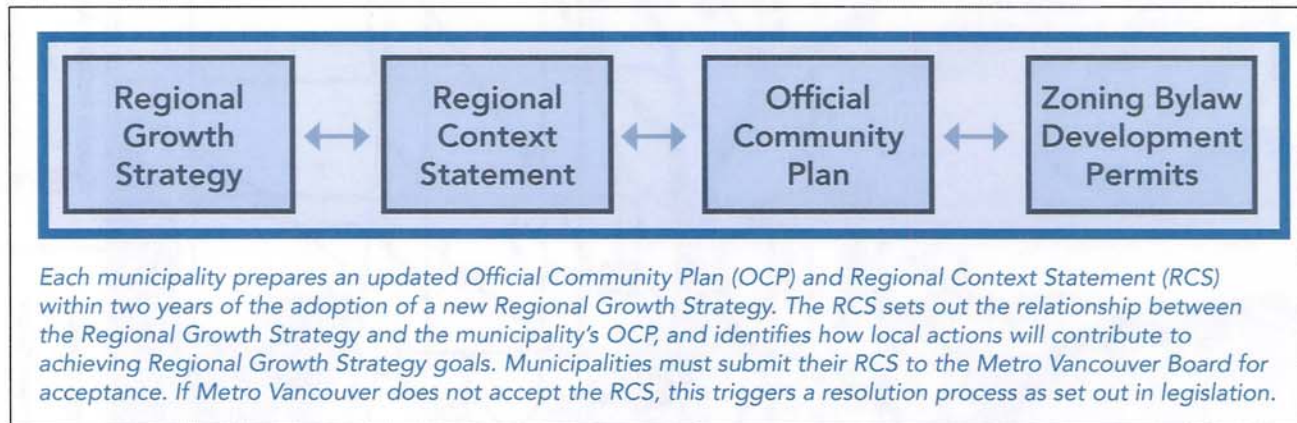
# F Implementation

## 6.1 Coordination with Municipalities

6.1.1 Metro Vancouver and municipalities will work together so that municipal Regional Context Statements achieve consistency between the Regional Growth Strategy and municipal Official Community Plans and so that actions specified in the Regional Growth Strategy are implemented.

FIGURE 8

Relationship Between the Regional Growth Strategy and Official Community Plans



## 6.2 Procedures to Accept and Amend Regional Context Statements

6.2.1 Within two years of adoption of this Regional Growth Strategy by the Metro Vancouver Board, each municipality must include in its municipal Official Community Plan (OCP), and submit to the Metro Vancouver Board for acceptance, a Regional Context Statement that identifies how the OCP works toward achieving each strategy in the Regional Growth Strategy and demonstrates actions required by the Regional Growth Strategy. If applicable, the municipal Regional Context Statement may identify how the OCP will be made consistent with the Regional Growth Strategy.

6.2.2 The Metro Vancouver Board will respond, within 120 days by resolution, requiring a simple majority weighted vote, 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.

6.2.3 Municipalities that amend their Official Community Plans or land use regulations or zoning after the adoption of the Regional Growth Strategy, must ensure that such amendments are consistent with the Regional Context Statement, or, where a Regional Context Statement has yet to be accepted by the Metro Vancouver Board, consistent with the Regional Growth Strategy.

6.2.4 If a municipality wishes to amend its Regional Context Statement after it has been accepted by the Metro Vancouver Board, such amendments must also be accepted by the Metro Vancouver Board. The municipality must submit the proposed amendments to the Metro Vancouver Board before the municipal public hearing. The procedure for acceptance of the amended Regional Context Statement is the same as the procedure for acceptance of the initial Regional Context Statement, as set out in section 6.2.2.

6.2.5 Where a Regional Context Statement or an amendment to a Regional Context Statement is submitted which proposes to designate lands as Frequent Transit Development Corridors, such submissions must be accompanied by formal comments from TransLink on the proposed designation.



6.2.6 Subject to sections 6.2.7 and 6.2.8, Metro Vancouver will not accept Regional Context Statements or amendments thereto effecting the following land use designations unless there has been a prior corresponding amendment to the Regional Growth Strategy; as follows:

- a) lands which are designated Agricultural or Conservation and Recreation in the Regional Growth Strategy are proposed to be designated to other uses in the Regional Context Statement;
- b) lands which lie outside the Urban Containment Boundary are proposed to be redesignated to an Urban Designation;
- c) proposed additions or deletions of Urban Centres.

6.2.7 Metro Vancouver may accept a Regional Context Statement without amending the Regional Growth Strategy, if the following conditions are met:

- a) the Agricultural Land Commission has excluded the parcel from the Agricultural Land Reserve;
- b) the existing land use designation is Agricultural or Rural in this Regional Growth Strategy;
- c) the proposed land use designation is Industrial; and
- d) the parcel is contiguous or within the Urban Containment Boundary.

6.2.8 Metro Vancouver may accept a Regional Context Statement without amending the Regional Growth Strategy for the Special Study Areas shown on Map 11.

6.2.9 Where the Regional Growth Strategy designates lands Industrial outside the Urban Containment Boundary, the Regional Context Statement may designate it Industrial, but no other Urban Designation.

### **6.3 Coordination with First Nations**

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

6.3.2 The Tsawwassen First Nation land use plan is deemed, as of Treaty Effective Date (April 3, 2009), to be consistent with the Regional Growth Strategy. If Tsawwassen First Nation amends its land use plan after the adoption of the Regional Growth Strategy, such amendments must comply with the Regional Growth Strategy.

### **6.4 Coordination with TransLink**

6.4.1 Metro Vancouver will work with TransLink to ensure that the Regional Growth Strategy and TransLink's medium and long range regional transportation plans are compatible and complementary.

6.4.2 Where municipalities propose to designate, in an Official Community Plan and Regional Context Statement, lands to be Frequent Transit Development Corridors, formal comments from TransLink will be considered by the Metro Vancouver Board when it determines whether to accept the Regional Context Statement.



## **6.5 Coordination with Other Governments and Agencies**

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

6.5.2 Metro Vancouver will work with the provincial and federal governments and their agencies on major investments in the regional transportation system, expansion of affordable housing choices, and the location of public facilities that support the goals and strategies specified in the Regional Growth Strategy.

6.5.3 Metro Vancouver will work with the Agricultural Land Commission to protect the region's agricultural land base.

## **6.6 Coordination with Greater Vancouver Boards**

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

## **6.7 Regional Growth Strategy Amendments**

6.7.1 The following are considered to be amendments to the Regional Growth Strategy that require the unanimous consent of affected local governments:

- a) addition or deletion of Regional Growth Strategy goals or strategies; or
- b) an amendment to the process for making minor amendments to the Regional Growth Strategy, specified in section 6.7.2.

6.7.2 All amendments to the Regional Growth Strategy other than the amendments specified in section 6.7.1 and housekeeping amendments specified in 6.7.4 are considered minor amendments for the purposes of Section 857.1(2) of the Local Government Act. Minor amendments will be made by bylaw on an affirmative Board vote of two-thirds of the weighted votes cast. Minor amendments may be initiated by the Board or by municipality resolution. Minor amendments include, for example, the following:

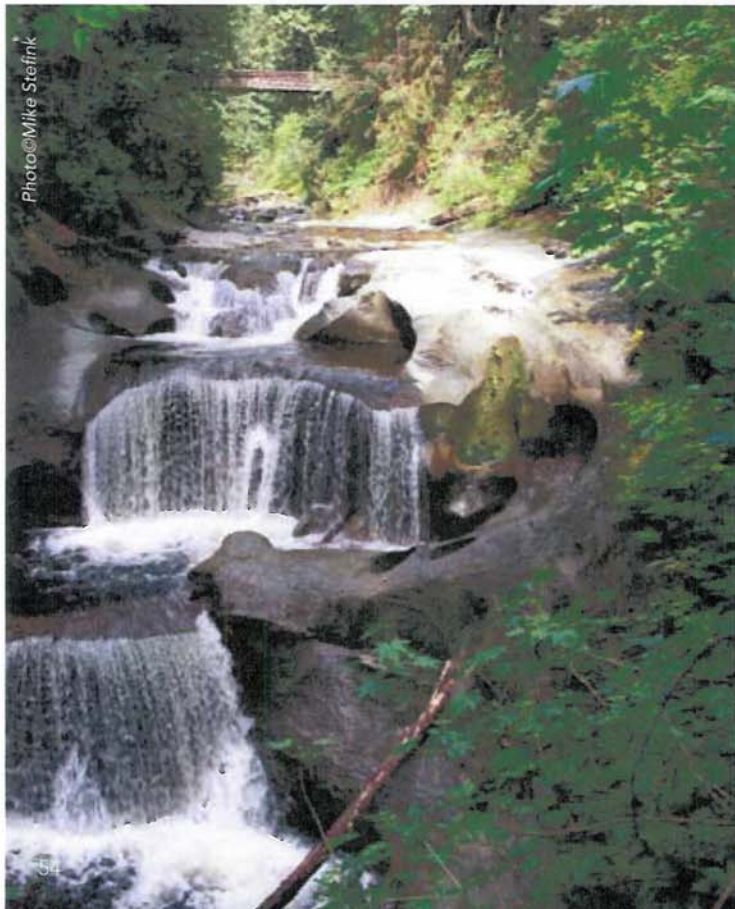


Photo © Mike Stefink



- a) amendments to the Land Use Designation area boundaries shown on Map 1;
- b) addition or deletion of an Urban Centre;
- c) addition or deletion of, or amendment to policy actions listed under each strategy;
- d) amendments to Map 9 (Regional Transit Markets) and Map 10 (Regional Roads Concept).
- e) hold a public hearing to receive public comment on the proposed amendment, unless, at second reading the amending bylaw receives an affirmative vote of all Board members attending the meeting, in which case the bylaw may be adopted without a public hearing; and
- f) consider third reading and determine whether or not to adopt the amending bylaw.

6.7.3 After a minor amendment has been proposed, the Metro Vancouver Board will:

- a) evaluate the proposal, including where appropriate, considering whether the proposed minor amendment:
  - i) is consistent with the Regional Growth Strategy's goals and land use designations (Conservation and Recreation, Agriculture, Rural, Industrial and Mixed Employment areas);
  - ii) maintains the integrity of the Urban Containment Boundary;
  - iii) will place increased demand on the regional utility infrastructure, the regional transportation network or the transit infrastructure;
  - iv) is consistent with existing transit service;
  - v) is consistent with TransLink's strategic area and/or service plans;
  - vi) will negatively affect greenhouse gas emissions or air quality in the region;
  - vii) will necessitate a natural hazards assessment that considers the natural features of the proposed land use and suitability for urban development;
  - viii) includes mitigation measures.
- b) consider first reading of an amendment bylaw and determine to notify all affected local governments of the proposed amendment;
- c) provide a period of 90 calendar days for affected local governments to respond to the proposed amendment;
- d) consider second reading and determine whether or not to refer the proposed amendment to a public hearing;

6.7.4. The Board may consider housekeeping amendments that:

- a) reflect the Board's acceptance of Regional Context Statements which may form the Regional Growth Strategy;
- b) incorporate amendments to tables, figures, grammar, numbering, or mapping that do not alter the intent of the Regional Growth Strategy. Housekeeping amendments will be made by bylaw on an affirmative Board vote of fifty percent plus one of the weighted votes cast. A housekeeping amendment may only be initiated by the Board. After a housekeeping amendment has been initiated, the Board will:
  - i) consider first reading of a proposed housekeeping amendment bylaw and determine to notify all affected local governments;
  - ii) provide a period of 60 calendar days for affected local governments to respond to the proposed housekeeping amendment bylaw;
  - iii) consider second reading and determine to refer the proposed housekeeping amendment bylaw to a public hearing;
  - iv) hold a public hearing to receive public comment on the proposed amendment, unless, at second reading, the amending bylaw receives an affirmative vote of all Board members attending the meeting, in which case the bylaw may be adopted without a public hearing;
  - v) consider third reading and determine whether or not to adopt the housekeeping amending bylaw.



**FIGURE 9**  
Land Use Designation and Regional Growth Strategy Amendment Process

REQUIRES REGIONAL GROWTH STRATEGY MINOR AMENDMENT (2/3 weighted vote; public hearing)	REQUIRES ONLY ACCEPTANCE OF REGIONAL CONTEXT STATEMENT (50% +1; no public hearing)	REQUIRES REGIONAL GROWTH STRATEGY HOUSEKEEPING AMENDMENT (50% +1 weighted vote; possible public hearing)
Urban Containment Boundary	Industrial	Update RGS to include accepted Regional Context Statements
Agricultural	Mixed Employment	Changes to Tables, Figures
Conservation and Recreation	General Urban	Correction of Grammar, Numbering, etc.
Add or Delete an Urban Centre	Boundaries for Urban Centres	
	Frequent Transit Development Corridors	

**6.8 Amendment to Official Community Plans**

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

**6.9 Regional Growth Strategy Review**

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

**6.10 Jurisdiction**

6.10.1 This Regional Growth Strategy applies to all lands within the boundaries and jurisdiction of Metro Vancouver (Greater Vancouver Regional District).

**6.11 Maps**

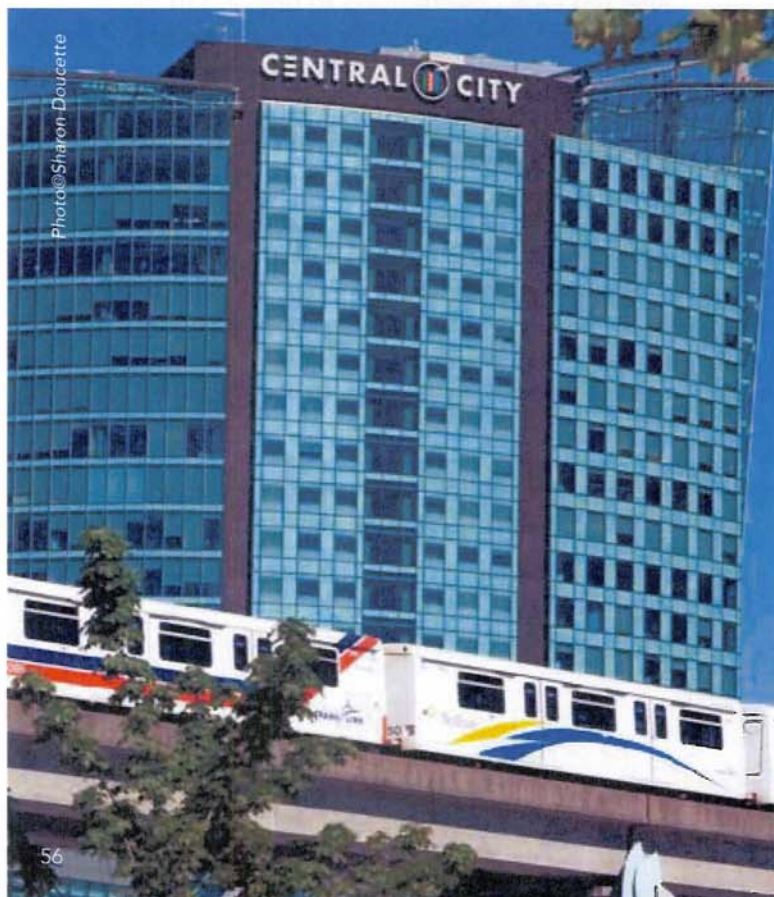
6.11.1 All maps included within this Regional Growth Strategy depict approximate locations and boundaries.

6.11.2 Where a designation boundary does not align with a parcel boundary, the designation boundary shall be deemed approximate.

6.11.3 Metro Vancouver has established and will maintain Regional Growth Strategy maps as the basis for interpreting designation boundaries. The maps will reflect any changes to designation boundaries that result from minor amendment bylaws or acceptance of Regional Context Statements.

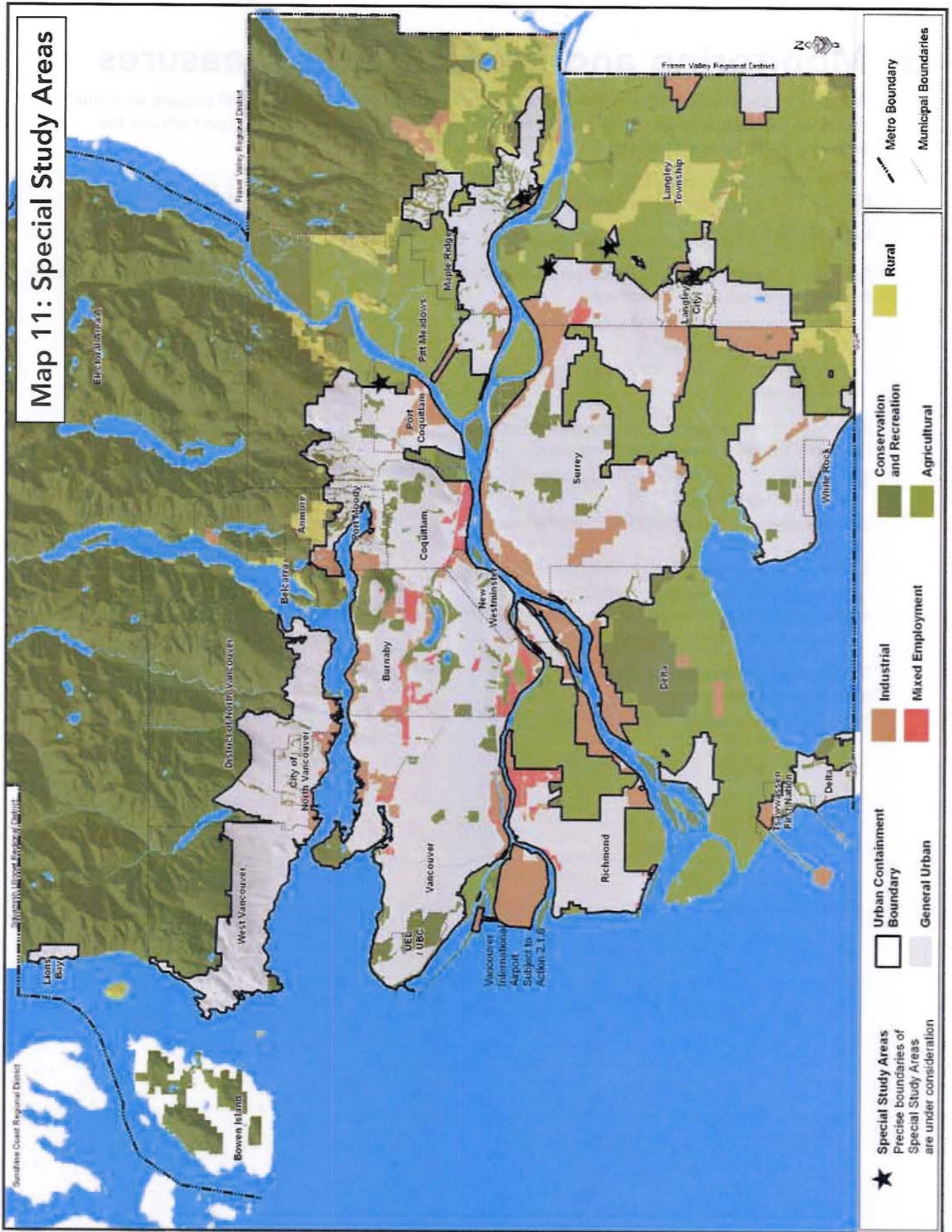
**6.12 Tables**

6.12.1 Tables showing population, dwelling unit and employment projections, and housing demand estimates for Metro Vancouver and municipalities are included in the document as guidelines only. The projections are intended to provide estimates of growth anticipated within the Metro Vancouver region and among municipalities. The tables are included in the Regional Growth Strategy as a reference for use when preparing Regional Context Statements and regional planning initiatives. Metro Vancouver, in collaboration with municipalities will maintain projections to monitor growth and will propose updates to tables in accordance with the housekeeping amendment process following Board acceptance of municipal Regional Context Statements or a significant change in the growth projections assumptions.





**Map 11: Special Study Areas**





# G Monitoring and Performance Measures

Pursuant to Section 869 (1)(b) of the Local Government Act, Metro Vancouver will prepare an annual report on progress in meeting the goals of the Regional Growth Strategy. 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. Residential density within the Urban Containment Boundary
2. Percentage of growth occurring in established urban areas.

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

1. Percentage of new dwelling units located within Urban Centres
2. Percentage of new employment located within Urban Centres
3. Percentage of new dwelling units located within Frequent Transit Development Corridors
4. Percentage of new employment located within Frequent Transit Development Corridors.

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

1. Residential density in the Rural areas.

## Goal 2: Support a Sustainable Economy

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

1. Total number and growth of jobs by sector in the region
2. Jobs to labour force ratio by subregions
3. Percentage of jobs occupied by residents within subregions.

### 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
4. Annual industrial absorption.

### Strategy 2.3: Protect the region's supply of agricultural land and promote agricultural viability with an emphasis on food production

1. Number of hectares in the Agricultural areas
2. Area of actively farmed land
3. Value of gross annual farm receipts.



## Goal 3: Protect the Region's Environment and Respond to Climate Change

### Strategy 3.1: Protect the lands within the Conservation and Recreation areas

1. Number of hectares in the Conservation and Recreation areas.

### Strategy 3.2: Protect and enhance natural features and connectivity throughout the region

1. Net change in the conservation status of animals and plants
2. Number of municipalities with designated Environmentally Sensitive Areas.

### Strategy 3.3: Encourage land use and transportation patterns that reduce greenhouse gas emissions

1. Tonnes of greenhouse gas emissions by sector
2. Volume of fuel sold for on-road transportation
3. Annual vehicle kilometres travelled per capita
4. Share of trips by walking, cycling, transit and car-pooling
5. Total renewable and non-renewable energy consumed in buildings per capita
6. Number of dwellings / non-residential units served by district energy systems.

### Strategy 3.4: Encourage land use and transportation development that increases adaptive capacity to withstand natural hazards and climate change impacts

1. Number of municipalities with completed local vulnerability assessments and implementation strategies to address natural hazards and climate change impacts.

## Goal 4: Develop Complete Communities

### Strategy 4.1: Provide diverse and affordable housing choices

1. Number of new housing units by type and tenure
2. Inventory of rental units affordable to households with low income (below 50% of the median income for the region)
3. Inventory of rental units affordable to households with low to moderate income (between 50% to 80% of the median income for the region)
4. Inventory of social housing, including transitional and supportive housing units, for those who are homeless or at risk of homelessness
5. Number of households in core housing need.

### Strategy 4.2: Develop healthy and complete communities with access to a range of services and amenities

1. Number of residents living in proximity to neighbourhood parks (performance measure to be developed in Metro Vancouver's Ecological Health Plan)
2. Hectares of neighbourhood park per 1,000 people
3. Number of residents living in proximity to a community or recreation centre, school, or library.

## Goal 5: Support Sustainable Transportation Choices

### Strategy 5.1: Coordinate land use and transportation decisions to encourage the use of transit, high-occupancy vehicles, cycling and walking

1. Number of corridor-km of Frequent Transit Network
2. Number of transit service hours per capita
3. Number of licensed vehicles per capita
4. Total and per capita auto driver, auto passenger, transit, walk, cycle trips.

### Strategy 5.2: Connect land use and transportation to support the efficient movement of goods and service vehicles

1. Percent of trucks operating at congested speeds in select goods movement corridors
2. Number of vehicle-related collisions, injuries, and fatalities (per trip and kilometre travelled).



# H Glossary

The following glossary is provided to assist with understanding the Regional Growth Strategy.

**Affected Local Governments** – The governments and authorities which are affected by the Regional Growth Strategy, specifically the Metro Vancouver member municipalities (excluding Bowen Island Municipality), Tsawwassen First Nation, the adjoining Regional Districts of Squamish-Lillooet Regional District and Fraser Valley Regional District, and the South Coast British Columbia Transportation Authority (also known as 'TransLink').

**Affordable Housing** – Housing that does not cost more than 30% of a household's gross income regardless of whether they are living in market or non-market housing.

**Biodiversity** – The variability among living organisms at genetic, species and ecosystem levels.

**Climate Change Adaptation** – Responding and preparing for the anticipated impacts from climate change to reduce vulnerability and improve resiliency.

**Climate Change Mitigation** – Reducing Greenhouse Gas (GHG) emissions and striving to lessen future climate change impacts.

**Core Housing Need** – The number of households in a community who are unable to find housing that is suitable in size, in good repair and affordable without spending 30% or more of their gross household income on their housing costs.

**District Energy Systems** – Energy systems that produce steam, hot water or chilled water at a central plant, which is piped out to individual buildings for space heating, hot water heating and/or air conditioning purposes. District Energy Systems are typically located in higher density urban areas, where proximity to other buildings makes the system financially viable.

**Established Urban Areas** – Lands within the Urban Containment Boundary that have been developed.

**Frequent Transit Development Corridors** – A land use designation in the Regional Growth Strategy (see Section D, Land Use Designations).

**Frequent Transit Network** – Frequent, reliable public transit services on designated corridors throughout the day, every day.

**Greenhouse Gas (GHG) Emissions** – Gases created when fossil fuels like oil, gas, and coal are burned to produce energy used for transportation, buildings, and industry. These gases include: carbon dioxide, methane, nitrous oxide, ozone, and halocarbons.

**Low Income Households** – Households with incomes which are below 50% of the median income for the region.

**Low to Moderate Income Households** – Households with incomes which are between 50% and 80% of the median income for the region.

**Mobile (indirect) Emission Sources** – Air emissions generated from transportation sources, such as on-road vehicles. Mobile source activities generated by and attracted to any facility, building, structure, or installation are referred to as indirect sources of emissions.

**Moderate and Above Income Households** – Households with incomes which are above 80% of the median income for the region.

**Mode Share (or Mode Split)** – Proportion of trips made by different transportation modes, such as walking, cycling, transit, car-pools, and single occupancy vehicles.

**Natural Assets** – Elements in the natural environment which are directly or indirectly beneficial to human life.

**Newly Developing Urban Areas** – Lands within the Urban Containment Boundary that are undeveloped or currently have little development, but which will become the focus of future growth in the region as established areas reach their development capacity.



**Particulate Matter** – Coarse and fine particles emitted from the combustion of petroleum (including diesel), or from traffic road dust, tire wear, or natural sources.

**Pedestrian, Transit and Cycling Friendly Access** – Urban design of areas and siting of buildings in ways that facilitate pedestrian, transit and cycling activities, and includes the provision of infrastructure that supports these modes of travel (e.g. inter-connected street networks, well-designed sidewalks, pedestrian crossings, cycling lanes, bicycle racks, bus shelters, etc.)

**Renewable Energy Generation** – Renewable sources that are part of the natural system of either the planet or the sun. Examples include wood and plants, and solar, waves, wind, tidal, and water-based sources. In contrast, non-renewable sources like coal, oil, and natural gas are of a finite supply.

**Stationary (direct) Emission Sources** – Air emissions generated from fixed-location sources, such as power plants, and facilities using industrial combustion processes.

**TransLink** – Formally known as the South Coast British Columbia Transportation Authority (SCBCTA), this regional agency plans, finances, implements and operates an integrated transportation system in Metro Vancouver, with responsibility for major regional roads and the public transit system.

**Transportation Demand Management (TDM)** – Strategies, other than increasing supply, that alter the pattern of transportation demand.

**Vehicle Kilometres Travelled (VKT)** – Number of kilometres accumulated by on-road vehicles. This performance measure is correlated with urban sprawl, safety, congestion, fuel consumption, and air emissions.





# Appendix A

**TABLE A.1**  
Population, Dwelling Unit and Employment Projections for Metro Vancouver Subregions and Municipalities

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

**Notes:**

1. These projections are to assist in long range planning and are guidelines only.
2. Metro Vancouver growth projections are provided as guidance to member municipalities and regional agencies. Regional Growth Strategy references to Table A.1 are included in Section 1.1.3(b) and Section 7.12.1.
3. Figures for the year of 2006 are based on Census of Canada 2006 and include estimated Census undercount.
4. Population projections for Metro Vancouver are based on provincial and Regional District projections prepared by the Province of BC (BC Stats PEOPLE 33, July 2008). Population, dwelling and employment projections for subregions and municipalities were prepared by Metro Vancouver in consultation with member municipalities.
5. All figures in this table are rounded and may include minor inconsistencies for summary totals.

(All municipal totals include Indian Reserve or First Nation communities located within municipal boundaries, with the exception of Tsawwassen First Nation.)



**TABLE A.2**

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

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

Notes:

1. The estimated housing demand set out in Table A.2 is based on the population and household projections set out in Table A.1. The demand estimates assume an average regional annual increase of 18,560 households 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 will be the need for 120,700 ownership units or 12,070 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 64,900 rental housing units or 6,490 units per year.
4. Estimated housing demand by municipality is included in Table A.4.



**TABLE A.3**

Demand for Affordable Housing Including Social Housing (10 Year Estimate)

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

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 4,680 units per year or 46,800 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 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 Table A.4.



**TABLE A.4**  
Housing Demand Estimates by Subregion and Municipality

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

Notes:

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

Table 1. Summary of the results of the regression analysis.

Variable	Parameter estimate	Standard error	t-value	Probability >  t
Intercept	1.00	0.00	1.00	0.0000
Age	0.01	0.00	1.00	0.0000
Gender	0.01	0.00	1.00	0.0000
Education	0.01	0.00	1.00	0.0000
Income	0.01	0.00	1.00	0.0000
Health	0.01	0.00	1.00	0.0000
Marital status	0.01	0.00	1.00	0.0000
Number of children	0.01	0.00	1.00	0.0000
Number of siblings	0.01	0.00	1.00	0.0000
Number of parents	0.01	0.00	1.00	0.0000
Number of grandparents	0.01	0.00	1.00	0.0000
Number of great-grandparents	0.01	0.00	1.00	0.0000
Number of other relatives	0.01	0.00	1.00	0.0000
Number of friends	0.01	0.00	1.00	0.0000
Number of neighbors	0.01	0.00	1.00	0.0000
Number of community members	0.01	0.00	1.00	0.0000
Number of other people	0.01	0.00	1.00	0.0000
Number of total people	0.01	0.00	1.00	0.0000
Number of total people squared	0.01	0.00	1.00	0.0000
Number of total people cubed	0.01	0.00	1.00	0.0000
Number of total people to the fourth power	0.01	0.00	1.00	0.0000
Number of total people to the fifth power	0.01	0.00	1.00	0.0000
Number of total people to the sixth power	0.01	0.00	1.00	0.0000
Number of total people to the seventh power	0.01	0.00	1.00	0.0000
Number of total people to the eighth power	0.01	0.00	1.00	0.0000
Number of total people to the ninth power	0.01	0.00	1.00	0.0000
Number of total people to the tenth power	0.01	0.00	1.00	0.0000
Number of total people to the eleventh power	0.01	0.00	1.00	0.0000
Number of total people to the twelfth power	0.01	0.00	1.00	0.0000
Number of total people to the thirteenth power	0.01	0.00	1.00	0.0000
Number of total people to the fourteenth power	0.01	0.00	1.00	0.0000
Number of total people to the fifteenth power	0.01	0.00	1.00	0.0000
Number of total people to the sixteenth power	0.01	0.00	1.00	0.0000
Number of total people to the seventeenth power	0.01	0.00	1.00	0.0000
Number of total people to the eighteenth power	0.01	0.00	1.00	0.0000
Number of total people to the nineteenth power	0.01	0.00	1.00	0.0000
Number of total people to the twentieth power	0.01	0.00	1.00	0.0000
Number of total people to the twenty-first power	0.01	0.00	1.00	0.0000
Number of total people to the twenty-second power	0.01	0.00	1.00	0.0000
Number of total people to the twenty-third power	0.01	0.00	1.00	0.0000
Number of total people to the twenty-fourth power	0.01	0.00	1.00	0.0000
Number of total people to the twenty-fifth power	0.01	0.00	1.00	0.0000
Number of total people to the twenty-sixth power	0.01	0.00	1.00	0.0000
Number of total people to the twenty-seventh power	0.01	0.00	1.00	0.0000
Number of total people to the twenty-eighth power	0.01	0.00	1.00	0.0000
Number of total people to the twenty-ninth power	0.01	0.00	1.00	0.0000
Number of total people to the thirtieth power	0.01	0.00	1.00	0.0000
Number of total people to the thirty-first power	0.01	0.00	1.00	0.0000
Number of total people to the thirty-second power	0.01	0.00	1.00	0.0000
Number of total people to the thirty-third power	0.01	0.00	1.00	0.0000
Number of total people to the thirty-fourth power	0.01	0.00	1.00	0.0000
Number of total people to the thirty-fifth power	0.01	0.00	1.00	0.0000
Number of total people to the thirty-sixth power	0.01	0.00	1.00	0.0000
Number of total people to the thirty-seventh power	0.01	0.00	1.00	0.0000
Number of total people to the thirty-eighth power	0.01	0.00	1.00	0.0000
Number of total people to the thirty-ninth power	0.01	0.00	1.00	0.0000
Number of total people to the fortieth power	0.01	0.00	1.00	0.0000
Number of total people to the forty-first power	0.01	0.00	1.00	0.0000
Number of total people to the forty-second power	0.01	0.00	1.00	0.0000
Number of total people to the forty-third power	0.01	0.00	1.00	0.0000
Number of total people to the forty-fourth power	0.01	0.00	1.00	0.0000
Number of total people to the forty-fifth power	0.01	0.00	1.00	0.0000
Number of total people to the forty-sixth power	0.01	0.00	1.00	0.0000
Number of total people to the forty-seventh power	0.01	0.00	1.00	0.0000
Number of total people to the forty-eighth power	0.01	0.00	1.00	0.0000
Number of total people to the forty-ninth power	0.01	0.00	1.00	0.0000
Number of total people to the fiftieth power	0.01	0.00	1.00	0.0000







DRAFT – NOVEMBER 2009



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**Summary of Richmond's Concerns  
Regarding The MV Regional Growth Strategy – November 13, 2009 Version**

**Purpose**

To summarize the main topics of City – MV agreement and disagreement, regarding the November 13, 2009 version of the MV Regional Growth Strategy.

RGS POLICIES AND MAPS	STATUS
<b>RGS POLICIES</b>	<b>ACCEPTABLE</b>
- The overall RGS Vision, Goals Policies	Acceptable
- The Format which clarifies Roles: MV, City, Others	Acceptable
- Better coordinated transit	Acceptable
- Proposed 2040 RGS population, employment & housing unit targets, as guidelines	Acceptable, as 2041 guidelines: - Pop: 272,000 - TBD - Emp: 181,000 - Housing: 115,000
- RGS Sustainability, GHG and Climate Change	Acceptable - flexible
<b>RGS DESIGNATIONS AND MAPPING</b>	
- RGS Map Designation wording – page 11	Acceptable
- Replacing the Green Zone with: (1) An Agricultural, and (2) a Conservation/Recreation Designation.	- Appears Acceptable - Request a big map to review before agreeing
- RGS Special Activity Areas / Symbols (e.g., YVR and Port MV Lands)	
- Urban Containment Boundary	
- Urban Centres within the Urban Area	
- Conservation/Recreation	- Acceptable
- Rural Areas (Richmond has none)	Acceptable: not to be shown now
- Frequent Transit Development Corridors (FTDCs)	Acceptable
- During future RGS and OCP RCS amendments to remove RGS "Industrial" lands, MV will seek TransLink, Port Metro Van, YVR & Min of Transport and Infrastructure comments	Acceptable
- MV - City to first discuss proposals to change the RGS and RGS	Acceptable
- Implementation and OCP Regional Context Statements	Appears Acceptable
- GCL & DND lands – as "Urban" in the RGS	Acceptable
- RGS Performance Measures	Generally acceptable – see below

RGS POLICIES AND MAPS	STATUS MORE CITY – MV DISCUSSION NEEDED
- <b>All RGS Maps</b>	TBD
- <b>All RGS Maps showing: "Industrial &amp; Mixed Employment" Uses</b>	- Richmond requests that these designations be as per the <b>City's RGS maps</b> - No "Industrial & Mixed Employment" designations are to occur in the City Centre, as such designations are to be used only <u>outside</u> the City Centre, as per RGS policy
- <b>Page 18 (bottom)</b> - <b>Figure 4 - Frequent Transit Development Corridors</b> - As worded, it appears that FTDCs will not be allowed to service industrial areas, which is not intended	- MV needs to clarify, as surely MV does not mean to prevent FTDC from servicing industrial and other land uses, if needed - MV staff agree that FTDCs can service industrial areas
- <b>Page 26 – Economy – Strategy – Agriculture Land 2.3.9</b> - MV to ask the Province to establish and enforce maximum residential floor space and set back regulations in the ALR	- Appears acceptable - This matter will be controversial, as Richmond has just deferred this matter, due to controversy

RGS POLICIES AND MAPS	STATUS MORE CITY – MV DISCUSSION NEEDED
<ul style="list-style-type: none"> <li>- <b>Page 35 - Conservation Natural Features Map &amp; Policy</b> <ul style="list-style-type: none"> <li>- Strategy 3.2.4 - that Figure 6 [page 37] – is only a conceptual map</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>- Richmond agrees, if the Figure 6 - The Region's Natural Features Map is only a conceptual map.</li> <li>- Please verify that this is a conceptual map and that municipalities can interpret it flexibly.</li> </ul>
<ul style="list-style-type: none"> <li>- <b>Page 38 - GHG Management - For Municipalities</b> <ul style="list-style-type: none"> <li>- Policy 3.3.3</li> <li>- Establish criteria to evaluate "major development proposals" for their direct and indirect impacts on GHG emissions and identify feasible and effective mitigation measures.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>- This should be deleted, as municipal OCP GHG policies will soon be established and flexibility is required.</li> <li>- Disagree until clarified.</li> <li>- Pls clarify:                             <ul style="list-style-type: none"> <li>- the purpose,</li> <li>- what are "major development proposals"</li> <li>- the consequences and expectations for municipalities, property owners and developers</li> </ul> </li> <li>- What degree is of evaluation is expected here?</li> </ul>
<ul style="list-style-type: none"> <li>- <b>Page 39 - Hazard lands - For MV</b> <ul style="list-style-type: none"> <li>- "Hazard Lands" mean those land which are at risk from: flooding, erosion, slope instability interface fires, earthquake and other climate change impacts.</li> <li>- Policy 3.4.4, Re the MV Board, in partnership with the Integrated Regional Emergency Management (IPREM) to identify areas that are at risk from flooding, erosion, slope instability interface fires, earthquake and other climate change impacts.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>- Appears OK</li> <li>- Pls clarify that the purpose is to prepare good hazard lands maps.</li> </ul>
<ul style="list-style-type: none"> <li>- <b>Page 39 - Hazard lands - For Municipalities</b> <ul style="list-style-type: none"> <li>- Policy 3.4.5 - Re municipalities to participate in the identification of "Hazard Lands": flooding, erosion, slope instability interface fires, earthquake and other climate change impacts.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>- Appears OK</li> <li>- Pls clarify that the purpose is to help prepare good hazard lands maps.</li> </ul>
<ul style="list-style-type: none"> <li>- <b>Page 39 - Hazard lands – For Municipalities</b> <ul style="list-style-type: none"> <li>- Policy 3.4 6, Re municipalities to develop municipal OCP Regional Context Statements (RGS) which include policies to safeguard development and mitigate "Hazard Lands" risk.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>- Acceptable if municipalities have flexibility in setting their policies</li> </ul>
<ul style="list-style-type: none"> <li>- <b>Page 50 - Transportation Policies – For Municipalities</b> <ul style="list-style-type: none"> <li>- Policy 5.2.4 c) and 5.2.5 d) should be clarified to allow for the potential use of rail corridors as roads or greenways so they are not confined to be kept forever for rail use only.</li> <li>- Richmond examples are the CP and CP ROW, both of which are being planned to be abandoned and potentially used as roads.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>- Pls clarify</li> <li>- Maps need to be refined</li> <li>- MV staff acknowledges this issue</li> </ul>
<ul style="list-style-type: none"> <li>- <b>Page 51 - Map 10 Regional Road Concept</b></li> </ul>	<ul style="list-style-type: none"> <li>- If Map 10 Region Road Concept is meant to illustrate the future vision of regional roads, then it must show [pls] connections between Fraserport Lands and Hwy99/91.</li> <li>- Needs more discussion and clarification</li> <li>- MV staff acknowledge this issue and that they need to talk to TransLink more</li> </ul>



RGS POLICIES AND MAPS	STATUS
	MORE CITY – MV DISCUSSION NEEDED
<ul style="list-style-type: none"> <li>- <b>Page 55 – F Implementation</b></li> <li>- <b>Strategy 6.7.3 RGS Amendments</b> - After a minor amendment has been proposed, the Metro Vancouver Board will:                             <ul style="list-style-type: none"> <li>a) evaluate the proposal, including where appropriate, considering whether the proposed minor amendment:                                     <ul style="list-style-type: none"> <li>- ...</li> <li>- <u>will necessitate a natural hazards assessment that considers the natural features of the proposed land use and suitability for urban development;</u></li> <li>- includes mitigation measures.</li> </ul> </li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>- Not support as written</li> <li>- Ps clarify what a "natural hazards lands assessment" is,</li> <li>- What criteria will be used to determine approval or denial?</li> <li>- Who will do it?</li> <li>- Who will pay?</li> </ul>
<ul style="list-style-type: none"> <li>- <b>Page 59 – F Implementation</b></li> <li>- <b>Monitoring and Performance Measures</b> <ul style="list-style-type: none"> <li>- Strategy 3.4 "Number of municipalities with completed local "vulnerability assessments" and implementation strategies to address: "Natural Hazards and "Climate Change" impacts.</li> <li>- MV's intent is to connect land use, transportation and GHG.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>- Pls clarify what "vulnerability assessments" mean</li> <li>- Alternatively, delete "vulnerability assessments" and instead consider a RGS policy which simply encourages municipalities to better address land use, transportation and GHG issues in a flexible manner.</li> </ul>

Prepared by Policy Planning, City of Richmond



## Proposed Content Amendments to the RGS

- Implementation/Amendment Process
- Urban Centres: requests for new centres/ local centres reference map
- Intent of Frequent Transit Development Corridors
- Rural policies
- Industrial/Employment
- TransLink role in review of major developments
- Allowable uses on Conservation / Recreation lands
- Policies to protect and enhance natural assets, including Greenways map
- Transit and Road Network Maps
- Performance Measures section



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## 1<sup>st</sup> Process – Major Plan Amendments

### **Requires unanimous consent from all member municipalities**

Applies to:

- Adoption of the plan as a whole;
- Addition, deletion or amendment of a goal or strategy;
- Amendment to the Minor Amendment process

Does not apply to any proposed regional land use designation



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## 2<sup>nd</sup> Process – Minor Plan Amendments

### **Requires 2/3 weighted vote at the Board + public hearing**

Applies to:

- Addition, deletion or amendment to a policy action;
- Amendment to any land use designation
- Addition or deletion of an Urban Centre



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### 3rd Process – Regional Context Statements

A proposed Regional Context Statement that:

- Reduced or deleted lands designated Agricultural or Conservation / Recreation Lands
- Assigned an Urban Land designation to land outside the Urban Containment Boundary
- Add or delete an urban centre

would require a prior Minor Amendment to the RGS

Regional Context Statements (RCS) could vary the policy interpretation or extent of lands designated for all other designations without triggering an RGS amendment. RCS can be accepted by the Board by simple majority weighted vote without public hearings.



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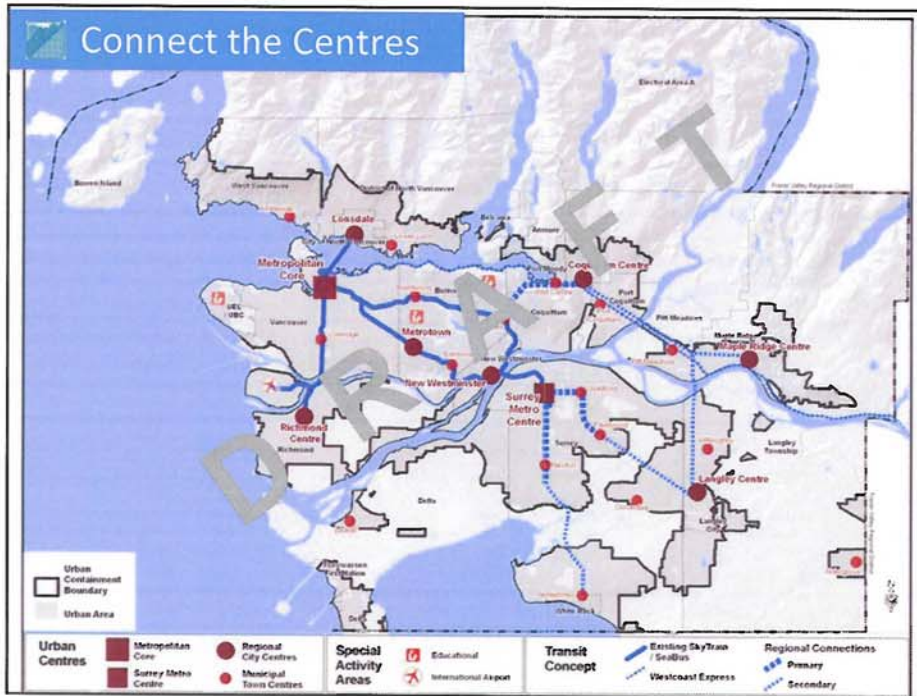
### Land Use Designation Amendment Process

Requires Growth Strategy Amendment (2/3 weighted vote + Public Hearing)	Requires Regional Context Statement Amendment (50% + 1 weighted vote; no Public Hearing)
Urban Containment Boundary	Industrial
Agricultural	Mixed Employment
Conservation / Recreation	General Urban
Establishment or deletion of Urban Centres	Boundaries for Urban Centres
	Frequent Transit Development Corridors



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## Discussion: Local Centres Map

- Include map of local centres to be reviewed by municipalities in Regional Context Statements
- RGS to provide minimal policy direction

## Frequent Transit Development Corridors

- Guidelines clearly set out that focus of FTDCs should be at transit stations/stops
- TransLink to provide formal comment on any RCS amendments that identify FTDCs
- ***Municipal RCS will identify locations and scale of residential intensification***



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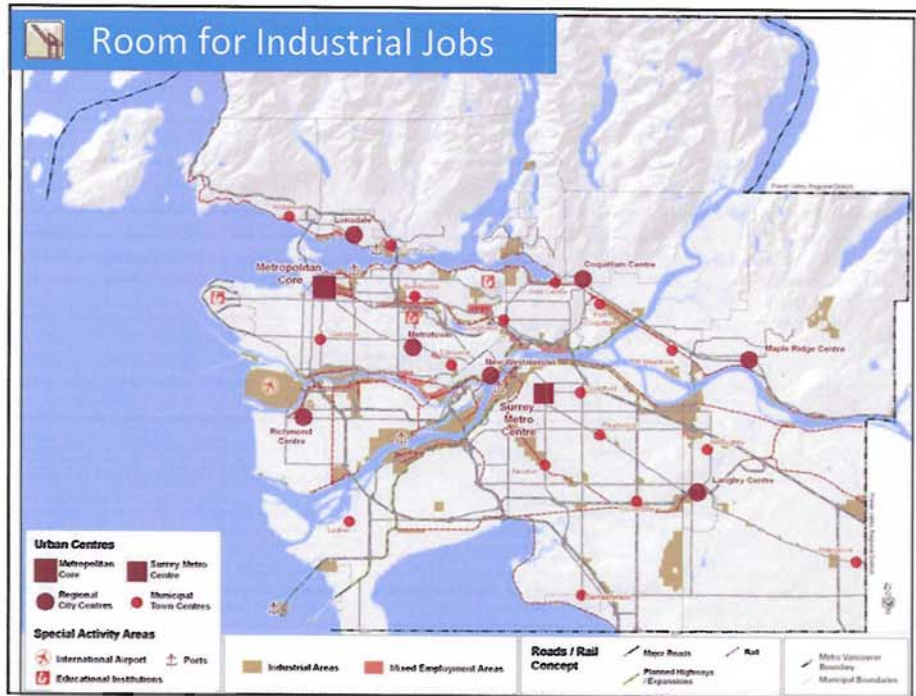
## Rural Policies

- Maximum density no longer specified
- Development requiring connection to regional sewerage system is prohibited



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## Industrial Lands Policy

- Industrial/Commercial → Mixed Employment areas
- Mapping for some municipalities yet to be identified for Mixed Employment areas
- Identify Industrial and Mixed Employment areas through Regional Context Statements

## TransLink Role in Development Review

- Policy has been amended to request:
  - TransLink
  - Port Metro Vancouver
  - Vancouver International Airport
  - Ministry of Transportation and Infrastructure

only to review and comment on OCP amendments to remove Industrial lands



## Uses in Conservation/Recreation Area

- ***Municipal Regional Context Statements will identify appropriate uses***

RGS proposed uses to include:

- Ecological Conservation
- Recreation, primarily outdoor
- Conservation/recreation related education, research, training, commercial uses commercial uses
- Residential, unrelated commercial, institutional and industrial are not compatible
- Soil based agriculture
- Facilities / infrastructure supporting uses
- Public service infrastructure





## Policies to protect and enhance natural assets

- Included new strategy “protect and enhance natural features and connectivity throughout the region”
- Included “Regional Recreation Greenway Network” and “The Region’s Natural Features” maps *as figures*



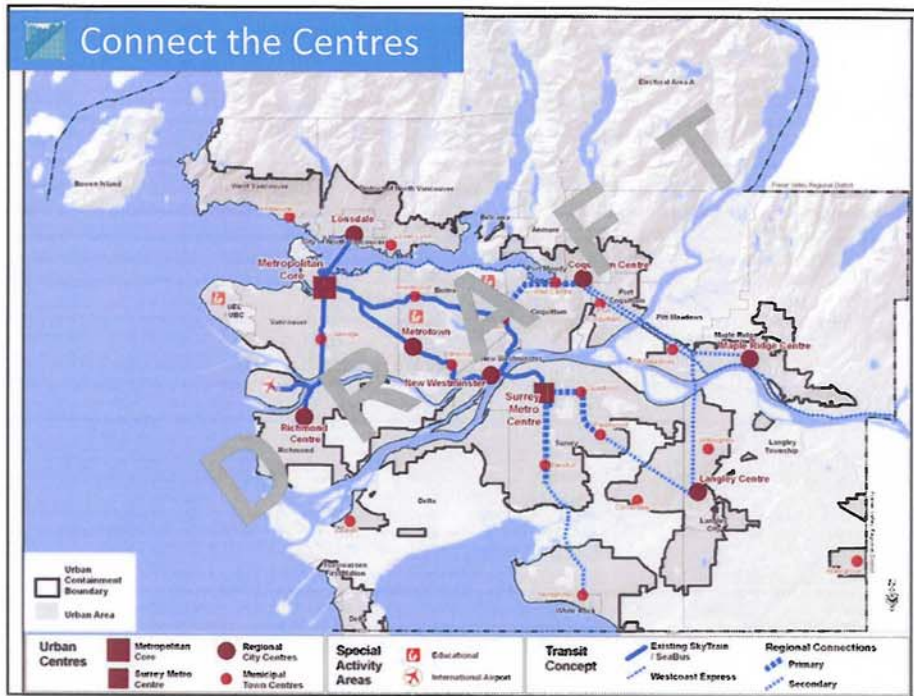
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## Transit and Road Network maps

- Strategic connections to regional growth centres shown on map
- Connections to:
  - Coquitlam City Centre
  - Municipal Town Centres in Surrey connecting to Surrey Metro Centre
  - Langley City Centre
  - Maple Ridge City Centre
- Local routes no longer shown
- FTDC concept to be developed by municipalities and TransLink, and shown in RCSs to identify areas for service



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## Performance Measures

- Discussion of targets for economic, land use, transportation, GHG, measures etc. still in progress

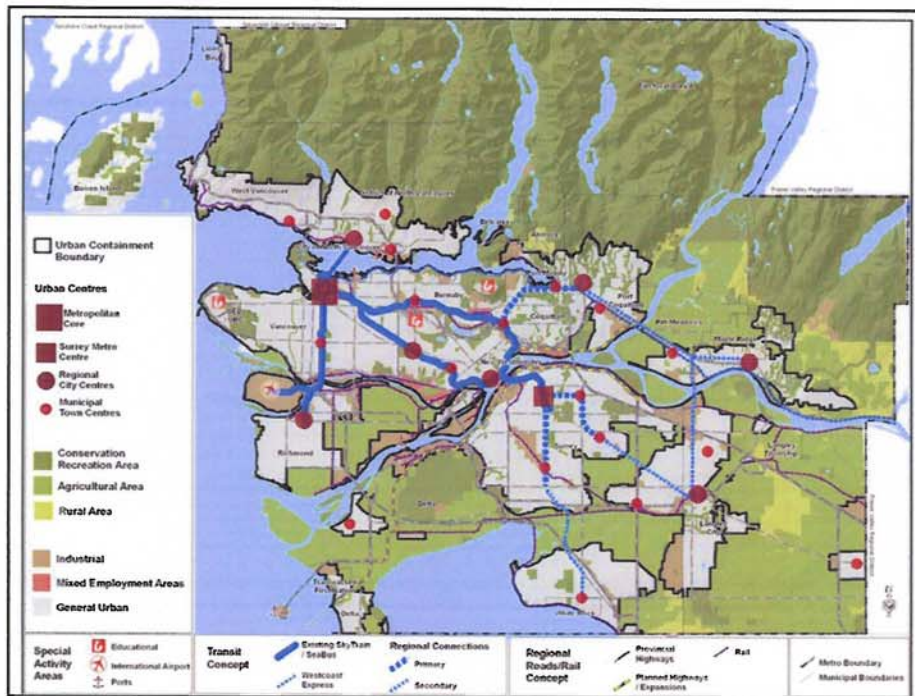


## Next Steps:

October, 2009	Draft RGS to TAC
December 11, 2009	RGS to Board for 1 <sup>st</sup> and 2 <sup>nd</sup> Reading
January, 2010	Public Hearing
Feb – May, 2010	Refer RGS to Affected Local Governments for Consideration of Acceptance
June, 2010	3 <sup>rd</sup> Reading/Final Adoption



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**ATTACHMENT 2**

**CITY – MV RGS TOPICS OF AGREEMENT**  
**Regarding The MV Regional Growth Strategy – November 13, 2009 Version**

**Purpose**

To summarize the main topics of City – MV agreement regarding the MV Regional Growth Strategy (Nov.13, 2009).

<b>RGS POLICIES AND MAPS</b>	<b>STATUS</b>
<b>RGS POLICIES</b>	<b>ACCEPTABLE</b>
- The overall RGS Vision, Goals Policies	Acceptable
- The Format which clarifies Roles: MV, City, Others	Acceptable
- Better coordinated transit	Acceptable
- Proposed 2040 RGS population, employment & housing unit targets, as guidelines	Acceptable, as 2041 guidelines: - Pop: 272,000 - TBD - Emp: 181,000 - Housing: 115,000
- RGS Sustainability, GHG and Climate Change	Acceptable - flexible
<b>RGS DESIGNATIONS AND MAPPING</b>	
- RGS Map Designation wording – page 11	Acceptable
- Replacing the Green Zone with: (1) An Agricultural, and (2) a Conservation/Recreation Designation.	Acceptable
- RGS Special Activity Areas / Symbols (e.g., YVR and Port MV Lands)	
- Urban Containment Boundary	
- Urban Centres within the Urban Area	
- Conservation/Recreation	
- Rural Areas (Richmond has none)	Acceptable
- Frequent Transit Development Corridors (FTDCs)	Acceptable: not to be shown now
- During future RGS and OCP RCS amendments to remove RGS "Industrial" lands, MV will seek TransLink, Port Metro Van, YVR & Min of Transport and Infrastructure comments	Acceptable
- MV - City to first discuss proposals to change the RGS and RGS	Acceptable
- Implementation and OCP Regional Context Statements	Acceptable – see Attachment 3
- GCL & DND lands – as "Urban" in the RGS	Acceptable
- RGS Performance Measures	Acceptable – see Attachment 3

## ATTACHMENT 3

**CITY RECOMMENDATIONS**  
Regarding The MV Proposed Regional Growth Strategy – November 13, 2009 Version

**Purpose**

To recommend City changes to the proposed RGS (Nov.13, 2009 version).

	PROPOSED RGS POLICIES AND MAPS	CITY RECOMMENDATION
1	- <b>RGS Maps showing: "Industrial &amp; Mixed Employment" Uses</b>	- It is recommended that: the RGS "Industrial & Mixed Employment" designations be as shown on the City's RGS maps Attachments 5 & 6.
2	- <b>Page 18 (bottom)</b> - <b>Figure 4 - Frequent Transit Development Corridors (FTDC)</b> - As worded, it appears that FTDCs will not be allowed to service industrial areas, which is not intended	- It is recommended that Frequent Transit Development Corridors (FTDC) be allowed to service industrial and other land uses.
3	- <b>Page 26 – Economy – Strategy – Agriculture Land 2.3.9</b> - MV to ask the Province to establish and enforce maximum residential floor space and set back regulations in the ALR	- It is recommended that, as this policy is consistent with an October 20, 2009 City staff referral, it be supported and the Province be asked to consult with affected stakeholders when preparing the regulation
4	- <b>Page 35 - Conservation Natural Features Map &amp; Policy</b> - Strategy 3.2.4 - that Figure 6 [page 37] – is only a conceptual map	- Richmond recommends that Figure 6 - The Region's Natural Features Map be only a conceptual map with no legal status.
5	- <b>Page 38 - GHG Management - For Municipalities</b> - Policy 3.3.3 - Establish criteria to evaluate " <u>major development proposals</u> " for their direct and indirect impacts on GHG emissions and identify feasible and effective mitigation measures.	- Richmond recommend that - MV define: "major development proposals," - MV clarify the level of effort envisioned here, - municipalities have the flexibility to establish their own criteria and mitigation measures.
6	- <b>Page 39 - Hazard lands - For MV</b> - "Hazard Lands" mean those land which are at risk from: flooding, erosion, slope instability interface fires, earthquake and other climate change impacts. - <b>Policy 3.4.4</b> , Re the MV Board, in partnership with the Integrated Regional Emergency Management (IPREM) to identify areas that are at risk from flooding, erosion, slope instability interface fires, earthquake and other climate change impacts.	- Richmond recommends that, as stated in this report, MV & the RGS recognize : - two different types of "Hazard land," - Richmond not be designated as "Hazard land" area, - any RGS policies regarding the possible RGS designation of "hazard lands" in Richmond allow the City to determine what occurs on these lands and their protection and management as the City has invested significantly in them and best knows how to manage them.
7	- <b>Page 39 - Hazard lands - For Municipalities</b> - Policy 3.4.5 - Re municipalities to participate in the identification of " <b>Hazard Lands</b> ": flooding, erosion, slope instability interface fires, earthquake and other climate change impacts.	- Subject to the # 6 above, Richmond recommends that Policy 3.4.5 is acceptable.



	PROPOSED RGS POLICIES AND MAPS	CITY RECOMMENDATION
8	<ul style="list-style-type: none"> <li>- <b>Page 39 - Hazard lands – For Municipalities</b> <ul style="list-style-type: none"> <li>- Policy 3.4 6, Re municipalities to develop municipal OCP Regional Context Statements (RGS) which include policies to safeguard development and mitigate “Hazard Lands” risk.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>- Subject to the # 6 above, Richmond recommends that Policy 3.4.6 is acceptable.</li> </ul>
9	<ul style="list-style-type: none"> <li>- <b>Page 50 - Transportation Policies – For Municipalities</b> <ul style="list-style-type: none"> <li>- Policy 5.2.4 c) and 5.2.5 d) should be clarified to allow for the potential use of rail corridors as roads or greenways so they are not confined to be kept forever for rail use only.</li> <li>- Richmond examples are the CP and CP ROW, both of which are being planned to be abandoned and potentially used as roads.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>- Richmond recommends that these policies be clarified to allow for the potential use of rail corridors as roads or greenways so they are not confined to be kept forever for rail use only.</li> </ul>
10	<ul style="list-style-type: none"> <li>- <b>Page 51 - Map 10 Regional Road Concept</b></li> </ul>	<ul style="list-style-type: none"> <li>- Richmond recommends that, if Map 10 - Region Road Concept is meant to illustrate the future vision of regional roads, connections between Fraserport Lands and Hwys 91 (Nelson Road) and 99 (Blundell) must be shown.</li> </ul>
11	<ul style="list-style-type: none"> <li>- <b>Page 55 – F Implementation</b></li> <li>- <b>Strategy 6.7.3 RGS Amendments -</b> After a minor amendment has been proposed, the Metro Vancouver Board will:                             <ul style="list-style-type: none"> <li>a) evaluate the proposal, including where appropriate, considering whether the proposed minor amendment:                                     <ul style="list-style-type: none"> <li>- ...</li> <li>- <u>will necessitate a natural hazards assessment that considers the natural features of the proposed land use and suitability for urban development;</u></li> <li>- includes mitigation measures.</li> </ul> </li> </ul> </li> </ul>	<p>Subject to the # 6 above, Richmond recommends that:</p> <ul style="list-style-type: none"> <li>- MV clarify the meaning, purpose and scope of the term: <u>“a natural hazards assessment;</u></li> <li>- Richmond have the flexibility to determine such assessments.</li> </ul>
12	<ul style="list-style-type: none"> <li>- <b>Page 59 – F Implementation</b></li> <li>- <b>Monitoring and Performance Measures</b> <ul style="list-style-type: none"> <li>- Strategy 3.4 “Number of municipalities with completed local “vulnerability assessments” and implementation strategies to address: “Natural Hazards and “Climate Change” impacts.</li> <li>- MV’s intent is to connect land use, transportation and GHG.</li> </ul> </li> </ul>	<p>Subject to the #6 above, Richmond recommends that:</p> <ul style="list-style-type: none"> <li>- MV clarify the meaning, purpose and scope of the term: “vulnerability assessments,”</li> <li>- Richmond have the flexibility to determine such assessments.</li> </ul>



### Proposed Content Amendments to the RGS

- Implementation/Amendment Process
- Urban Centres: requests for new centres/ local centres reference map
- Intent of Frequent Transit Development Corridors
- Rural policies
- Industrial/Employment
- TransLink role in review of major developments
- Allowable uses on Conservation / Recreation lands
- Policies to protect and enhance natural assets, including Greenways map
- Transit and Road Network Maps
- Performance Measures section



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## 1<sup>st</sup> Process – Major Plan Amendments

### **Requires unanimous consent from all member municipalities**

Applies to:

- Adoption of the plan as a whole;
- Addition, deletion or amendment of a goal or strategy;
- Amendment to the Minor Amendment process

Does not apply to any proposed regional land use designation



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## 2<sup>nd</sup> Process – Minor Plan Amendments

### **Requires 2/3 weighted vote at the Board + public hearing**

Applies to:

- Addition, deletion or amendment to a policy action;
- Amendment to any land use designation
- Addition or deletion of an Urban Centre



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### 3rd Process – Regional Context Statements

A proposed Regional Context Statement that:

- Reduced or deleted lands designated Agricultural or Conservation / Recreation Lands
- Assigned an Urban Land designation to land outside the Urban Containment Boundary
- Add or delete an urban centre

would require a prior Minor Amendment to the RGS

Regional Context Statements (RCS) could vary the policy interpretation or extent of lands designated for all other designations without triggering an RGS amendment. RCS can be accepted by the Board by simple majority weighted vote without public hearings.



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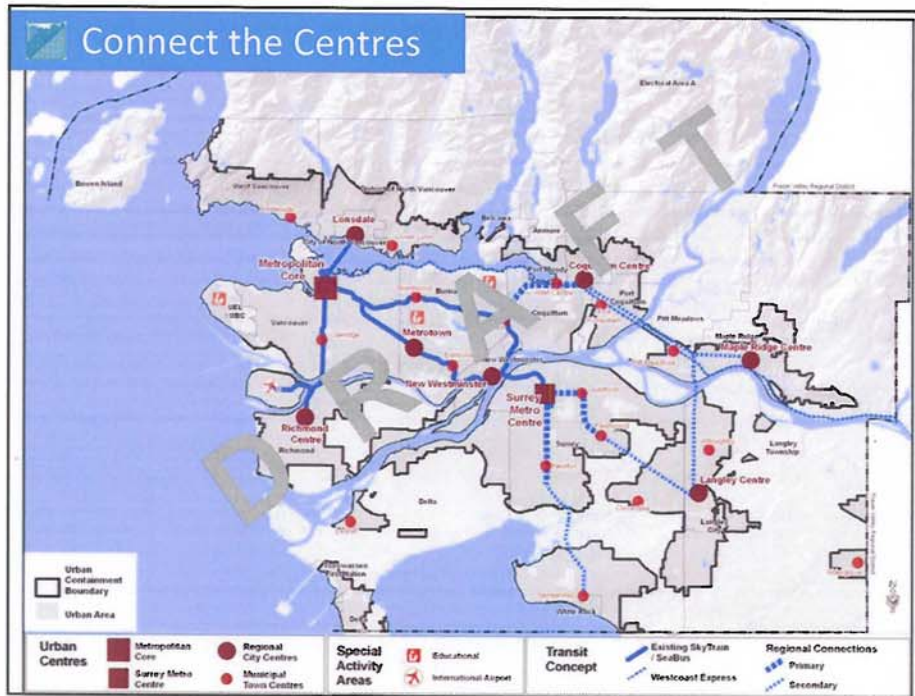
### Land Use Designation Amendment Process

Requires Growth Strategy Amendment (2/3 weighted vote + Public Hearing)	Requires Regional Context Statement Amendment (50% + 1 weighted vote; no Public Hearing)
Urban Containment Boundary	Industrial
Agricultural	Mixed Employment
Conservation / Recreation	General Urban
Establishment or deletion of Urban Centres	Boundaries for Urban Centres
	Frequent Transit Development Corridors



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## Discussion: Local Centres Map

- Include map of local centres to be reviewed by municipalities in Regional Context Statements
- RGS to provide minimal policy direction

## Frequent Transit Development Corridors

- Guidelines clearly set out that focus of FTDCs should be at transit stations/stops
- TransLink to provide formal comment on any RCS amendments that identify FTDCs
- ***Municipal RCS will identify locations and scale of residential intensification***



## Rural Policies

- Maximum density no longer specified
- Development requiring connection to regional sewerage system is prohibited







## Industrial Lands Policy

- Industrial/Commercial → Mixed Employment areas
- Mapping for some municipalities yet to be identified for Mixed Employment areas
- Identify Industrial and Mixed Employment areas through Regional Context Statements

## TransLink Role in Development Review

- Policy has been amended to request:
  - TransLink
  - Port Metro Vancouver
  - Vancouver International Airport
  - Ministry of Transportation and Infrastructure

only to review and comment on OCP amendments  
to remove Industrial lands



## Uses in Conservation/Recreation Area

- ***Municipal Regional Context Statements will identify appropriate uses***

RGS proposed uses to include:

- Ecological Conservation
- Recreation, primarily outdoor
- Conservation/recreation related education, research, training, commercial uses commercial uses
- Residential, unrelated commercial, institutional and industrial are not compatible
- Soil based agriculture
- Facilities / infrastructure supporting uses
- Public service infrastructure





## Policies to protect and enhance natural assets

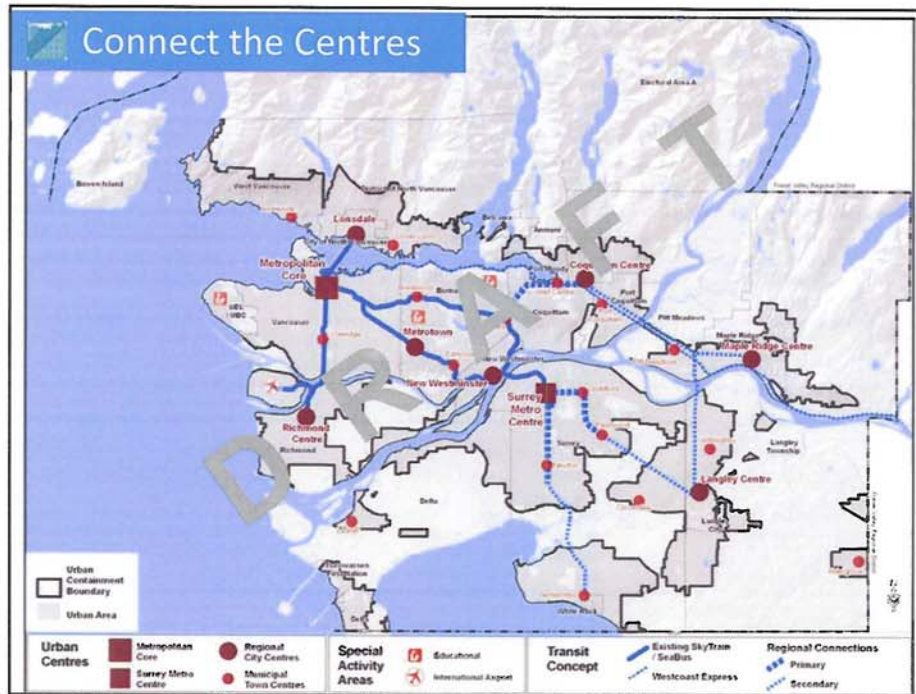
- Included new strategy “protect and enhance natural features and connectivity throughout the region”
- Included “Regional Recreation Greenway Network” and “The Region’s Natural Features” maps *as figures*



## Transit and Road Network maps

- Strategic connections to regional growth centres shown on map
- Connections to:
  - Coquitlam City Centre
  - Municipal Town Centres in Surrey connecting to Surrey Metro Centre
  - Langley City Centre
  - Maple Ridge City Centre
- Local routes no longer shown
- FTDC concept to be developed by municipalities and TransLink, and shown in RCSs to identify areas for service





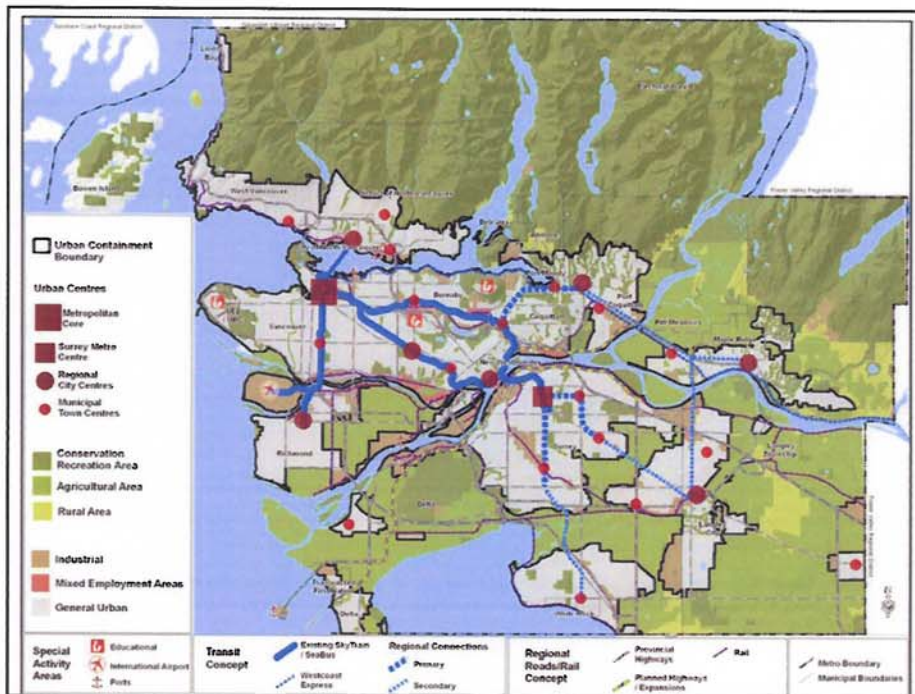
## Performance Measures

- Discussion of targets for economic, land use, transportation, GHG, measures etc. still in progress



## Next Steps:

October, 2009	Draft RGS to TAC
December 11, 2009	RGS to Board for 1 <sup>st</sup> and 2 <sup>nd</sup> Reading
January, 2010	Public Hearing
Feb – May, 2010	Refer RGS to Affected Local Governments for Consideration of Acceptance
June, 2010	3 <sup>rd</sup> Reading/Final Adoption

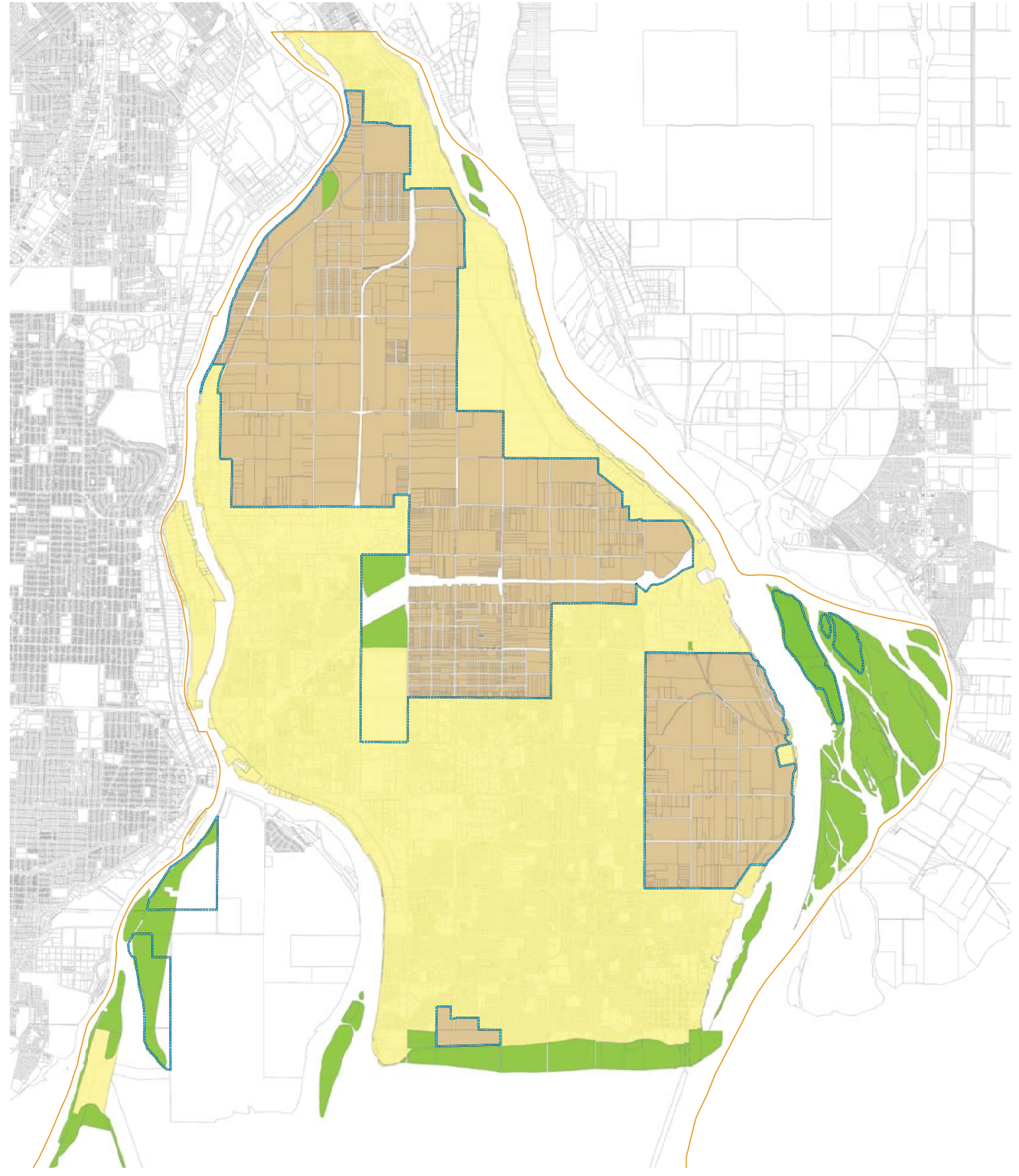




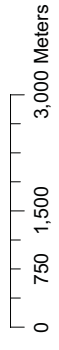




City's Proposed RGS Composite Map - December 2009



- Legend**
- City of Richmond Boundary
  - ALR Boundary (modified)
  - Conservation and Recreation
  - Agriculture
  - Urban
  - Parcel Base Metro 2003



**Note:**  
 The information shown on this map is compiled from various sources and the City makes no warranties, expressed or implied, as to the accuracy or completeness of the information.  
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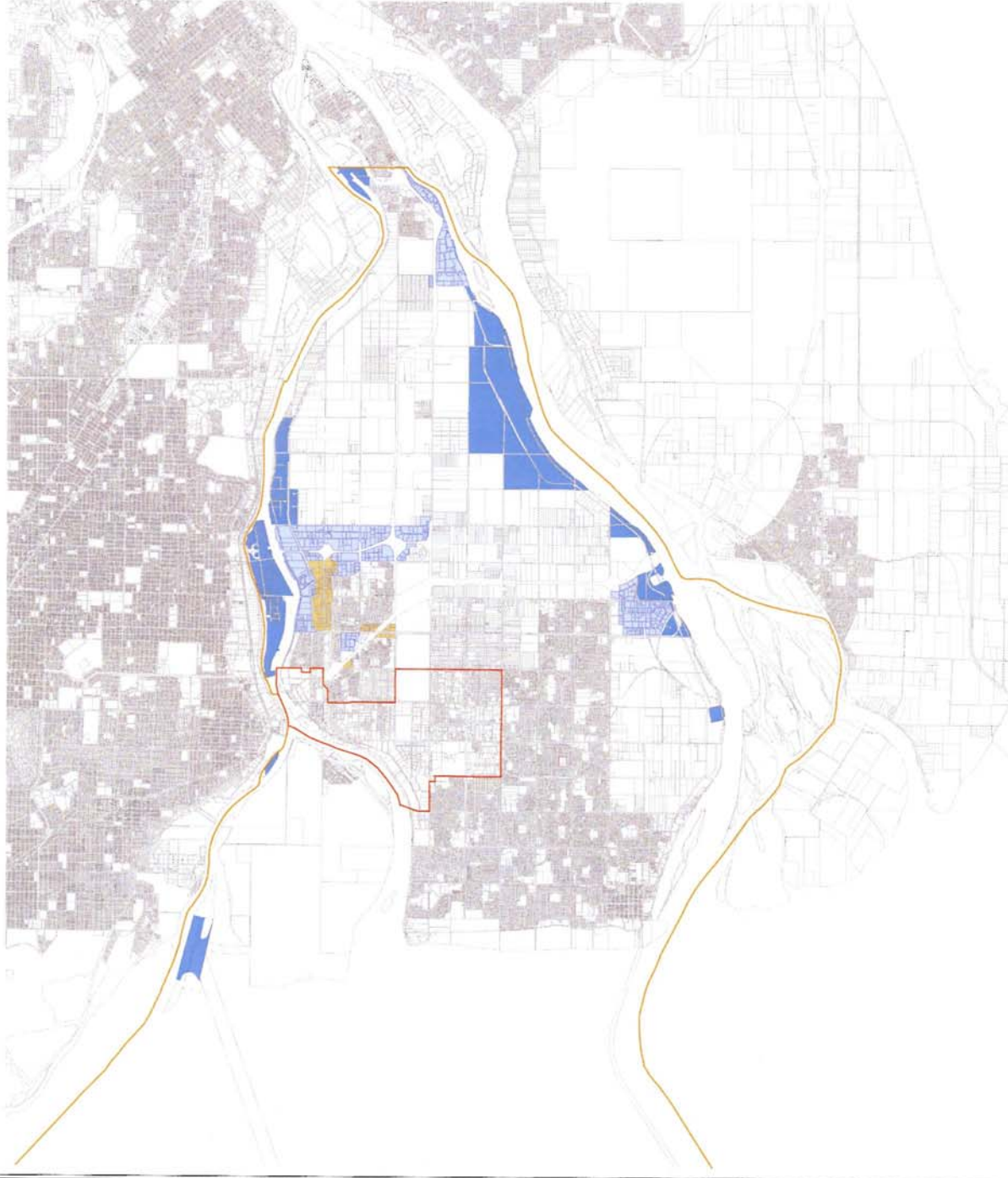
**NOTE:** This page was *revised* at the Tuesday, December 8, 2009 Planning Committee meeting.

# ATTACHMENT 6

## Richmond City's Proposed RGS Employment Lands Map - December 2009

### Legend

-  Regional City Centre Boundary
-  City of Richmond Boundary
- RGS Employment Designations**
-  Industrial (Industrial/No Office/Limited Retail)
-  Mixed Employment (Industrial/Office/Limited Retail)
-  Parcel Base Metro 2003



0 875 1,750 3,500 Meters

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Last Revision: December 10, 2009

PLN-149