



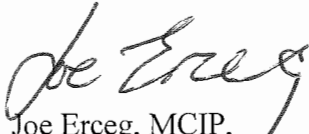
# City of Richmond

## Report to Committee

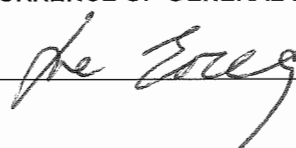
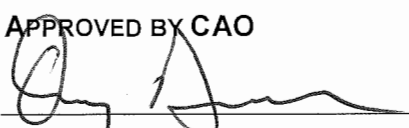
**To:** Planning Committee **Date:** September 28, 2017  
**From:** Joe Erceg, MCIP **File:** 01-0157-30-RGST1  
 General Manager, Planning and Development  
**Re:** **Richmond's Five Year Regional Context Statement Review,  
 2041 Official Community Plan (OCP)**

### Staff Recommendation

That the Metro Vancouver (MV) Board be advised that the City of Richmond has completed the required five year review of the Richmond 2041 Official Community Plan (OCP), Regional Context Statement and, as the OCP continues to be consistent with the Metro Vancouver (MV) Regional Growth Strategy, no Regional Context Statement changes are required, and the Metro Vancouver Board be requested to reaffirm its acceptance of the City's 2041 Official Community Plan, Regional Context Statement.

  
 Joe Erceg, MCIP,  
 General Manager, Planning and Development

Att. 2

REPORT CONCURRENCE		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Engineering	<input checked="" type="checkbox"/>	
Sustainability	<input checked="" type="checkbox"/>	
Transportation	<input checked="" type="checkbox"/>	
Community Services	<input checked="" type="checkbox"/>	
Economic Development	<input checked="" type="checkbox"/>	
<b>REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE</b>	<b>INITIALS:</b> CJ	<b>APPROVED BY CAO</b> 

## Staff Report

### Origin

As required by the British Columbia *Local Government Act*, every five years after the Metro Vancouver (MV) Board has accepted Richmond's 2041 Official Community Plan (OCP), Regional Context Statement (November 16, 2012) (Attachments 1 and 2), the City is required to review the OCP Regional Context Statement and advise the MV Board that they have reviewed it and may pursue the following Options:

- (1) request that the MV Board reaffirm its acceptance of the Regional Context Statement, as the OCP continues to be consistent with the MV Regional Growth Strategy;
- (2) request that the MV Board accept a revised OCP Regional Context Statement, if it is not consistent with the MV Regional Growth Strategy; or
- (3) advise the MV Board that the City will continue to monitor its OCP for consistency with the Regional Growth Strategy and, as necessary, advise the MV Board of any needed OCP Regional Context Statement amendments in the future.

The purpose of this report is to recommend Option 1 - that Council advise the Metro Vancouver Board that the City has completed the required five year OCP Regional Context Statement and, as the OCP continues to be consistent with the MV Regional Growth Strategy, no OCP Regional Context Statement changes are necessary and the MV Board be requested to reaffirm its acceptance of the City's 2041 OCP Regional Context Statement.

### *Council's 2014-2018 Term Goal*

This report supports the following Council's 2014-2018 Term Goals:

- Goal #3 - A Well-Planned Community:

*Adhere to effective planning and growth management practices to maintain and enhance the livability, sustainability and desirability of our City and its neighbourhoods, and to ensure the results match the intentions of our policies and bylaws.*

*3.1. Growth and development that reflects the OCP, and related policies and bylaws.*

- Goal #4 - Leadership in Sustainability:

*Continue advancement of the City's sustainability framework and initiatives to improve the short and long term livability of our City, and that maintain Richmond's position as a leader in sustainable programs, practices and innovations.*

- Goal #5 - Partnerships and Collaboration:

*Continue development and utilization of collaborative approaches and partnerships with intergovernmental and other agencies to help meet the needs of the Richmond community.*

*5.1. Advancement of City priorities through strong intergovernmental relationships.*

– Goal #8: Economic Development

*Review, develop and implement plans, policies, programs and practices to increase business and visitor appeal and promote local economic growth and resiliency.*

### **Findings of Fact**

On July 29, 2011, Metro Vancouver adopted the 2040 Metro Vancouver Regional Growth Strategy “*Shaping Our Future*”. The MV Board accepted Richmond’s OCP Regional Context Statement on November 16, 2012 and Council adopted the 2041 OCP and Regional Context Statement on November 19, 2012.

The City of Richmond fully participated in preparing the MV 2040 Regional Growth Strategy, as the City supports sustainable regional planning in partnership with Metro Vancouver, the other Metro Vancouver 20 local governments (including the Tsawwassen First Nations), and the Fraser Valley and Squamish Regional District Boards.

The City of Richmond was the first MV local government to prepare a comprehensive, revised 2041 OCP and Regional Context Statement. One City objective in assisting in the preparation the MV Regional Growth Strategy was for the City to avoid having to request the MV Board to make Regional Growth Strategy amendments, to accommodate City growth and development: to date, this has been achieved.

### **Analysis**

#### *MV 2040 Regional Growth Strategy Continues to be Useful*

Note that on March 31, 2017, the MV Board determined that, after conducting a five year review of the MV Regional Growth Strategy, no additional changes were needed, as it is a relatively new plan and continues to serve the MV Board and local governments well. Similarly, City staff consider that the 2041 OCP does not need updating, as it also continues to guide the City appropriately.

#### *OCP Regional Context Statement Review Principle*

In reviewing the OCP Regional Context Statement, the City was guided by the MV Regional Growth Strategy principle that the City’s OCP policies need to be consistent, or will be made to be consistent over time with the MV Regional Growth Strategy.

#### *Findings*

The results of the City’s OCP Regional Context Statement review indicate that no OCP Regional Context Statement changes are necessary, as both the MV Regional Growth Strategy and City’s OCP were designed to mutually emphasize “sustainability”, and complement one another flexibly, and the City has implemented the OCP in a manner which has been consistent with the MV Regional Growth Strategy.

*Examples of the Findings*

The following examples demonstrate how the City's OCP policies and implementation continue to be consistent with the MV Regional Growth Strategy:

**1. Contain urban development within the MV Regional Growth Strategy Urban Containment Boundary (UCB).**

- All City growth has occurred within the MV Regional Growth Strategy Urban Containment Boundary (UCB).
- No Agricultural Land Reserve exclusions have occurred.
- City infrastructure servicing (e.g., water, sanitary, drainage) has been within the UCB.

**2. Population Growth**

- The City's current 218,000 population estimate is well within the 2040 MV Regional Growth Strategy estimate of 280,000.
- The City has requested Statistics Canada to review and verify that the City's current population estimate is over 200,000.

**3. Focus growth in Urban Centres and Frequent Transit Development Areas.**

- As planned, most City growth has and will occur in the City Centre particularly along the Canada Line as outlined in the City Centre Area Plan (CCAP) which is consistent with the Regional Growth Strategy.
- As per the City Centre Area Plan, with developer support, the City has been provided with more park space, affordable housing, child care, and two community centres.
- In 2012, Council approved high rise developments around the Oval and Canada Line stations and a 631 unit Kiwanis housing project which has 296 affordable housing units.
- In the City Centre, office development continues to be encouraged in non-residential reserves (e.g., near the River Rock Casino, Aberdeen Mall), and by density bonusing incentives (e.g., for "Institutional" uses), when such developments are near the Canada Line.
- The CCAP supports reduced parking requirements, for example by continuing reduced residential and commercial parking requirements (e.g., up to 30% and a further 10% reduction for providing TDM measures within 400 m (1,312 ft.) of the Canada Line).

**4. Outside the City Centre, allow lower density development on a limited basis**

- The West Cambie Area Plan, Alexandra policies allow modest 1.2 Floor area Ratio (FAR) densities (e.g., the City Centre Area Plan allow +3.0 FAR densities).
- Along Bridgeport Road, OCP Mixed Employment areas allow 1.2 FAR densities.
- The OCP policies enable certain shopping centres to densify to provide a mix of housing types, local-serving commercial activities and good access to transit, at low density (e.g., 1.2 FAR). Such a plan has been approved for the Broadmoor Shopping Centre and

the north end has already densified. In 2014, the Hamilton Area Plan was updated which includes policies to increase the population from 5,100 to 12,000 people by 2041. The Plan policies aim to densify the shopping centre, create a High Street along Gilley Road, enable multifamily, seniors and affordable housing, provide a developer funded library, community centre expansion, police office, a child care hub, and a new seven acre park and pier along the North Arm of the Fraser River.

- Along the east side of No. 5 Road (“The No. 5 Road Backlands) large community institutional uses are allowed (e.g., assemblies, at 0.25 FAR), where the “Backlands” are farmed. In 2017, the City updated the Backlands Policy and incorporated it into the OCP.

## **5. Increase A Wide Range Of Housing Opportunities**

- In November 2015, Council adopted bylaws to replace single family Land Use Contracts with normal zoning, to reduce house size massing.
- In 2016 the City updated the OCP Arterial Road Housing Policy to better clarify housing density and where townhouses, triplexes, duplexes, coach houses and rowhouses may occur along certain arterial road outside of the City Centre, to help address housing affordability.
- In 2016, the City embarked on updating its 2007 Affordable Housing Strategy to better meet subsidized and low end market needs.

## **6. Promote Economic Development**

- In 2014, the City adopted the Resilient Economy Strategy which sets the City’s priority sectors, programs and initiatives to utilize its employment lands in alignment with its location advantages and assets related to the Asia-Pacific Gateway
- The City contributed to the long-range planning processes of YVR and the Port of Vancouver who are key stakeholders and employment generators for the community
- The City’s Employment Lands Strategy protects industrial lands and the City’s Agricultural Viability Strategy (currently being updated) protects agricultural lands in Richmond
- The City is in the process of exploring an industrial intensification initiative towards better utilization of existing industrial lands

## **7. Preserve Agricultural Viability**

- Council recently enhanced the 2014 – 2018 Council Term Goals and Priorities by adding a new goal to emphasize the City’s commitment to agriculture and fishing: Goal 8 Supportive Economic Development, Priority 3 *“The City’s agricultural and fisheries sectors are supported, remain viable and continue to be an important part of the City’s character, livability, and economic development vision”*.
- The City supports soil based farming and receives advice from its Agricultural Advisory Committee (AAC) regarding farm and non-farm proposals in the ALR.
- In 2017, the City established agricultural house size and farm floor plate policies.
- In 2018, the City anticipates updating the 2003 Richmond Agricultural Viability Strategy.

## **8. Transportation**

- The CCAP has enabled the City, developers and TransLink to enter into an agreement to have developers within the Capstan Village area make voluntary contributions to fund the \$25M (in 2010 dollars) cost to build the Canada Line Capstan Station, the fifth one in Richmond.
- City opposed the scope of the previous George Massey Tunnel Replacement Project (also opposed by Metro Vancouver) and encourages implementation of an improved crossing option that is consistent with the MV Regional Growth Strategy and the Mayors' Council 10-Year Vision.

## **9. Energy**

- Between 2007 and 2012, the City reduced greenhouse gas emissions by 6% despite a 7% population growth over the same period. The city's densification and active transportation policies, energy programs for existing buildings and district energy utilities have all contributed to this outcome.
- The West Cambie Alexandra District Energy Utility was expanded to serve over 1,100 residential units and 280,000 square feet in other buildings, and includes the first Walmart in North America to be served by a district energy utility.
- Over 1,100 residential units are connected to the Oval Village District Energy Utility.
- The City's wholly-owned district energy company, the Lulu Island Energy Company, is investigating the feasibility of a City Centre scale utility.

## **10. Ecological Network**

- In 2016, the City's OCP Ecological Network Management Strategy which guides preserving and protecting Richmond's natural areas including riparian and Environmentally Sensitive Areas received the Silver Award for Excellence in Policy Planning from the Planning Institute of BC.

## **11. Community Safety**

- The City has secured \$16.6 million in provincial funding to support further improvements to the City's critical network of dikes and pump stations to protect residents against both sea surge and freshet flooding.
- The City's is preparing a new Dike Master Plan, which includes Steveston and the West Dike and its implementation is innovative to ensure that Richmond remains safe from flooding and addresses the long-term impacts of rising sea levels.
- In 2017, the City is currently undertaking City wide Fire - Rescue Study to improve community safety services.

## 12. Looking forward,

In 2018, the City anticipates undertaking the following OCP initiatives which are consistent with the MV Regional Growth Strategy and within the Urban Containment Boundary:

- Complete the update of the City's Affordable Housing Strategy
- Considering a Market Rental Housing Policy.
- Exploring how to better manage single family neighbourhoods (e.g., minimize house demolitions, promote house conversions to duplexes, triplexes and quadplexes).
- Continuing to replace Land Use Contracts (LUC) with zoning (e.g., for single family and commercial uses, to reduce building massing).
- Reviewing with Metro Vancouver how to make better use of the City's employment lands (e.g., a City Land Intensification Initiative).
- Updating the Richmond 2003 Agricultural Viability Strategy.
- Prohibiting ALR exclusions.
- Implementing City's Garden City Lands Plan, a 55.2 hectare (136.5 acre) open space in the Agricultural Land Reserve, in the heart of Richmond.

### Summary

In summary, City has been and intends to continue implementing its OCP in a consistent manner with the Metro Vancouver Regional Growth Strategy.

### Financial Impact

None

### Conclusion

City staff have completed the required review of Richmond's 2041 Official Community Plan, Regional Context Statement and, as the OCP continues to be consistent with the MV Regional Growth Strategy, recommend that Council request the MV Board to reaffirm its acceptance of the City's 2041 OCP Regional Context Statement.



Terry Crowe,  
Manager, Policy Planning Department  
604 276-4139

TC: cas

Att. 1: Metro Vancouver approval of Richmond's 2041 OCP Regional Context Statement  
Att. 2: 2041 OCP Chapter 15, Richmond's 2041 OCP Regional Context Statement



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Greater Vancouver Sewerage and Drainage District • Metro Vancouver Housing Corporation

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Office of the Chair  
Tel. 604 432-6215 Fax 604 451-6614

NOV 30 2012

File: CP-11-01-RGS-13-020

Mayor Malcolm Brodie and Council  
City of Richmond  
6911 No. 3 Road  
Richmond, BC V6Y 2C1

Dear Mayor Brodie and Council:

**Re: GVRD Board Acceptance of the City of Richmond's Regional Context Statement**

I am pleased to inform you that the Greater Vancouver Regional District Board formally accepted the City of Richmond Regional Context Statement (RCS) at its November 16, 2012 meeting. Attached is the resolution for your records.

The City of Richmond should be congratulated for developing an excellent Official Community Plan and Regional Context Statement which will inform and influence other municipalities in the region as they update their Regional Context Statements. I have also been informed that City of Richmond staff worked collaboratively and closely with Metro Vancouver staff and this relationship certainly facilitated the RCS development and acceptance process.

I look forward to continuing to work with the City of Richmond in realizing the goals of the Regional Growth Strategy.

Should you or any of your staff have any further questions please contact Jason Smith, Regional Planner at 778-452-2690.

Yours truly,

Greg Moore  
Chair, Metro Vancouver Board

GM/GR/JS/ms

cc: Mr. Terry Crowe, Manager, Policy Planning, City of Richmond

Encl: GVRD Board Resolution of November 16, 2012 on Acceptance of City of Richmond's RCS





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*Board Secretariat and Corporate Information Department  
Tel. 604-432-6250 Fax. 604-451-6686*

## **Resolution Form**

This is to advise that at the November 16, 2012 Regular Meeting, the Greater Vancouver Regional District Board of Directors considered the following report:

### **Consideration of City of Richmond's Regional Context Statement**

and passed the following resolution:

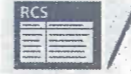
"That the Board accept the City of Richmond's Regional Context Statement as submitted to Metro Vancouver on September 26, 2012."

I, Paulette A. Vetleson, hereby certify the foregoing to be a true and correct copy of a Resolution as finally adopted at the November 16, 2012 Regular meeting of the Greater Vancouver Regional District Board of Directors.

Dated at Burnaby, British Columbia, this 21 day of November, 2012.

Paulette A. Vetleson, Corporate Secretary

## **15.0 Regional Context Statement (RSC)**



# 15.0 Regional Context Statement (RCS)

## 1. Purpose

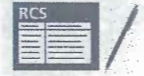
The purpose of a Regional Context Statement is to legally show how the 2041 OCP is, or can be made, to be consistent with the 2040 Regional Growth Strategy (RGS).

## 2. RCS Contents

The 2041 OCP Regional Context Statement is as follows:

### 2040 Metro Vancouver Regional Growth Strategy (RGS)

The Regional Context Statement (RCS) Policy (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)	
<b>RGS GOAL 1 CREATE A COMPACT URBAN AREA</b>	
<b>STRATEGY 1.1 Contain urban development within the Urban Containment Boundary.</b>	
Role of Municipalities 1.1.3 Adopt Regional Context Statements which: a) depict the Urban Containment Boundary on a map, generally consistent with the Regional Land Use Designations map (Map 2); b) provide municipal population, dwelling unit and employment projections, with reference to guidelines contained in (RGS) Appendix Table A.1, and demonstrate how municipal plans will work towards accommodating the projected growth within the Urban Containment Boundary.	See OCP RCS Map: shows the City's Urban Containment Boundary (UCB), which is consistent with the MV RGS.  The 2040 RGS projection (estimates) for the City are: <ul style="list-style-type: none"> <li>• Population = 275,000</li> <li>• Dwelling Units = 115,500</li> <li>• Employment = 181,000</li> </ul> The City's 2041 OCP projections (estimates) are consistent with the 2040 RGS, as follows: <ul style="list-style-type: none"> <li>• Population = 280,000</li> <li>• Dwelling Units = 115,000</li> <li>• Employment = 180,000</li> </ul> The 2041 OCP enables the City to strive to achieve these projections, subject to long-term market forces, and government policies and support.  The City will strive to achieve these projections by implementing the 2041 OCP and Area Plans, and undertaking demographic projection and policy refinements in collaboration with Metro Vancouver.  The City considers that any City projection differences are deemed to be within acceptable RGS estimates (e.g., as such are affected by government policies and funding, the market, the economy, immigration policies).

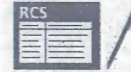


<p><b>The Regional Context Statement (RCS) Policy</b> (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)</p>	
<p><b>STRATEGY 1.2 Focus growth in Urban Centres and Frequent Transit Development Areas.</b></p>	
<p>Role of Municipalities 1.2.6 Adopt Regional Context Statements which:</p> <p>a) provide dwelling unit and employment projections that indicate the municipal share of planned growth and that contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2 (Metro Vancouver Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas);</p>	<p>In the 2041 OCP, the City's projected regional share of planned dwelling unit and employment growth are provided (see below) and contribute to achieving the City's regional growth share for its Urban Centre (i.e., City Centre) and any future Frequent Transit Development Areas:</p> <p>For the City Centre:</p> <ul style="list-style-type: none"> <li>• Dwelling units = 47,000</li> <li>• Employment = 60,000</li> </ul> <p>For Outside the City Centre:</p> <ul style="list-style-type: none"> <li>• Dwelling units = 68,000</li> <li>• Employment = 120,000</li> </ul> <p>Note: For FTDA's - In the 2041 OCP, no FTDA's have been identified at this time. Such may be identified over the long-term based on community input, and collaboration with TransLink and Metro Vancouver.</p> <p>These estimates are deemed to be consistent with the 2040 RGS, as any differences are regarded as minor and subject to long-term market forces, government policies and immigration.</p> <p>i) - ii) See 2041 OCP RCS Map which identifies one City Urban Centre (i.e., City Centre) which is consistent with the 2040 RGS.</p> <p>The City's City Centre accommodates most City growth in a manner which is consistent with the 2040 RGS.</p> <p>iii) The 2041 OCP encourages office development, for example, in the City Centre, through non-residential reserves (e.g., near the River Rock Casino, Aberdeen Mall), density bonusing incentives (e.g., for "Institutional" uses), when such developments are near transit like the Canada Line and its 5 stations with an emphasis of creating City Centre High Density Urban Villages which allow offices.</p> <p>iv) The 2041 OCP supports reduced parking requirements in the City Centre for example by continuing reduced residential and commercial parking requirements (e.g., up to 30% and up to a further 10% reduction for providing TDM measures within 400 m (1,312 ft.) of the Canada Line).</p>
<p>b) include policies for Urban Centres which:</p> <p>i) identify the general location, boundaries and types of Urban Centres on a map generally consistent with the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and the Regional Land Use Designations map (Map 2);</p> <p>ii) focus growth and development in Urban Centres, generally consistent with guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas);</p> <p>iii) encourage office development through policies and/or other financial incentives, such as zoning that reserves capacity for office uses and density bonus provisions;</p> <p>iv) in coordination with the provision of transit service, establish or maintain reduced residential and commercial parking requirements in Urban Centres, where appropriate;</p>	<p>For FTDA's - In the 2041 OCP, no FTDA's have been identified at this time. Such may be identified over the long-term based on community input, and collaboration with TransLink and Metro Vancouver.</p> <p>These estimates are deemed to be consistent with the 2040 RGS, as any differences are regarded as minor and subject to long-term market forces, government policies and immigration.</p> <p>i) - ii) See 2041 OCP RCS Map which identifies one City Urban Centre (i.e., City Centre) which is consistent with the 2040 RGS.</p> <p>The City's City Centre accommodates most City growth in a manner which is consistent with the 2040 RGS.</p> <p>iii) The 2041 OCP encourages office development, for example, in the City Centre, through non-residential reserves (e.g., near the River Rock Casino, Aberdeen Mall), density bonusing incentives (e.g., for "Institutional" uses), when such developments are near transit like the Canada Line and its 5 stations with an emphasis of creating City Centre High Density Urban Villages which allow offices.</p> <p>iv) The 2041 OCP supports reduced parking requirements in the City Centre for example by continuing reduced residential and commercial parking requirements (e.g., up to 30% and up to a further 10% reduction for providing TDM measures within 400 m (1,312 ft.) of the Canada Line).</p>

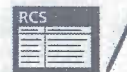


<p><b>The Regional Context Statement (RCS) Policy</b> (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)</p>	<p>At this time, the 2041 OCP does not identify FTDA's.</p> <p>Such may be identified over the long-term based on community input, and collaboration with TransLink and Metro Vancouver.</p>
<p>c) include policies for Frequent Transit Development Areas which:</p> <p>i) identify on a map, in consultation with TransLink, the general location and boundaries of Frequent Transit Development Areas that are generally consistent with:</p> <ul style="list-style-type: none"> <li>• Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas);</li> <li>• TransLink's Frequent Transit Network, which may be updated over time;</li> <li>• other applicable guidelines and policies of TransLink for the Frequent Transit Network;</li> </ul> <p>ii) focus growth and development in Frequent Transit Development Areas, generally consistent with the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas);</p> <p>iii) in coordination with the provision of transit service, establish or maintain reduced residential and commercial parking requirements within Frequent Transit Development Areas, where appropriate;</p>	<p>i) The 2041 OCP RCS Map: identifies where the RGS General Urban designation is located.</p> <p>ii) The 2041 OCP supports such actions, for example, by proposing that:</p> <ul style="list-style-type: none"> <li>• in the City Centre: development occurs at higher densities (e.g., 3 FAR);</li> <li>• outside the City Centre:             <ul style="list-style-type: none"> <li>- development occurs at lower densities (e.g., up to 1-2 FAR), for example, townhouses along certain arterial roads and the densification of some shopping-centres to provide a mix of housing types, local-serving commercial activities and good access to transit at lower densities;</li> <li>- non-residential major trip generating uses may include: office, commercial, (e.g., generally limited to 1.5 FAR and with TOD and related measures).</li> </ul> </li> </ul> <p>At this time, no Frequent Transit Development Areas are established but may be later.</p> <p>At this time, no small scale Local Centres are established as they are not currently needed, but may be established later, if needed.</p>
<p>d) include policies for General Urban areas which:</p> <p>i) identify the General Urban areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);</p> <p>ii) ensure development in General Urban areas outside of Urban Centres and Frequent Transit Development Areas are generally lower density than development in General Urban areas within Urban Centres and Frequent Transit Development Areas;</p>	<p>i) The 2041 OCP RCS Map: identifies where the RGS General Urban designation is located.</p> <p>ii) The 2041 OCP supports such actions, for example, by proposing that:</p> <ul style="list-style-type: none"> <li>• in the City Centre: development occurs at higher densities (e.g., 3 FAR);</li> <li>• outside the City Centre:             <ul style="list-style-type: none"> <li>- development occurs at lower densities (e.g., up to 1-2 FAR), for example, townhouses along certain arterial roads and the densification of some shopping-centres to provide a mix of housing types, local-serving commercial activities and good access to transit at lower densities;</li> <li>- non-residential major trip generating uses may include: office, commercial, (e.g., generally limited to 1.5 FAR and with TOD and related measures).</li> </ul> </li> </ul> <p>At this time, no Frequent Transit Development Areas are established but may be later.</p> <p>At this time, no small scale Local Centres are established as they are not currently needed, but may be established later, if needed.</p>





<p>iii) where appropriate, identify small scale Local Centres in the General Urban areas that provide a mix of housing types, local serving commercial activities and good access to transit. Local Centres are not intended to compete with or compromise the role of Urban Centres and should preferably be located within Frequent Transit Development Areas (see Map 11);</p> <p>iv) exclude non-residential major trip-generating uses, as defined in the Regional Context Statement, from those portions of General Urban areas outside of Urban Centres and Frequent Transit Development Areas;</p> <p>v) encourage infill development by directing growth to established areas, where possible;</p>	<p><b>The Regional Context Statement (RCS) Policy</b> (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)</p> <p>iii) At this time no small scale Local Centres are proposed.</p> <p>iv) Non-residential major trip-generating uses include, for example, large box retail, and high density office towers, commercial and institutional uses.</p> <p>The 2041 OCP mainly encourages such uses in the City Centre (e.g., at up to 3 FAR).</p> <p>The 2041 OCP excludes such uses, in much of the General Urban area outside of the City Centre by only allowing them on a limited basis at lower densities certain areas for example:</p> <ul style="list-style-type: none"> <li>• as per the existing West Cambie Area Plan, Alexandra quarter section policies at up to 1.2 FAR;</li> <li>• in certain Mixed Employment places along Bridgeport Road at up to 1.2 FAR;</li> <li>• along the east side of No. 5 Road (“Highway To Heaven”) which allows large community institutional uses (e.g., assemblies, schools; at 0.25 FAR), where the “backlands” are farmed.</li> </ul> <p>v) Infill development is allowed by directing it to established areas, for example:</p> <ul style="list-style-type: none"> <li>• permitting townhouses along certain arterial roads;</li> <li>• densifying around some shopping centres, to provide a mix of housing types, local-serving commercial activities and good access to transit, at low density (e.g., 1.2 FAR);</li> <li>• permitting smaller single family lots in some areas;</li> <li>• permitting coach houses and granny flats (e.g., in Edgemere).</li> </ul> <p>At this time, no Frequent Transit Development Areas (FTDA) are identified but may be after more City planning and consultation with TransLink.</p>
<p>e) include policies that, for Urban Centres or Frequent Transit Development Areas that overlay Industrial, Mixed Employment, or Conservation and Recreation areas, the Industrial, Mixed Employment, and Conservation and Recreation intent and policies prevail, except that higher density commercial would be allowed in the Mixed Employment areas contained within the overlay area;</p>	<p>The 2041 OCP does not propose any Urban Centres or FTDA which overlay Industrial, Mixed Employment or Conservation and Recreation areas.</p>



**The Regional Context Statement (RCS) Policy**

(e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)

- f) for Urban Centres, Frequent Transit Development Areas and General Urban areas, include policies which:
- i) support continued industrial uses by minimizing the impacts of urban uses on industrial activities;
  - ii) encourage safe and efficient transit, cycling and walking;
  - iii) implement transit priority measures, where appropriate;
  - iv) support district energy systems and renewable energy generation, where appropriate.

The 2041 OCP, in the City Centre:

- continues to support industrial uses, for example, by designating several non-residential areas for industrial activities (e.g., around the River Rock Casino, Aberdeen Mall);
- encourages safe and efficient transit, cycling and walking (see Mobility and Access chapter), for example, in high density villages around the Canada Line, creating a finer network of streets; promoting rolling (e.g., wheel chair and scooter use) and bicycle lanes and pathways;
- enables transit priority measures, for example, providing a transit-only signal on No. 3 Road to provide bus access to the Richmond-Brighouse off-street bus mall;
- enables, promotes and requires, district energy systems and renewable energy generation, where appropriate, (see the Sustainable Infrastructure and Resources chapter), for example: district energy is being required around the Oval and explored elsewhere in the City Centre; having energy efficient requirements above the BC Building Code (e.g., LEED, EnerGuide 80, ASHRAE 90. 1-2007 standards); increasing waste diversion by increasing recycling (and decreasing waste), and promoting solar energy, sewage and river heat recovery, and exploring wind systems.

The 2041 OCP, for areas outside the City Centre:

- continues to support industrial uses, for example, by designating several areas for industrial uses (e.g., Mitchell Island; the portions of Riverside Industrial Park; along Bridgeport Road);
- encourages safe and efficient transit, cycling and walking (see Mobility and Access chapter), for example: along certain arterial roads and when densifying shopping centres), promoting walking, bicycling and rolling (e.g., wheel chair and scooter use), bicycling lanes and pathways;
- supports the implementation of transit priority measures, for example, queue-jumper lanes in congested areas where feasible and, when densifying shopping centres, reduce parking and improving TOD measures;
- enables, promotes, and requires district energy systems and renewable energy generation, where appropriate, (see the Sustainable Infrastructure and Resources chapter), for example: district energy is being required in the West Cambie Alexandria neighbourhood; and having energy efficient requirements above the BC Building Code (e.g., LEED, EnerGuide 80, ASHRAE 90. 1-2007 standards), increasing waste diversion by increasing recycling and decreasing waste, and promoting solar energy, sewage and river heat recovery, and wind systems.



The Regional Context Statement (RCS) Policy (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)	
<b>STRATEGY 1.3 Protect Rural areas from urban development.</b>	
Role of Municipalities 1.3.3 Adopt Regional Context Statements which:	<ul style="list-style-type: none"> <li>• The 2040 RGS does not designate any City land as RGS "Rural".</li> <li>• 2041 OCP does not propose any land to have a RGS "Rural" designation.</li> </ul>
a) identify the Rural areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);	
b) limit development to a scale, form, and density consistent with the intent for the Rural land use designation, and that is compatible with on-site sewer servicing;	
c) include policies which: <ul style="list-style-type: none"> <li>i) specify the allowable density and form, consistent with Action 1.3.1, for land uses within the Rural land use designation;</li> <li>ii) support agricultural uses within the Agricultural Land Reserve, and where appropriate, outside of the Agricultural Land Reserve.</li> </ul>	
<b>RGS GOAL 2 SUPPORT A SUSTAINABLE ECONOMY</b>	
<b>STRATEGY 2.1 Promote land development patterns that support a diverse regional economy and employment close to where people live.</b>	
Role of Municipalities 2.1.4 Adopt Regional Context Statements which:	The 2041 OCP supports such policies (see Resilient Economy chapter), for example, by focussing on six core strategies: <ol style="list-style-type: none"> <li>1. The Asia—Pacific Gateway;</li> <li>2. Knowledge Based Industries;</li> <li>3. Amenities and Attractions (e.g., population serving industries, retail, accommodation, cultural sport, natural and visitor attractions);</li> <li>4. Sustainable Resource use (e.g., protect agricultural lands, promote Eco-Industrial uses, promote adequate transit services, support increased agricultural viability, local resource generation, use and sharing);</li> <li>5. Population Services (e.g., schools, universities, hospitals, child care);</li> <li>6. Micro Businesses (e.g., promote live-work, work-live uses and home based businesses).</li> </ol>
a) include policies that support appropriate economic development in Urban Centres, Frequent Transit Development Areas, Industrial and Mixed Employment areas;	





<p><b>The Regional Context Statement (RCS) Policy</b>                      (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)</p>	
	<p>These long-term economic objectives are to be implemented, for example:</p> <ul style="list-style-type: none"> <li>• in the City Centre: by designating industrial, office and commercial and institutional areas along the Canada Line, around the Canada Line Stations and around the Oval;</li> <li>• outside the City Centre: by designating Industrial areas, for example, (e.g., Mitchell Island, portions of the Riverside Industrial Park, along Bridgeport Road) and by designating Mixed Employment areas (e.g., portions of the Riverside Industrial Park, along Bridgeport Road, and along the Knight Street Corridor [e.g., Crestwood]).</li> </ul> <p>No FTDA's are designated, at this time.</p>
<p>b) support the development of office space in Urban Centres, through policies such as zoning that reserves land for office uses, density bonus provisions to encourage office development, variable development cost charges, and/or other financial incentives;</p>	<p>The 2041 OCP highly supports office uses in the City Centre, for example, by designating areas (e.g., around the casino and Aberdeen Mall) for non-residential uses such as offices; and encouraging offices around the Canada Line Stations and Oval; providing density bonuses, reduced parking requirements and promoting TOD measures.</p>
<p>c) include policies that discourage major commercial and institutional development outside of Urban Centres or Frequent Transit Development Areas;</p>	<p>The 2041 OCP discourages such uses (e.g., big box retail, universities, institutional uses), outside the City Centre, for example, by limiting them to certain areas where they are already allowed (e.g., in the 2006 approved West Cambie Alexandra area and the 2010 approved Broadmoor Shopping Centre footprint area, and around certain to be densified shopping centres (e.g., 400M around the Broadmoor, Hamilton, East Cambie, Blundell, Garden City shopping centres), but at lesser densities than the City Centre (e.g., less than 1.5 FAR).</p> <p>In the majority of Richmond, outside the City Centre, large institutional uses (e.g., assemblies) are discouraged, however they are allowed on a limited basis (e.g., in West Cambie, along the east side of No. 5 Road [Highway To Heaven]).</p> <p>This approach balances achieving RGS policies with creating more complete, compact neighbourhoods, promoting TOD, and walkability, and reducing GHG and energy emissions (see Mobility and Access chapter).</p> <p>No FTDA's are proposed at this time.</p>
<p>d) show how the economic development role of Special Employment Areas, post secondary institutions and hospitals are supported through land use and transportation policies.</p>	<p>The 2040 RGS in Map 11, titled: "Local Centres, Hospitals and Post Secondary Institutions" currently recognizes the Vancouver International Airport (YVR) as a Special Employment Area, and the Richmond Hospital and post secondary institutions (e.g., Kwantlen Polytechnic University, Trinity Western University) in the City Centre, and Port Metro Vancouver as long as its needs are met in the urban footprint.</p> <p>The 2041 OCP supports such uses (see Resilient Economy; Mobility and Accessibility chapters), for example:</p> <ul style="list-style-type: none"> <li>• Re Land Use: for example, designating YVR as Airport (Industrial) and integrating YVR and City land use plans; designating the Hospital and Post Secondary uses as institutional or other appropriate designation to protect and enhance them.</li> <li>• Re Transportation: by encouraging efficient transit services to and from them (see Resilient Economy; and Mobility and Access chapters)</li> <li>• Note: With such stakeholders, the City has strong ongoing, mutually beneficial partnerships.</li> </ul>



The Regional Context Statement (RCS) Policy (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)	
<b>STRATEGY 2.2 Protect the supply of industrial land.</b>	
Role of Municipalities 2.2.4 Adopt Regional Context Statements which:	
a) identify the Industrial areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);	The 2041 OCP designates Industrial areas consistent with the 2040 RGS (See OCP RCS Map).
b) include policies for Industrial areas which: <ul style="list-style-type: none"> <li>i) support and protect industrial uses;</li> <li>ii) support appropriate accessory uses, including commercial space and caretaker units;</li> <li>iii) exclude uses which are inconsistent with the intent of industrial areas, such as medium and large format retail, residential uses (other than industrial caretaker units where necessary), and stand-alone office uses that are not supportive of industrial activities;</li> <li>iv) encourage better utilization and intensification of industrial areas for industrial activities;</li> </ul>	The 2041 OCP supports and protects Industrial uses for example by (see Resilient Economy chapter, see OCP RCS Map): <ul style="list-style-type: none"> <li>• designating Industrial areas consistent with the 2040 RGS;</li> <li>• designating YVR on Sea Island as Airport (Industrial);</li> <li>• co-operating with YVR to assist in achieving its long-term airport needs (e.g., through servicing, transportation improvements);</li> <li>• designating Port Metro Vancouver (PMV) lands which are within the urban footprint as Industrial. Note, the PMV Gilmore lands are designated Agriculture;</li> <li>• enhancing industrial policies and guidelines for certain portions of the Bridgeport Road Corridor to make it more efficient and attractive;</li> <li>• supporting accessory commercial space (e.g., small retail) and caretaker units;</li> <li>• excluding medium and large format retail (e.g., big box) and principal residential uses;</li> <li>• excluding non-supportive stand alone offices;</li> <li>• promoting walking, cycling and transit in Industrial areas;</li> <li>• over time, consider increasing Industrial density and height, and improving energy efficiencies (e.g., transit) and amenities (e.g., bike paths, open space).</li> </ul>
c) identify the Mixed Employment areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);	The 2041 OCP designates Mixed Employment areas consistent with the 2040 RGS (See RCS Map) (e.g., along Bridgeport Road, the Knight Street corridor, portions of the Riverside Industrial Park).



<p><b>The Regional Context Statement (RCS) Policy</b> (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)</p>	<p>i) - iii) The 2041 OCP supports such policies (i.e., Outside the City Centre) (see Resilient Economy), for example, by:</p> <ul style="list-style-type: none"> <li>• designating Mixed Employment areas consistent with the 2040 RGS (e.g., portions of the Riverside Industrial Park, and along Knight Street and portions of the Bridgeport corridor);</li> <li>• actively implementing the 2009 approved City Centre Area Plan;</li> <li>• considering outside the City Centre, densifying certain planning areas and shopping centres over time which allow mixed employment uses;</li> </ul> <p>iv) Note: The 2041 OCP does not designate Mixed Employment areas in the Urban Centre (i.e., the City Centre) and does not propose FTDAs at this time;</p> <p>v) The 2041 OCP enables Industrial and Mixed Employment activities in certain areas (e.g., portions of the Bridgeport Road Corridor, Crestwood), as these areas already have good access and transit service;</p> <p>vi) excluding residential uses, except for accessory caretaker units in Mixed Employment areas.</p>
<p>d) include policies for Mixed Employment areas which:</p>	<p>i) support a mix of industrial, commercial, office and other related employment uses, while maintaining support for established industrial areas, including potential intensification policies for industrial activities, where appropriate;</p> <p>ii) allow large and medium format retail, where appropriate, provided that such development will not undermine the broad objectives of the Regional Growth Strategy;</p> <p>iii) support the regional objective of concentrating commercial and other major trip-generating uses in Urban Centres and Frequent Transit Development Areas;</p> <p>iv) where Mixed Employment areas are located within Urban Centres or Frequent Transit Development Areas, support higher density commercial development and allow employment and service activities consistent with the intent of Urban Centres or Frequent Transit Development Areas;</p> <p>v) allow low density infill / expansion based on currently accepted local plans and policies in Mixed Employment areas and support increases in density only where the Mixed Employment area has transit service or where an expansion of transit service has been identified in TransLink's strategic transportation plans for the planned densities;</p> <p>vi) exclude residential uses, except for an accessory caretaker unit;</p>

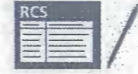




<p><b>The Regional Context Statement (RCS) Policy</b> (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)</p>	<p>The 2041 OCP includes such policies, (see the Sustainable Infrastructure and Resources chapter), for example, by exploring, promoting and requiring district energy systems and renewable energy generation, where appropriate (e.g., in the West Cambie Alexandria area), through energy efficiency requirements above the BC Building Code (e.g., LEED, EnerGuide 80, ASHRAE 90. 1-2007 standards), increasing waste diversion by increasing recycling and decreasing waste, and promoting solar energy, sewage and river heat recovery, and wind systems.</p>
<p><b>STRATEGY 2.3 Protect the supply of agricultural land and promote agricultural viability with an emphasis on food production.</b></p>	<p>Role of Municipalities 2.3.6 Adopt Regional Context Statements which:</p>
<p>a) specify the Agricultural areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);</p>	<p>The 2041 OCP designates Agricultural areas consistent with the 2040 RGS (See RCS Map).</p>
<p>b) include policies to support agricultural viability including those which:</p> <ul style="list-style-type: none"> <li>i) assign appropriate regional land use designations that support agricultural viability and discourage non-farm uses that do not complement agriculture;</li> <li>ii) discourage subdivision of agricultural land leading to farm fragmentation;</li> <li>iii) where feasible, and appropriate with other governments and agencies, maintain and improve transportation, drainage and irrigation infrastructure to support agricultural activities;</li> <li>iv) manage the agricultural-urban interface to protect the integrity and viability of agricultural operations (e.g., buffers between agricultural and urban areas or edge planning);</li> <li>v) demonstrate support for economic development opportunities for agricultural operations (e.g., processing, agri-tourism, farmers' markets and urban agriculture);</li> </ul>	<p>The 2041 OCP supports such policies, (see OCP Agriculture and Food chapter).</p> <p>Note that Richmond continues to implement its 2003 Richmond Agricultural Viability Strategy (RAVS) which has been a very valuable strategy to enhance agriculture viability (e.g., establishing the Richmond Agricultural Advisory Committee [AAC], improving agricultural drainage, buffering urban developments along the ALR boundary, enabling seasonal farm worker dwellings, promoting agri-industries [cranberry processing, farm based wineries] supporting \$ 1.25 million Nelson Road interchange and seeking senior government funding for drainage).</p> <ul style="list-style-type: none"> <li>i) designating Agricultural areas consistent with the 2040 RGS (See RCS Map);             <ul style="list-style-type: none"> <li>• continue to implement the 2003 Richmond Agricultural Viability Strategy (RAVS) which has been a very valuable strategy to enhance agriculture viability (e.g., established the Richmond Agricultural Advisory Committee [AAC], improving agricultural drainage, buffering urban developments along the ALR boundary, enabling seasonal farm worker dwellings, promoting agri-industries [cranberry processing, farm based wineries] supporting \$ 1.25 million Nelson Road interchange and seeking senior government funding for drainage);</li> </ul> </li> <li>ii) discouraging subdivision into small farms which would create impractical farm sizes and by co-operating with the ALC and following ALR requirements;             <ul style="list-style-type: none"> <li>• encouraging lot owners who do not have access to improved roads, to either consolidate their lots or enter into farm access agreements in order to gain farm access;</li> <li>• discouraging wherever possible, roads in the ALR except, as noted on the Agriculture and Food chapter map titled Existing Status of Road Improvements in the ALR map;</li> </ul> </li> <li>iii) continuing to maintain and improve drainage, irrigation and transportation, to support agricultural activities (e.g., in East Richmond), where feasible and with other agencies;</li> <li>iv) continuing to manage the agricultural-urban interface to protect the viability of agricultural operations (e.g., requiring buffers between agricultural and urban areas, consulting with the Agricultural Advisory Committee);</li> <li>v) supporting such opportunities, for example, by implementing and enhancing the 2003 Richmond Agricultural Viability Strategy (RAVS), as resources enable (e.g., senior government drainage funding, allowing seasonal farm dwellings, agri-tourism, farm based wineries, and the proposed Kwantlen horticultural farm and sustainable farm programs);</li> </ul>



<p><b>The Regional Context Statement (RCS) Policy</b> (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)</p>	
<p>vi) encourage the use of agricultural land, with an emphasis on food production;</p> <p>viii) support educational programs that provide information on agriculture and its importance for the regional economy and local food systems.</p>	<p>vi) supporting food production, for example, by improving infrastructure (e.g., diking, irrigation, drainage), enabling a range of farming, discouraging principle residential uses, supporting food security, urban agriculture and regional food strategies;</p> <p>vii) supporting a range of educational agricultural programs, for example by collaborating with the Province, ALC, Metro Vancouver, Vancouver Coastal Health, Richmond food security groups, and hosting farm tours and workshops.</p>
<p><b>RGS GOAL 3 PROTECT THE ENVIRONMENT AND RESPOND TO CLIMATE CHANGE IMPACTS</b></p> <p><b>STRATEGY 3.1 Protect Conservation and Recreation lands.</b></p>	
<p>Role of Municipalities</p> <p>3.1.4 Adopt Regional Context Statements which:</p>	
<p>a) identify Conservation and Recreation areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);</p> <p>b) include land use policies to support the protection of Conservation and Recreation areas that are generally consistent with the following:</p> <ul style="list-style-type: none"> <li>i) public service infrastructure, including the supply of high quality drinking water;</li> <li>ii) environmental conservation;</li> <li>iii) recreation, primarily outdoor;</li> <li>iv) education, research and training facilities and uses that serve conservation and/or recreation users;</li> <li>v) commercial uses, tourism activities, and public, cultural or community amenities that are appropriately located, scaled and consistent with the intent of the designation;</li> <li>vi) limited agriculture use, primarily soil-based;</li> </ul> <p>c) include policies, where appropriate, that effectively buffer Conservation and Recreation areas from activities in adjacent areas.</p>	<p>The 2041 OCP designates Conservation and Park areas consistent with the 2040 RGS (See RCS Map).</p> <p>The 2041 OCP supports such policies (see OCP Connected Neighbourhoods; Island Natural Environment, Open Space and Public Realm; and Sustainable Infrastructure and Resources chapters), for example, by:</p> <ul style="list-style-type: none"> <li>• public service infrastructure, including the supply of high quality drinking water, for example, by co-operating with Metro Vancouver to provide clean, safe drinking water, monitoring, minimizing leakages and improving, distribution and conservation;</li> <li>• implementing the new Island Natural Environment, Open Space and Public Realm policies and co-operating with agencies (e.g., FREMP, BC Environment, Metro Vancouver, YVR, Port Metro Vancouver);</li> <li>• enabling a range of recreation uses including outdoor activities for all ages both in Conservation and Park areas and across the City, for example, through the City's extensive parks and facilities including the Garry Point Park, Terra Nova Nature and Rural Parks, Metro Vancouver's Iona Beach Regional Park and through stakeholder interpretive and wellness programs;</li> <li>• enabling certain commercial uses (e.g., canteens) tourism activities (e.g., Tall Ships, Ships To Shore, the Steveson Salmon Festival), multi-cultural celebrations (e.g., Chinese New Year) and public, cultural amenities (e.g., Minoru Park, the Richmond Nature Park and interpretive programs, McDonald Beach boat launch);</li> <li>• enabling primarily soil-based agriculture use in Conservation and Park areas (e.g., the Terra Nova Nature and Rural Parks).</li> </ul> <p>The 2041 OCP supports such policies (see OCP Connected Neighbourhoods; and Island Natural Environment, Open Space and Public Realm chapters), for example, by having large park areas and ample park facility setbacks, including planting park edges with trees, and separating park and recreation uses by roads.</p>



The Regional Context Statement (RCS) Policy (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)	
<b>STRATEGY 3.2 Protect and enhance natural features and their connectivity.</b>	
<p>Role of Municipalities</p> <p>3.2.4 Adopt Regional Context Statements which include policies and/or maps that indicate how ecologically important areas and natural features will be managed (as conceptually shown on Map 10) (e.g., steep slopes and ravines, intertidal areas and other natural features not addressed in Strategy 3.1).</p> <p>3.2.5 In collaboration with other agencies, develop and manage municipal components of the Metro Vancouver Regional Recreation Greenway Network and connect community trails, bikeways and greenways to the Regional Recreation Greenway Network where appropriate.</p> <p>3.2.6 Identify where appropriate measures to protect, enhance and restore ecologically important systems, features, corridors and establish buffers along watercourses, coastlines, agricultural lands, and other ecologically important features (e.g., conservation covenants, land trusts, tax exemptions and ecogifting).</p> <p>3.2.7 Consider watershed and ecosystem planning and/or Integrated Stormwater Management Plans in the development of municipal plans.</p>	<p>The 2040 RGS Map 10 is titled: Natural Features and Land Cover, RGS Strategy 3.2 primarily addresses conservation and recreation uses including commercial, tourism, public, cultural and community amenities, and related education, research and training facilities and that serve the users.</p> <p>The 2041 OCP supports such actions (see OCP the Connected Neighbourhoods; and Island Natural Environment and Open Space and Public Realm, and Sustainable Infrastructure and Resources chapters), for example, by implementing the 2012 Environmentally Sensitive Areas (ESA) Management Strategy which includes a best practices Ecological Network Concept, Riparian Area and enhanced 2012 ESA policies and guidelines.</p> <p>The Ecological Network (EN) policies strive to better manage over approximately 16,188 ha (40,000 ac.) through interagency co-operation.</p> <p>The RGS Map 9 is titled: "Regional Recreation Greenway Network" and includes RGS Conservation and Recreation areas, the Regional Recreation Greenways Network, watercourses, tidal flats and wetland areas.</p> <p>The Regional Recreation Greenway Network is to be connected, as feasible, to City trails, bikeways and greenways and parks where appropriate.</p> <p>The 2041 OCP supports such actions (see OCP Connected Neighbourhoods; and Island Natural Environment and Open Space and Public Realm chapters), for example, by promoting a maintaining and enhancing a range of City-wide parks and trails to improve mobility and accessibility for all ages.</p> <p>The 2041 OCP supports such actions (see OCP Island Natural Environment, Open Space and Public Realm chapter), for example, by implementing the 2012 Environmentally Sensitive Areas (ESA) Management Strategy which includes an Ecological Network, the Eco Plus+ Concept, Riparian Area and enhanced ESA policies and guidelines. It also encourages the exploration of conservation covenants, land trusts, tax exemptions, ecological gain and eco-gifting approaches.</p> <p>The 2041 OCP considers such actions (see Island Natural Environment and Sustainable Infrastructure and Resources chapters), for example, by implementing the 2012 Environmentally Sensitive Areas (ESA) Management Strategy which includes Ecological Network, Eco Gain, Riparian Area and enhanced ESA policies and guidelines.</p> <p>The 2041 OCP supports integrated stormwater management plans, for example, by supporting Metro Vancouver's Drinking Water Management Plan and integrating it with City-wide and area plan infrastructure improvements over time. Annual progress is anticipated, based on approved City priorities and work programs, and senior government and regional partner funding, programming and support.</p>





<p><b>The Regional Context Statement (RCS) Policy</b>                  (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)</p>	
<p><b>STRATEGY 3.3 Encourage land use and transportation infrastructure that reduce energy consumption and greenhouse gas emissions, and improve air quality.</b></p>	
<p>Role of Municipalities                  3.3.4 Adopt Regional Context Statements which:</p> <p>a) identify how municipalities will use their land development and transportation strategies to meet their greenhouse gas reduction targets and consider how these targets will contribute to the regional targets;</p>	<p>a) The 2041 OCP supports such actions (see Climate Change Response chapter), for example, by addressing the following:</p> <ul style="list-style-type: none"> <li>• Community-wide GHG Reduction Targets (similar to Metro Vancouver's):                             <ul style="list-style-type: none"> <li>- 1–33% below 2007 levels by 2020;</li> <li>- 2–80% below 2007 levels by 2050:                                     <ul style="list-style-type: none"> <li>o as Richmond's GHG emissions are generated 41% by buildings and 55% by transportation achieving both targets is subject to the understanding that the Province and other jurisdictions will undertake necessary GHG reduction improvements and provide the City with funding to achieve these targets including building retrofits and TOD measures;</li> <li>o as well the City will continue to implement City GHG related policies (e.g., the City's Sustainability Framework, Official Community Plan [e.g., compact land use patterns, complete communities]; City Centre Area Plan [e.g., High Density Urban Villages, and Transit Oriented Development, transportation demand management and district energy initiatives]);</li> </ul> </li> </ul> </li> </ul>
<p>b) identify policies and/or programs that reduce energy consumption and greenhouse gas emissions, and improve air quality from land use and transportation infrastructure, such as:</p> <ul style="list-style-type: none"> <li>• existing building retrofits and construction of new buildings to green performance guidelines or standards, district energy systems, and energy recovery and renewable energy generation technologies, such as solar panels and geoechange systems, and electric vehicle charging infrastructure;</li> <li>• community design and facility provision that encourages transit, cycling and walking (e.g., direct and safe pedestrian and cycling linkages to the transit system);</li> </ul>	<p>b) Community-wide Energy Reduction Target of 10% from 2007 levels by 2020:</p> <ul style="list-style-type: none"> <li>• similar to above, achieving Richmond's Energy Reduction Target is subject to the understanding that the Province and other jurisdictions will undertake the necessary improvements and funding;</li> <li>• examples of improving air quality include changing from a 2008 mode share of 83% automobile, to a reduced 2041 automobile mode share of 49% (e.g., by promoting transit, walking trails, bicycle paths, ride share). Regarding electric car plug-ins, promote having a minimum of 20% of parking stalls with a 12 volt receptacle and an additional 25% of parking stalls to accommodate future electric vehicle charging equipment (e.g., pre-ducting).</li> <li>• promoting improved Triple Bottom Line (i.e., social, economic, environmental) analyses to achieve more benefits (e.g., promote improved energy performance within existing [retrofit] and new buildings; the increased use of transit; a greater diversion of solid waste through increased recycling and material reuse, improved waste energy capture);</li> <li>• implementing a comprehensive Community Energy and Emissions Plan (CEEP);</li> <li>• requesting increased provincial assistance, as many of the community's GHG reduction targets and actions (e.g., improved building energy efficiencies, reduced emissions from vehicles, the increased reliance on walking, cycling and transit), require Provincial legislation, policy, program and funding assistance;</li> <li>• supporting integrated storm water management and water conservation objectives, for example, see the Sustainable Infrastructure and Resources chapter;</li> </ul>

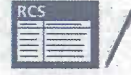


<p><b>The Regional Context Statement (RCS) Policy</b> (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)</p>	
<p>c) focus infrastructure and amenity investments in Urban Centres and Frequent Transit Development Areas, and at appropriate locations along TransLink's Frequent Transit Network;</p> <p>d) implement land use policies and development control strategies which support integrated storm water management and water conservation objectives.</p>	<p>c) Investments in GHG emissions and energy consumption reductions which improve air quality are concentrated in the City Centre, and will be considered in shopping centre densification and any future FTDA's;</p> <p>d) Policies which support integrated storm water management include participating in regional climate change initiatives, harvesting rain water for non-potable uses and storing rain water on site.</p> <p>Policies which support water conservation include participating in regional climate change initiatives, reducing water demand through water metering, low flow fixtures, leak reduction, pressure management approaches, and reduced lawn watering.</p>
<p><b>STRATEGY 3.4 Encourage land use and transportation infrastructure that improve the ability to withstand climate change impacts and natural hazard risks.</b></p>	
<p>Role of Municipalities</p> <p>3.4.4 Adopt Regional Context Statements that include policies to encourage settlement patterns that minimize risks associated with climate change and natural hazards (e.g., earthquake, flooding, erosion, subsidence, mudslides, interface fires).</p> <p>3.4.5 Consider incorporating climate change and natural hazard risk assessments into the planning and location of municipal utilities, assets and operations.</p>	<p>The 2041 OCP supports such actions (see OCP Climate Change Response; Sustainable Infrastructure and Resources; and Island Natural Environment and Open Space and Public Realm chapters), for example, by implementing comprehensive climate change management, capacity building, mitigation, carbon retention and adaptation policies which address community response, emission reduction, and target integration with other City policies (e.g., land use, transportation).</p> <p>As well, the City supports continued improvements in Building Code, seismic and flood protection policies.</p> <p>The 2041 OCP supports such actions (see Sustainable Infrastructure and Resources), for example by, implementing the City's 2008–2031 Flood Protection Strategy and Flood Plain Designation and Protection bylaws, improving the critical perimeter dike, supporting Fraser River dredging, flood proofing City buildings to appropriate standards and co-operating with stakeholders in flood management best practices.</p>





<p><b>The Regional Context Statement (RCS) Policy</b> (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)</p>	
<p><b>RGS GOAL 4 DEVELOP COMPLETE COMMUNITIES</b></p>	
<p><b>STRATEGY 4.1 Provide diverse and affordable housing choices.</b></p>	
<p>Role of Municipalities</p> <p>4.1.7 Adopt Regional Context Statements which:</p> <p>a) include policies or strategies that indicate how municipalities will work towards meeting the estimated future housing demand as set out in Appendix Table A.4, which:</p> <p>i) ensure the need for diverse housing options is articulated in municipal plans and policies, including neighbourhood and area plans;</p> <p>ii) increase the supply and diversity of the housing stock through infill developments, more compact housing forms and increased density;</p> <p>iii) in collaboration with the federal government and the province, assist in increasing the supply of affordable rental units for households with low or low to moderate incomes through policies, such as density bonus provisions, inclusionary zoning or other mechanisms, particularly in areas that are well served by transit;</p> <p>iv) encourage and facilitate affordable housing development through measures such as reduced parking requirements, streamlined and prioritized approval processes, below market leases of publicly owned property, and fiscal measures.</p>	<p>The 2041 OCP supports such actions (see OCP Connected Neighbourhoods chapter), for example, by:</p> <p>i) - ii)</p> <ul style="list-style-type: none"> <li>• implementing the 2007 Affordable Housing Strategy and completing its update (e.g., in 2012);</li> <li>• enabling a range of housing types (e.g., secondary suites, coach houses, granny flats, live-work, work-live, row housing) and affordable housing in High Density Urban Villages around the Canada Line Stations and Oval, as shopping centres density, along certain arterial roads and in many residential neighbourhoods;</li> <li>• considering innovative housing policies when updating area plans.</li> </ul> <p>iii) - iv)</p> <ul style="list-style-type: none"> <li>• collaborating with the federal government, Province, Metro Vancouver, UDI, developers and housing agencies to increase affordable housing and rental units for households with low or low to moderate incomes (e.g., through research, policies funding);</li> <li>• enabling a wide range of incentives to improve housing and its affordability (e.g., density bonusing, parking reductions near transit, using the City Affordable Housing Reserves);</li> <li>• the OCP enables the City to pursue multiple objectives at the same time, for example promoting affordable housing by reducing parking and providing density bonusing. In cases, this may include partly reducing parking to achieve affordable housing and also partly taking cash-in-lieu of parking to support providing TDM measures. This approach continues to work well as it provides flexibility to meet community and project specific needs.</li> </ul>



The Regional Context Statement (RCS) Policy (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)	
<p>Role of Municipalities</p> <p>4.1.8 Prepare and implement Housing Action Plans which:</p> <ul style="list-style-type: none"> <li>a) assess local housing market conditions, by tenure, including assessing housing supply, demand and affordability;</li> <li>b) identify housing priorities, based on the assessment of local housing market conditions, and consideration of changing household demographics, characteristics and needs;</li> <li>c) identify implementation measures within the jurisdiction and financial capabilities of municipalities, including actions set out in Action 4.1.7;</li> <li>d) encourage the supply of new rental housing and where appropriate mitigate or limit the loss of existing rental housing stock;</li> <li>e) identify opportunities to participate in programs with other levels of government to secure additional affordable housing units to meet housing needs across the continuum;</li> <li>f) cooperate with and facilitate the activities of the Metro Vancouver Housing Corporation under Action 4.1.5.</li> </ul>	<p>The 2041 OCP supports such actions (see Connected Neighbourhoods; Social Inclusion and Accessibility chapters), for example, by:</p> <ul style="list-style-type: none"> <li>• completing the 2007 Affordable Housing Strategy update;</li> <li>• partnering with senior governments, the MVHC, housing providers and operators, and developers to provide housing projects based on specific updated housing needs assessments;</li> <li>• periodically updating City demographic projections including dwelling units.</li> </ul>
<b>STRATEGY 4.2 Develop healthy and complete communities with access to a range of services and amenities.</b>	
<p>Role of Municipalities</p> <p>4.2.4 Include policies within municipal plans or strategies, that may be referenced in the Regional Context Statements, which:</p> <ul style="list-style-type: none"> <li>a) support compact, mixed use, transit, cycling and walking oriented communities;</li> </ul>	<p>The 2041 OCP supports such actions (see OCP Connected Neighbourhoods; and Mobility and Access chapters), for example, by:</p> <ul style="list-style-type: none"> <li>• in the City Centre, implementing High Density Urban Villages around the Canada Line stations and the Oval;</li> <li>• outside the City Centre, densifying certain shopping centres to enable more compact uses;</li> <li>• updating area plans to facilitate mixed uses, and improved mobility and access.</li> </ul>

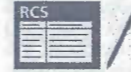


The Regional Context Statement (RCS) Policy (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)	
<p>b) locate community, arts, cultural, recreational, institutional, medical/health, social service, education facilities and affordable housing development in Urban Centres or areas with good access to transit;</p> <p>c) provide public spaces and other place-making amenities for increased social interaction and community engagement;</p>	<p>The 2041 OCP supports such facilities (see Vibrant City and Connected Neighbourhoods chapters), for example, by locating community, arts, cultural, recreational, institutional, health, social service, education facilities and affordable housing uses, in the City Centre (e.g., the Arts Precinct), and when densifying certain shopping and updating area plans (e.g., the Broadmoor Shopping Centre, Hamilton area), as densification can facilitate the provision of these services.</p> <p>The 2041 OCP enables such spaces and amenities (see Vibrant City; and Island Natural Environment, Open Space and Public Realm chapters), for example, by providing City World Class facilities (e.g., the Oval), City parks (e.g., Minoru Park, Garry Point Park, Richmond Nature Park, Brighthouse Park, McDonald Beach Park, Britannia Heritage Shipyard Park and London Farm), City facilities (e.g., the Gateway Theatre), the City's eight community centres and library system, and the School Board's 38 elementary and 10 secondary schools, to enable improving social engagement and multi-cultural celebrations.</p>
<p>d) support active living through the provision of recreation facilities, parks, trails, and safe and inviting pedestrian and cycling environments;</p>	<p>The 2041 OCP supports active living (see Vibrant City; Connected Neighbourhoods; Social Inclusion and Accessibility; and Ecological Network, Open Space and Public Realm chapters), for example, by:</p> <ul style="list-style-type: none"> <li>• in the City Centre, completing the 16 ha (40 ac.) Middle Arm Park on the Fraser River and acquiring over time, another 65 ha (160 ac.) of parkland for a total of 162 ha (400 ac.);</li> <li>• elsewhere in the City, maintaining and enhancing a wide range of recreation facilities, parks, trails, and safe and inviting pedestrian and cycling environments; improving trails and paths to better connect shopping centres, community centres and schools; providing more bike and rolling paths; and upgrading community facilities over time, as resources enable.</li> </ul>
<p>e) support food production and distribution throughout the region, including in urban areas, roof top gardens, green roofs and community gardens on private and municipally-owned lands and healthy food retailers, such as grocery stores and farmers' markets near housing and transit services;</p>	<p>The 2041 OCP supports such actions, (see Agriculture and Food; Vibrant City; Resilient Economy; Island Natural Environment; Open Space and Public Realm chapters), for example, by providing more community gardens on City and private lands, encouraging ALR lands to be farmed, promoting green roofs and food security activities.</p>
<p>f) assess overall health implications of proposed new communities, infrastructure and transportation services, including air quality and noise, with input from public health authorities;</p>	<p>The 2041 OCP enables such assessments (see OCP Safe City); Social Inclusion and Accessibility; Connected Neighbourhoods; Sustainable Infrastructure and Resources chapters), for example, by:</p> <ul style="list-style-type: none"> <li>• continuing to co-operate with Richmond Health Services, promoting healthy lifestyles and wellness programs;</li> <li>• providing safe infrastructure (e.g., transit, roads, trails, dikes and buildings);</li> <li>• improving policing, emergency and fire fighting services;</li> <li>• implementing the OCP Aircraft Noise Sensitive Development [ANSD] policies;</li> <li>• consulting with Metro Vancouver to improve air quality.</li> </ul>





<p><b>The Regional Context Statement (RCS) Policy</b> (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)</p>	
<p>g) support universally accessible community design;</p>	<p>The 2041 OCP supports universally accessible community design (see OCP Connected Neighbourhoods chapter), for example, by encouraging and requiring a range of improved neighbourhood and housing and building accessibility (e.g., aging in place for all new multi-family residential dwelling units; convertible units in townhouse rezoning applications, adaptable units in apartment rezoning applications).</p> <p>The 2041 OCP does not propose RGS Local Centres at this time.</p>
<p>h) where appropriate, identify small scale Local Centres in General Urban areas that provide a mix of housing types, local-serving commercial activities and good access to transit. Local Centres are not intended to compete with or compromise the role of Urban Centres and should preferably be located within Frequent Transit Development Areas;</p>	<p>The 2041 OCP (see OCP General Land Use Map; OCP RCS Map) recognize the facilities in 2040 RGS Map 11, titled: "Local Centres, Hospitals and Post Secondary Institutions".</p> <p>These facilities include the Vancouver International Airport (YVR) as a Special Employment Area, and the Richmond Hospital and post secondary institutions (e.g., Kwantlen Polytechnic University and Trinity Western University).</p>
<p>i) recognize the Special Employment Areas as shown on the Local Centres, Hospitals and Post-Secondary Institutions map (Map 11). Special Employment Areas are located outside of Urban Centres and Frequent Transit Development Areas, and are region-serving, special purpose facilities that have a high level of related transportation activity due to employee, student, or passenger trips.</p>	<p>The 2041 OCP (see OCP General Land Use Map; OCP RCS Map) recognize the facilities in 2040 RGS Map 11, titled: "Local Centres, Hospitals and Post Secondary Institutions".</p> <p>These facilities include the Vancouver International Airport (YVR) as a Special Employment Area, and the Richmond Hospital and post secondary institutions (e.g., Kwantlen Polytechnic University and Trinity Western University).</p>
<p><b>RGS GOAL 5 SUPPORT SUSTAINABLE TRANSPORTATION CHOICES</b></p>	
<p><b>STRATEGY 5.1 Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking.</b></p>	
<p>Role of Municipalities</p>	
<p>5.1.6 Adopt Regional Context Statements which:</p>	<p>a) identify land use and transportation policies and actions, and describe how they are coordinated, to encourage a greater share of trips made by transit, multiple-occupancy vehicles, cycling and walking, and to support TransLink's Frequent Transit Network;</p> <p>The 2041 OCP (see Mobility and Access; Connected Neighbourhoods; and Sustainable Infrastructure and Resources chapters) identify such policies and actions:</p> <ul style="list-style-type: none"> <li>• in the City Centre: for example, by better enabling TOD, walking, bicycling and rolling modes;</li> <li>• outside the City Centre: for example, along arterial road redevelopment and in densified shopping centres;</li> <li>• City-wide: improving transit, and bike and rolling paths, and working closely with TransLink to implement the Frequent Transit Network (FTN).</li> </ul>



<p><b>The Regional Context Statement (RCS) Policy</b> (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)</p>	
<p>b) identify policies and actions that support the development and implementation of municipal and regional transportation system and demand management strategies, such as parking pricing and supply measures, transit priority measures, ridesharing, and car-sharing programs;</p> <p>c) identify policies and actions to manage and enhance municipal infrastructure to support transit, multiple-occupancy vehicles, cycling and walking.</p>	<p>The 2041 OCP (see Mobility and Access chapter) identifies such policies and actions, for example, by:</p> <ul style="list-style-type: none"> <li>• supporting the implementation of transit priority measures in congested areas where feasible, facilitating the provision of car-share services around Canada Line stations and promoting ride-sharing.</li> </ul> <p>The 2041 OCP (see Mobility and Access chapter) identifies such policies and actions, for example, by improving transit stops, providing bus shelters and benches, expanding the network of bike and rolling paths, and promoting ride sharing programs.</p>
<p><b>STRATEGY 5.2 Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods and services.</b></p>	
<p>Role of Municipalities</p> <p>5.2.3 Adopt Regional Context Statements which:</p>	
<p>a) identify routes on a map for the safe and efficient movement of goods and service vehicles to, from, and within Urban Centres, Frequent Transit Development Areas, Industrial, Mixed Employment and Agricultural areas, Special Employment Areas, ports, airports, and international border crossings;</p> <p>b) identify land use and related policies and actions that support optimizing the efficient movement of vehicles for passengers, Special Employment Areas, goods and services on the Major Road Network, provincial highways, and federal transportation facilities;</p> <p>c) support the development of local and regional transportation system management strategies, such as the provision of information to operators of goods and service vehicles for efficient travel decisions, management of traffic flow using transit priority measures, coordinated traffic signalization, and lane management;</p>	<p>The 2041 OCP (see Mobility and Access chapter; RCS Map):</p> <ul style="list-style-type: none"> <li>• identifies such routes;</li> <li>• identifies such policies and actions, for example, by, promoting efficient transportation, services and alternatives in the City Centre;</li> <li>• improves along arterial roads and in densified shopping centres, bike and rolling paths;</li> <li>• promotes working closely with TransLink to implement the Major Road Network (MRN) and Frequent Transit Network (FTN), and co-operation with senior governments.</li> </ul> <p>The 2041 OCP (see Mobility and Access chapter) supports such strategies, for example, by improving web-based traffic information including real-time displays of traffic conditions, transit priority measures in congested areas where feasible and traffic signal coordination.</p>

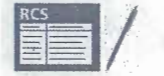


<p><b>The Regional Context Statement (RCS) Policy</b> (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)</p> <p>The 2041 OCP (see Mobility and Access chapter) identifies such policies and actions, for example, by co-ordinating efforts with senior governments, railway companies, Port Metro Vancouver and FREMP.</p>	<p>d) identify policies and actions which support the protection of rail rights-of-way and access points to navigable waterways in order to reserve the potential for goods movement, in consideration of the potential impacts on air quality, habitat and communities.</p>
<p><b>2040 RGS AND 2041 OCP AND RCS IMPLEMENTATION (See RGS Section F Implementation)</b></p>	
<p><b>RGS Section F Implementation Policies</b></p> <p>Providing for Appropriate Municipal Flexibility</p> <p>6.2.7 A municipality may include language in its Regional Context Statement that permits amendments to the municipality's Official Community Plan to adjust the boundaries of regional land use designations (or their equivalent Official Community Plan designation) within the Urban Containment Boundary, provided that:</p> <p>a) the municipality may re-designate land from one regional land use designation to another regional land use designation, only if the aggregate area of all proximate sites so re-designated does not exceed one hectare;</p>	
<p>The 2041 OCP hereby permits such amendments.</p>	<p>b) notwithstanding section 6.2.7 (a), for sites that are three hectares or less, the municipality may re-designate land:</p> <ul style="list-style-type: none"> <li>from Mixed Employment or Industrial to General Urban land use designation, if the site is located on the edge of an Industrial or Mixed Employment area and the developable portion of the site will be predominantly within 150 metres of an existing or approved rapid transit station on TransLink's Frequent Transit Network; or</li> </ul>
<p>The 2041 OCP hereby permits such amendments.</p>	



<p><b>The Regional Context Statement (RCS) Policy</b>                      (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)</p>	
<ul style="list-style-type: none"> <li>• from Industrial to Mixed Employment land use designation if the developable portion of the site will be predominantly within 250 metres of an existing or approved rapid transit station on TransLink's Frequent Transit Network; provided that:                             <ul style="list-style-type: none"> <li>- the re-designation does not impede direct rail, waterway, road or highway access for industrial uses; and</li> <li>- the aggregate area of all proximate sites that are re-designated does not exceed three hectares;</li> </ul> </li> </ul>	<p>The 2041 OCP hereby permits such amendments.</p>
<p>c) the aggregate area of land affected by all re-designations under section 6.2.7 (a) and (b) together cannot exceed two percent of the municipality's total lands within each applicable regional land use designation.</p>	<p>The 2041 OCP hereby permits such amendments.</p>
<p>6.2.8 A municipality may include language in its Regional Context Statement that permits amendments to the municipality's Official Community Plan to adjust the boundaries of the municipality's Urban Centres and Frequent Transit Development Areas, provided such boundary adjustments meet the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) of the Regional Growth Strategy.</p>	<p>The City will implement RGS policy 6.29.</p>
<p>6.2.9 Municipalities will notify Metro Vancouver of all adjustments, as permitted by sections 6.2.7 and 6.2.8, as soon as practicable after the municipality has adopted its Official Community Plan amendment by law.</p>	<p>The City will implement RGS policy 6.29.</p>





**The Regional Context Statement (RCS) Policy**  
(e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)

The 2041 OCP hereby permits such amendments.

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





Regional Context Statement Map

